Leicester
City Council

Governance Services
City Hall
115 Charles Street
Leicester
LE1 1FZ

18 March 2026

Sir or Madam

I hereby summon you to a meeting of the LEICESTER CITY COUNCIL to be held at the Town Hall, on THURSDAY, 26 MARCH 2026 at FIVE FIFTEEN O'CLOCK in the afternoon, for the business hereunder mentioned.

Kamal Adatia

Monitoring Officer

AGENDA

AUDIO STREAM OF MEETING

A live audio stream of the meeting can be heard on the following link: https://www.youtube.com/@leicestercitycouncildemocr5339

1. LORD MAYOR'S ANNOUNCEMENTS

2. DECLARATIONS OF INTEREST

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 25 February 2026 are available to view at:

Agenda for Council on Wednesday, 25 February 2026, 6:00 pm | Leicester City Council

Copies are also available from Governance Services on (0116) 454 6350 or governance@leicester.gov.uk

4. STATEMENTS BY THE CITY MAYOR/EXECUTIVE

5. PETITIONS

- Presented by Members of the Public - None
- Presented by Councillors - None
- Petitions to be debated - None

6. QUESTIONS

- From Members of the Public
- From Councillors

7. MATTERS RESERVED TO COUNCIL

a) LEICESTER LOCAL PLAN ADOPTION **Pages 1-622**

b) PAY POLICY STATEMENT 2026/27 AND GENDER PAY REPORT 2025 **Pages 623-654**

8. REPORTS OF THE MONITORING OFFICER

a) APPOINTMENT OF INDEPENDENT PERSONS TO THE STANDARDS COMMITTEE — Pages 655-658

b) MEMBER ALLOWANCES SCHEME — Pages 659-670

c) CALL-IN OF EXECUTIVE DECISION — Pages 671-702

9. NOTICES OF MOTION

10. ANY OTHER URGENT BUSINESS

Information for members of the public

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Further information

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

Sharif Chowdhury, Senior Governance Officer. email governance@leicester.gov.uk or call in at City Hall.

For Press Enquiries - please phone the **Communications Unit on 0116 454 4151**

Leicester City Council

Leicester Local Plan (2020 – 2036) - Adoption

Decision to be taken by: Full Council

Date of meeting: 26th March 2026

Lead Director/officer: Andrew L Smith, Director of Planning, Development and Transportation

- Author: Fabian D'Costa (Policy and Information Services Manager)
- Author contact details: +44 (0)116 454 2801
- Report version number: 1

1. Summary

1.1 The preparation of the new Leicester Local Plan has now reached the end of the plan-making process. The Inspectors' Report has been received (**See Appendix 1**). This concludes that, subject to incorporating the associated modifications identified by the Inspectors, the plan provides an appropriate basis for the planning of Leicester and is 'sound'.

1.2 The Local Plan will cover a 10-year timescale to 2036 and will replace the current Core Strategy and saved policies from the previous local plan of 2006.

2. Recommendations

That the Council notes and adopts the following documents:

- Leicester Local Plan and modifications (**Appendix 2**) be adopted and published in accordance with Regulation 26 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended by Section 23(2) and (3) of the Planning and Compulsory Purchase Act 2004 (As amended by section 112(3) of the Localism Act 2011)

- The Policies Map (**Appendix 3**)

Authorises the Director of Planning, Development and Transportation, in consultation with the Portfolio Lead for Planning, to make minor typographical amendments or factual updates in preparing the final version of the Local Plan.

Authorises a copy of the local plan, the adoption statement and the sustainability report will be made available for public inspection on the Council's website. Notification will be sent to any person who requested to be kept informed of the plan progress. A copy of the adopted Local Plan and the adoption statement will be sent to the Secretary of State. The Council anticipate that this will take place by the first week in May.

3. Background

3.1 The National Planning Policy Framework (NPPF) requires all local planning authorities to prepare and maintain up-to-date local plans that are consistent with local and national planning policy.

3.2 The new Leicester Local Plan will ensure that the City Council remains in a strong position to manage proposals for new development through its decision taking. The Plan covers the period 2020 to 2036 and seeks to:

- Meet the need for homes, jobs, shopping, and leisure;
- Allocate sites for development including strategic development sites; and
- Set clear planning policies that guide decisions on planning applications

3.3 The preparation and production of the new Leicester Local Plan has followed the legal requirements set out in the Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Planning) Regulations 2012 and is in accordance with national planning policy. The plan has been subject to extensive public

consultation and collaborative working with partners throughout. Full Council approval was secured at the required key stages.

These included:

- Issues and Options Consultation (2014) – Full Council Approval
- Emerging Options (2017) – Full Council Approval to commence consultation
- Regulation 18 (2020) – Draft Plan - Full Council Approval to commence consultation
- Regulation 19 Submission Plan (2023) – Full Council Approval to commence consultation and submit to Government thereafter
- Consultation on Main Modifications – (June to August 2025)

3.4 Following consultation on the Council's proposed submission plan, the Plan was submitted to the Secretary of State for the purpose of an Examination in Public (EIP). Three independent Inspectors were appointed to examine the new plan. The examination hearings were carried out over five weeks in October/November 2024 and considered the submitted plan against the relevant legal and policy requirements. The process has included preliminary written questions from the Inspectors; Inspectors' matters, issues and questions (in advance of the public hearings); public hearing sessions; and post hearing actions.

3.5 Following the hearings, the Inspectors outlined the stages of the proposed main modifications to the plan. These introduced necessary main modifications to the plan's strategies, planning policies, site allocations and supporting text in order to secure its overall soundness. The Inspectors' modifications respond to matters and issues that arose during the course of the examination process. All local plans that go through an examination are subject to modifications by their Inspectors prior to their adoption by the Council.

3.6 The main modifications were subject to additional public consultation between 9th June - 29th July 2025. A total of 88 representations were received which were subsequently passed on to the Inspectors for their consideration as part of the statutory process. A summary of the representations can be viewed in **Appendix 5**. These, alongside all written and verbal material submitted throughout the examination process, informed the content of the Inspectors' final Report, which is attached at **Appendix 1.**

3.7 The Inspectors' final Report formally closes the examination and is the penultimate stage in the preparation of the Local Plan. The Report finds the Local Plan sound and considers it an appropriate basis for the planning of Leicester up until 2036.

3.8 The Inspectors' Report has also been made available to those who commented on the plan and placed on the Council's website.

4. The Inspectors' Report

4.1 Planning Inspectors were appointed to carry out an independent examination of the Leicester Local Plan to determine legal compliance and soundness and subsequently produce a report to the local planning authority with recommendations (if adopted).

4.2 The National Planning Policy Framework (NPPF) sets out the 'tests of soundness' against which local plans are considered at their examination in public. A local plan can only be adopted if it is found sound. Plans are 'sound' if they are:

• **Positively prepared –** providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

• **Justified –** demonstrating an appropriate strategy, considering the reasonable alternatives and based on proportionate evidence;

• **Effective –** deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by statements of common ground; and

• **Consistent with National Policy –** enabling the delivery of sustainable development in accordance with the policies in the NPPF and other statements of national planning policy, where relevant.

4.3 The Inspectors' Report is structured to first discuss the statutory requirements of plan preparation, followed by a discussion of key issues as identified by the Inspectors, including where they consider main modifications are necessary to ensure the Local Plan policies and allocations are sound. A separate list of minor modifications has been prepared by the council that deal with minor changes that do not change policies or sites. These mainly relate to typographical errors.

4.4 The Planning Inspectors' Report concludes that the duty to cooperate has been met and that, with the recommended main modifications in the Local Plan, satisfy the requirements referred to in section 20(5)(a) of the 2004 Act, and is sound.

4.5 The main modifications identified by the Inspectors as necessary to make the plan sounds are set out in **Appendix 2**. The most significant of these modifications are:

- A new policy to make it clear that a review of the Plan should commence upon adoption and be completed within three years.

- Amendments to the employment land requirement and supply figures, including making it clear that the unmet need will be met in full in Charnwood Borough.

- Changes to the policies on the Strategic Sites to ensure that they are effective in respect of the requirements for any future development proposals.

- Amendments to other housing policies to ensure that they are justified, effective and consistent with national policy, including policies on housing mix, affordable housing, housing densities, older persons' housing, self-build and custom built housing, internal space standards, student accommodation, retention of family housing, houses in multiple occupation, and Gypsy and Traveller accommodation.

- Modifications to policies and proposals for the Central Development Area in Leicester, in order that the Plan is positively prepared and is justified, effective and consistent with national policy, including improving opportunities for walking, cycling and public transport; safeguarding key viewpoints; and ensuring clarity in respect of the requirements for development proposals in this area.

- Changes to ensure that the policies for climate change and flood risk are positively prepared and are justified, effective and consistent with national policy.

- Amendments to the policies and proposals for health and wellbeing in Leicester, including clarity around the types of development which would require a Health Impact Assessment.

- Modifications to the policies for delivering design quality to ensure that a clear approach to development proposals is set out in the Plan.

- Changes to the policies for heritage to ensure that they are clear and consistent with national policy.

- Modifications to ensure that policies and proposals for open space, sports and recreation in Leicester are effective and provide wider benefits and enhancements.

- Changes to the policies for the natural environment to ensure that they are positively prepared, justified, effective and consistent with national policy, including the requirement for Biodiversity Net Gain.

- Amendments to transport policies and proposals, including the deletion of the reference to the workplace parking levy; updated air quality objectives, guidelines, and targets; the delivery of a sustainable transport network; park-and-ride facilities; and sustainable freight opportunities.

- Modifications to make clear what infrastructure could be funded by planning contributions.

- Changes to update the housing land supply for the Plan period, including the 5-year housing land supply, as well as the inclusion of a detailed housing trajectory.

4.6 Policies map.

4.7 The council has also produced a policies map **(Appendix 3)** which sets out a visual representation of the policies contained within the Local Plan on a mapping base. The Council consulted on the policies map at all relevant stages of the plan-making process and also produced a 'Atlas of Changes' document **(See Appendix 6)** which sets out what changes were made between the policies map at submission (Regulation 19) and the version the council expects to adopt. These changes were requested by the Planning Inspectors as part of the examination.

The main changes are as follows:

- Some sites were removed from proposed housing development and were reverted to their previous use.
- Other site boundaries were amended.
- Slight amendments to the green wedge boundaries. Constraints such as flood risk and heritage were added.
- Other changes to provide clarity including site numbers and other labels.

Five Year Housing Land Supply

4.8 At the time of the Examination hearings, the Council used a base date of 1 April 2024 for calculating its housing land supply and was able to demonstrate that it had a supply of 5.16 years inclusive of a 20% buffer to address past under-delivery. However, in the intervening time, the housing land supply has dropped below five years, primarily due to the longer lead-in times required for completions on the larger strategic sites which are projected to come forward later in the Plan period. This means that at the point of adoption, the Council will not be able to demonstrate a 5-Year Housing Land Supply, but a housing land supply greater than five years will be regained later in the plan period.

4.9 Despite this, it is noted in the Inspectors' Report that there is little evidence to suggest that Leicester has any other sources of housing land supply that could be brought forward within the Plan period. The Inspectors' Report recommends that the plan should still proceed to adoption with a 2036 end-date so as to allow the proposed housing allocations to progress to delivery, but a review of the Plan must be commenced upon its adoption which must be completed within three years.

Supplementary Planning Documents (SPD's)

4.10 It should also be noted that at the time of the EIP the Council, on the advice of the Planning Inspectors, committed to producing a number of Supplementary Planning Documents. These documents would provide more detailed guidance to

help implement the policies in the new Local Plan, offering more specifics on issues such as design, climate change, developer contributions and affordable housing.

4.11 However, the Government announced in December 2025 that new SPDs can only now be adopted under the existing local plans system until June 2026. This tight deadline would mean that the council would be unable to produce any SPDs by the June deadline (as it usually takes around 9 months at the earliest to adopt SPDs), so other options are being considered including informal guidance, or detailed guidance as part of the immediate review of the plan. An options paper will be bought in due course to executive to provide further guidance.

5. The final version of the Leicester Local Plan

5.1 A final version of the Leicester Local Plan is attached in **Appendix 2**, along with the policies map showing allocations and designations in **Appendix 3**. These documents include all the main modifications required by the Planning Inspectors.

5.2 If Council is minded to adopt the plan, it will be this Plan that is used in the determination of planning applications and to guide growth through the allocation of sites in the city.

5.3 As a reminder, the Plan seeks to ensure the delivery of at least 20,730 new homes to meet housing needs across the district. It allocates sites for 3,362 new homes alongside 7,188 homes that already have planning permission. It also makes provision for some 34.49 hectares of employment growth, enabling the Council to help support the expansion of existing local companies, the creation of new businesses, and to attract new businesses to the area.

5.4 The plan is informed by a Statement of Common Ground (SocG) agreed in partnership with the districts and Leicestershire County Council to meet the unmet need arising out of Leicester in the surrounding area within Leicestershire. The Statement of Common Ground, agreed in June 2022, makes provision for an unmet need of 18,694 homes to be met across the districts, and 23 ha of employment land to be met within Charnwood between a period of 2020-36.

Other Policies

5.5 In addition to allocating sites, the plan contains policies to boost the delivery of affordable housing in the city; address climate change; protect the city's heritage and natural environment; and enhance biodiversity. Policies also recognise the need to design places to encourage positive health and wellbeing and ensure that all new homes are required to meet the nationally described space standards.

Key Policy Areas:

- Chapter 5 deals with housing. It sets out expected amounts of homes of different sizes and affordable housing to meet the needs of the city. It also includes polices for housing for older people and people with other

specialised needs including Gypsies and Travellers and Travelling Show people, and people who want to build their own homes. Policies on houses in multiple occupation and purpose-built student accommodation are also contained in this chapter.

- Chapters 6 focuses on climate change and flood risk. It includes policies on the sustainable design and construction of new development, reducing carbon emissions from new development, renewable and low carbon energy generation projects, managing flood risk, and sustainable drainage systems in new development.

- Chapters 7 and 8 deal with delivering quality design and health and wellbeing. This includes policies on tall buildings, built form, landscaping and inclusive design. It also includes policies to ensure that adverse impacts of development on health and wellbeing are minimised.

- Chapter 9 on the Central Development Area (CDA) contains policies to guide development within the CDA. The chapter has overarching policies setting out development principles in the area, followed by policies on nine individual character areas as well as policies on the other regeneration areas which make up the CDA area.

- Chapters 10 and 11 deal with Heritage and Culture, Leisure and Tourism. The policies in these chapters aim to conserve existing heritage and protect and enhance culture/leisure uses across the city. The heritage chapter includes policies to minimise impacts of development on heritage assets, conservation areas, and archaeology. The culture chapter seeks to support public houses, places of worship, assets of community value, as well as providing new cultural and leisure facilities, such as at the Great Central Heritage Railway.

- Chapters 12 and 13 deal with economic matters and includes policies in relation to supporting new employment opportunities, protecting important existing employment sites and policies for dealing with retail and main town centre development in the city centre, town centres and local shopping areas. It also sets policies for retail and main town centre uses that are proposed in out of centre locations, which includes considering the extent of the impact that the proposed development would have on “town centres”.

- Chapters 14 and 15 deal with Open Space, Sports and Recreation, and the Natural Environment. They include policies for how open space, green wedges, playing fields and sports facilities, designated sites, protected and priority species, green and blue infrastructure, ancient woodland, veteran trees, and irreplaceable habitats, and biodiversity should be considered in determining planning applications.

- Chapter 16 on Transport sets out the planning approach to strategic and local issues related to transport. It includes policies around ensuring development is located in the most sustainable locations for access to transport, addressing the impact of climate change and air quality related

to transport, ensuring that development is accessible for all and ensuring that adequate car parking is provided in new developments.

- Chapter 18 sets out policies relating to the provision of infrastructure. The first policy deals with how development contributions will be used to secure necessary contributions towards infrastructure from developments.

Infrastructure Delivery

5.6 The local plan sets out what infrastructure is needed to support development coming forward in Leicester in the next 10 years. This is outlined in the Development and Infrastructure chapter and revised Policy DI01 'Developer Contributions and Infrastructure'. As part of the examination, the Inspectors requested that it was made clear what infrastructure is proposed and how developer contributions will be sought. As a result, the policy now sets out the broad areas on which the Council will collect money from developers to fund infrastructure. The viability evidence which supports the local plan also highlights that approx. £2,500 per dwelling could be secured to fund infrastructure, subject to site viability.

Habitat Regulations Assessment and Sustainability Appraisal

5.7 As a result of the modifications, the Habitat Regulations Assessment (HRA) and the Sustainability Appraisal (SA) documents were updated and consulted on with the main modifications in June-July 2025.

5.8 The HRA (May 2025) considered the impacts of the Local Plan on European sites of nature conservation interest and importance. The main modifications made during the course of the Examination were considered in a report which can be found here. The HRA concludes that the Local Plan is unlikely to have a detrimental effect on the integrity of European sites and that further assessment is not required.

5.9 An Adoption Statement will be provided once the Local Plan has been adopted. This will explain the Local Plan sustainability appraisal process up to the point of adoption, including the SA reports published in 2020**,** 2022 and an updated version to correct minor errors which was published in 2024**,** and main modifications and Inspectors' Report in 2025. The Adoption Statement will demonstrate that a legally robust SA process was undertaken alongside plan-making, assessing the plan and reasonable alternatives, and that this assessment, informed by appraisal findings and consultation responses, fed into decision-making at key stages of the plan making process. The Sustainability Appraisal report which was consulted on at the same time as the main modifications can be found here.

6. Adoption

6.1 It is recommended that the Council adopt the Leicester Local Plan as amended by the main modifications suggested by the Inspectors.

6.2 By choosing to adopt the plan, the Council would be putting an essential part of the future development of the city in place. It would place the local planning authority

in a very strong position to provide policy to determine planning applications and bring forward the sites required to meet the housing, employment and other needs of the city to 2036. The plan also contains a suite of policies that address climate change and seek to protect and where possible enhance the city's environment.

6.3 Having an up-to-date Plan will also provide certainty to strategic partners in the Housing Market Area who have agreed to contribute towards our unmet need and are continuing to address this as an ongoing cross-boundary strategic matter. An adopted Plan will support positive planning and development while the Council starts work on a new plan through plan review, which will help update the evidence to support new and upcoming plans in the Leicester and Leicestershire Housing Market Area.

6.4 With an adopted plan, the city will meet its housing requirement of 20,730 homes over the plan period. The remainder of the housing need will be addressed as part of the Statement of Common Ground (SoCG) agreement (June 2022) with the districts on accommodating unmet need.

6.5 An alternative option of not adopting the plan was considered, but this would mean starting work again on a new plan without the comfort of an up-to-date local plan providing certainty around the amount and location of development across the city. This could lead to speculative development coming forward across the city in an unplanned manner, putting pressure on infrastructure, contrary to the aims and objectives of the emerging plan.

7. Financial, legal and other implications

7.1 Financial implications

7.2 The adoption of the Local Plan, as proposed within this report, provides clarity on areas for development and as such will positively impact economic investment across the city, alongside the development of much needed housing. The impacts on Council finances are less significant than those of the wider economy of Leicester but include the potential to alleviate pressures on temporary accommodation and income from planning applications. If the plan is not adopted then not only will there be a delay to the benefits outlined here, but the process will need to be re-followed at significant cost to the Council.

Stuart McAvoy – Head of Finance
26th February 2026

8. Legal implications

8.1 The examination process assessed whether the plan was prepared in accordance with legal and procedural requirements and if it was sound (Positively prepared, justified, effective and consistent with national policy). The plan was

prepared in accordance with the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012.

8.2 Once the examination process is complete and an affirmative report has been received from the Inspectors, the Local Plan requires adoption by a full meeting of the Council pursuant to Regulation 4(1) and (3) of the Local Authorities (Functions and responsibilities) (England) Regulations 2000. On adopting the Local Plan, the Council has to make publicly available a copy of the plan, an adoption statement and sustainability appraisal in line with Regulation 25, 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended.

8.3 The local plan once adopted is subject to a potential period of legal challenge for a period of six weeks from the date of adoption by the Council.

Stuart Evans – Planning Legal Advice
24th February 2026

9 Climate Change and Carbon Reduction implications

9.1 Buildings and transport are responsible for almost all of Leicester's scope 1 and 2 greenhouse gas emissions (emissions directly produced within city boundaries and those from electricity consumption in the city). New construction will also create scope 3 emissions (emissions caused in producing and transporting construction materials and products and eventually demolishing and disposing of buildings).

9.2 Development will also need to be adapted to the changing climate, in particular with respect to heatwaves and the increasing occurrence of intense rainfall contributing to flood risk. The new Local Plan therefore has an important role to play in addressing these issues in support of the council's Climate Ready Leicester goals and Net Zero ambition.

9.3 The new Local Plan will have a major impact on carbon emissions and climate adaptation relating to development within the city. This includes setting policy requirements for new development to reduce emissions and flood risk, protect open space which stores carbon and support reduced travel distances and infrastructure for active travel and public transport. [ref. policies: CCFR01 to CCFR06, DQP04 to DQP06, CDA01, HW01, TCR02, OSSR01 to OSSR03, OSSR07, NE01 to NE04, T01 to T07]

9.4 In conclusion, implementing the climate change and related policies in the Local Plan will be amongst the most important and impactful actions the council can take to deliver a climate ready city.

Phil Ball, Sustainability Officer, Ext 372246
24th February 2026

10 Equalities Implications

10.1 Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

10.2 Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

10.3 Meaningful consultation on the local plan was an important method of collating evidence around any potential equalities implications and should aid the authority in paying due regard to the aims of the PSED. The local plan is a high-level document. In order to foster a meaningful approach to assessing the equalities impacts, a high-level assessment of potential equalities implications has been undertaken to indicate key issues and where more intensive focus is required in the development of the local plan.

10.4 An equality impact assessment (EIA) was undertaken in 2020 to support the consultation at that stage, and again in 2022 for our second round of consultation. An EIA has been undertaken for the local plan in 2025/2026 and as the Local Plan will be monitored annually and reviewed on a three-year cycle, equality considerations need to be embedded as part of the evaluation process, and it is recommended that EIAs be undertaken as appropriate by service areas.

10.5 Building an evidence base is a vital part of equality impact assessment and should include protected characteristic groups (through established groups, support organisations and individually as part of a representative sample of consultees) and other groups at risk of exclusion. A key part of this will be understanding how current policies and issues affect different groups. This will be an iterative process and should be undertaken in such a way that equalities considerations influence the final decision.

10.6 Where disproportionate negative impacts on any protected characteristic/s are identified, decision makers must consider steps to mitigate those impacts. It is important that, throughout the process of decision making, decision makers are aware of and act upon their duty to pay due regard to the PSED.

Sukhi Biring, Equalities Officer
26 February 2026

11. Other Implications

None applicable

12. Background Information and other Papers

Appendix 1 – Inspectors' Report of the Examination of the Leicester Local Plan and Schedule of Main Modifications. Please use the following link Leicester Local Plan Examination - Main Modifications for the Main Modifications.

Appendix 2 - Leicester Local Plan 2020 – 2036 Tracked Changes Plan.

Appendix 3 - Leicester Local Plan 2020 – 2036 Policies Map click here

Appendix 4 - Equalities Impact Assessment.

Appendix 5 – Main Modifications Representations Summaries.

Appendix 6 – Atlas of Changes to Policy Map

Planning Inspectorate

Report to Leicester City Council

By Karen Baker DipTP MA DipMP MRTPI,
Joanne Burston BSc (Hons) MA MRTPI and
Mike Hayden BSc DipTP MRTPI

Inspectors appointed by the Secretary of State

Date: 5 February 2026

Planning and Compulsory Purchase Act 2004 (as amended)
Section 20

Report on the Examination of the Leicester Local Plan 2020 to 2036

The Plan was submitted for Examination on 26 September 2023

The Examination Hearing was held between 1 and 3, 8 and 10, and 15 and 16 October, and 12 and 14, and 19 and 21 November 2024

File Ref: PINS/W2465/429/2

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Abbreviations used in this report

2004 Act	Planning and Compulsory Purchase Act 2004 (as amended)
AA	Appropriate Assessment
AM	Additional Modification
BNG	Biodiversity Net Gain
CDA	Central Development Area
the Council	Leicester City Council
DtC	Duty to Co-operate
dpa	dwellings per annum
FEMA	Functional Economic Market Area
FRA	Flood Risk Assessment
GTAA	Gypsy and Traveller Accommodation Assessment
ha	hectares
HIA	Heritage Impact Assessment
HMA	Housing Market Area
HRA	Habitats Regulation Assessment
IDP	Infrastructure Delivery Plan
LDS	Local Development Scheme
LEP	Local Enterprise Partnership
LHN	Local Housing Need
LPA	Local Planning Authority
LWS	Local Wildlife Site
m	metres
MAG	Members' Advisory Group
MM	Main Modification
NE	Natural England
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
RAG	Red/Amber/Green
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SHELAA	Strategic Housing and Economic Land Availability Assessment
SoCG	Statement of Common Ground
SPA	Special Protection Areas
SPD	Supplementary Planning Document
sqm	square metres
SRN	Strategic Road Network
SuDS	Sustainable Drainage Systems
TA	Transport Assessment
VA	Viability Appraisal
WPVA	Whole Plan Viability Assessment

Non-Technical Summary

This Report concludes that the Leicester Local Plan 2020 to 2036 provides an appropriate basis for the planning of the City, provided that a number of Main Modifications (MMs) are made to it. Leicester City Council (the Council) has specifically requested that we recommend any MMs necessary to enable the Plan to be adopted.

Following the Hearing, the Council prepared a schedule of the proposed MMs and, where necessary, carried out Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) of them. The MMs were subject to public consultation over a seven week period. In some cases, we have amended their detailed wording and/or added consequential modifications where necessary. We have recommended their inclusion in the Plan after considering the SA and HRA of them, and all the representations made in response to consultation on them.

The Main Modifications that are necessary can be summarised as follows:

- Changes to clearly identify the strategic policies throughout the Plan and to confirm which development plan policies the Plan will supersede;
- Modifications to ensure that the Plan's vision, strategy and presumption in favour of sustainable development are justified, effective and consistent with national policy;
- A new policy to make it clear that a review of the Plan should commence upon adoption and be completed within three years;
- Modifications to ensure that the housing 'target' is expressed as a minimum and to update the components of housing provision to reflect the latest site capacity figures;
- Changes to update the housing land supply for the Plan period, including the 5-year housing land supply, as well as the inclusion of a detailed housing trajectory;
- Amendments to the employment land requirement and supply figures, including making it clear that the unmet need will be met in full in Charnwood Borough;
- Changes to the policies on the Strategic Sites to ensure that they are effective in respect of the requirements for any future development proposals;
- Modifications to include the non-strategic housing site allocations within Policy Ho01, and the site-specific requirements for development proposals to meet;
- Amendments to other housing policies to ensure that they are justified, effective and consistent with national policy, including policies on housing mix, affordable housing, housing densities, older persons' housing, self-build and custom built housing, internal space standards, student accommodation, retention of family housing, houses in multiple occupation, and Gypsy and Traveller accommodation;
- Changes to ensure that the policies and proposals for employment land and development are justified, effective and consistent with national policy, including the updated Use Classes Order;
- Modifications to ensure that the strategy and policies for town centres and retail development are justified, effective and consistent with national policy;
- Modifications to policies and proposals for the Central Development Area in Leicester, in order that the Plan is positively prepared and is justified, effective and consistent

with national policy, including improving opportunities for walking, cycling and public transport; safeguarding key viewpoints; and ensuring clarity in respect of the requirements for development proposals in this area;

- Changes to ensure that the policies for climate change and flood risk are positively prepared and are justified, effective and consistent with national policy;
- Amendments to the policies and proposals for health and wellbeing in Leicester, including clarity around the types of development which would require a Health Impact Assessment;
- Modifications to the policies for delivering design quality to ensure that a clear approach to development proposals is set out in the Plan;
- Changes to the policies for heritage to ensure that they are clear and consistent with national policy;
- Amendments to the policies for culture and tourism in order that development proposals meet the needs of local communities and to ensure that constraints and mitigations are addressed;
- Modifications to ensure that policies and proposals for open space, sports and recreation in Leicester are effective and provide wider benefits and enhancements;
- Changes to the policies for the natural environment are positively prepared, justified, effective and consistent with national policy, including the requirement for BNG;
- Amendments to transport policies and proposals, including the deletion of the reference to the workplace parking levy; updated air quality objectives, guidelines and targets; the delivery of a sustainable transport network; park-and-ride facilities; and sustainable freight opportunities;
- Changes to clarify the Council's intention to produce a separate Minerals and Waste Local Plan, but to ensure that minerals and waste needs are effectively addressed by this Plan;
- Modifications to make clear what infrastructure could be funded by planning contributions;
- Changes to ensure the policy and supporting text for enforcement are clear;
- Amendments to ensure the Plan has an effective Monitoring Framework, which is consistent with national policy; and
- A number of other modifications to ensure that the plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This Report contains our assessment of the Leicester Local Plan 2020 to 2036 in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended) (the 2004 Act). It considers first whether the Plan's preparation has complied with the Duty to Co-operate (DtC). It then considers whether the Plan is compliant with the legal requirements and whether it is sound. Paragraph 35 of the National Planning Policy Framework (September 2023) (NPPF) makes it clear that in order to be sound, a local plan should be positively prepared, justified, effective and consistent with national policy.

2. A revised version of the NPPF was published in December 2024, alongside revisions to the Planning Practice Guidance (PPG), which, amongst other things, include a new standard method for calculating local housing need. The policies in the 2024 version of the NPPF apply to local plans from 12 March 2025. However, under the transitional arrangements in paragraphs 234 and 235 of the 2024 NPPF, because the Plan was submitted before this date, it is being examined under the relevant version of the NPPF at the time the Plan was submitted, which is the September 2023 version. Therefore, unless stated otherwise, references in this Report are to the September 2023 version of the NPPF.

3. The starting point for the Examination is the assumption that Leicester City Council (the Council) as the local planning authority has submitted what it considers to be a sound and legally compliant Plan. The Leicester Local Plan 2020 to 2036 (the Plan), submitted on 26 September 2023, is the basis for our Examination. It is the same document that was published for consultation in January 2023 [SD/2]. References in [square brackets] are to document numbers in the Examination library.

Main Modifications

4. In accordance with Section 20(7C) of the 2004 Act, the Council requested that we recommend any Main Modifications (MMs) necessary to rectify matters that make the Plan unsound and/or not legally compliant and thus incapable of being adopted. Our Report explains why the recommended MMs are necessary. The MMs are referenced in bold in the Report in the form **MM1**, **MM2**, etc, and are set out in full in the Appendix.

5. Following the Examination Hearing, the Council prepared a schedule of proposed MMs and, where necessary, carried out Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) of them. The MM schedule was subject to public consultation for seven weeks. We have taken account of the consultation responses in coming to our conclusions in this Report and, in this light, we have made some amendments to the detailed wording of the MMs and added consequential modifications, where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the MMs as published for consultation or undermines the participatory processes, SA and HRA that have been undertaken. Where necessary, we have highlighted these amendments in the Report.

Policies Map

6. The Council must maintain an adopted Policies Map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for Examination, the Council is required to provide a submission Policies Map showing the changes to the adopted Policies Map that would result from the proposals in the submitted Plan. In this case, the submission Policies Map comprises the map identified as the Leicester Local Plan Policies Map (January 2023) [SD/3]. In addition, the Council submitted an Atlas of Changes to the Policies Map [SD/10] illustrating the changes to the adopted Proposals Map (2006).

7. The Policies Map is not defined in statute as a development plan document, and so we do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the Policies Map. In addition, there are some instances where the geographic illustration of policies on the submission Policies Map is not justified and changes to the Policies Map are needed to ensure that the relevant policies are effective. These further changes to the Policies Map were published for consultation alongside the MMs (Leicester Local Plan Policies Map Changes) [EXAM 117].

8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted Policies Map to include all the changes proposed in the Leicester Local Plan Policies Map (January 2023) and the Atlas of Changes, as well as the further changes published alongside the MMs in the Leicester Local Plan Policies Map Changes. For clarity and effectiveness, an amendment to the wording of paragraph 1.17 of the Plan is also necessary to delete the reference to the Atlas of Changes and to make clear that the Policies Map is the geographic illustration of the Plan's policies **[MM2]**.

Context of the Plan

9. The Plan is proposed to replace the Leicester Local Development Framework Core Strategy (adopted in November 2010 and revised in 2014) and the saved policies from the 2006 City of Leicester Local Plan. On adoption, it will form the development plan for the City of Leicester, together with the Leicester and Leicestershire Waste Development Framework Core Strategy and Development Management Policy Document (2009).

10. The City of Leicester is the principal settlement in the county of Leicestershire and the largest city in the East Midlands. The urban area of Leicester extends beyond the administrative boundary of Leicester Council and includes the adjoining suburbs and settlements of Thurmaston, Birstall, Glenfield, Braunstone Town, Glen Parva, Wigston, Oadby and Bushby. Approximately 368,300 people live within the Council's administrative area, whereas the population of the urban area is around 650,000.

11. The Plan covers the area of Leicester that lies within the City's administrative boundary only. Development in the remainder of the urban area is managed through local plans for the adjacent Districts and Boroughs of Blaby; Charnwood; Harborough; Hinckley and Bosworth; and, Oadby and Wigston. Therefore, planning for the urban area of Leicester

requires considerable cross-boundary joint working between the Council and its adjoining local planning authorities (LPAs). We deal with this as part of our assessment of the Duty to Co-operate (DtC) below.

12. Leicester is one of the fastest growing cities in the country, with an ethnically and culturally diverse population. It has two universities, which contribute over 43,000 students to the City, giving it a relatively youthful population with a median age lower than many of the other major cities in England. The City is well connected by road and rail, located at the junction of the M1 and M69, and within an hour's journey time from central London on the Midland Mainline railway. These factors, allied to a local economy traditionally strong in manufacturing and small businesses, and recent jobs growth in IT, financial and business services, create significant pressure for development within Leicester's tightly constrained administrative boundaries.

13. Leicester benefits from a generous network of open space, which occupies almost 25% of the City's administrative area. A substantial portion of this is made up of green wedges, which serve strategic purposes in preventing the merging of Leicester with surrounding settlements, guiding development form within the City and providing green lungs from the countryside into the urban area. However, the pressure for development to meet the needs of Leicester's growing population and economy, threatens to erode the vital contribution that the City's green infrastructure makes to its urban character.

14. Leicester also boasts a large city centre, with a Central Development Area (CDA) located between the River Soar to the west and the railway line to the east, and extending from the King Power Stadium in the south to the National Space Centre in the north, comprising a range of different character areas. Whilst the CDA offers opportunities for regeneration and higher density development, it is also constrained by areas of flood risk along the River Soar and the City's heritage and archaeology, including from its Roman, Saxon and Medieval periods, with numerous listed buildings, Scheduled Monuments and conservation areas concentrated in the city centre.

15. These factors, together with the impacts of development on traffic levels, air quality, health and infrastructure, present a challenging context for the Plan.

Public Sector Equality Duty

16. Throughout the Examination, we have had due regard to the aims of the Public Sector Equality Duty expressed in S149(1) of the Equality Act 2010. This, amongst other matters, sets out the need to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it. The Council submitted an Equality Impact Assessment, dated September 2022 [SD/5], which demonstrates that the policies of the Plan would not have a disproportionately negative impact on people with protected characteristics.

17. There are specific policies in the Plan which seek to provide for the needs of people who share a protected characteristic. These include: providing for the accommodation needs of Gypsies and Travellers and Travelling Showpeople (Policy Ho12); requiring

the mix of new housing to include supported living for older people and homes to be built to wheelchair accessible and adaptable standards (Policy Ho03); guiding the location of new hostels to meet special housing needs (Policy Ho11); ensuring new development is designed to be inclusive, enabling use by all people, including those with a protected characteristic (Policy DQP03); seeking to retain places of worship to support faith and religious groups (Policy CT05); expecting development to provide for the access needs of people with limited mobility (Policy T03); and seeking to ensure that developments reduce health inequalities (Policies HW01 and HW02). In this way the disadvantages suffered by people who share a protected characteristic would be minimised and their needs met insofar as they are different from those without a relevant protected characteristic.

18. We deal with the soundness of the policies which address the needs of these groups in the Report below. Subject to the recommended MMs, there is no compelling evidence that the Plan, as a whole, would bear disproportionately or negatively on people who share protected characteristics.

Assessment of Duty to Co-operate (DtC)

19. Section 20(5)(c) of the 2004 Act requires that we consider whether the Council complied with the DtC imposed on it by section 33A in respect of the Plan's preparation. Paragraphs 24 to 27 of the NPPF and the PPG set out what is expected of LPAs to maintain effective co-operation under the duty.

20. It is clear that there has been close co-operation over an extended period of time between the Council and its neighbouring LPAs, Leicestershire County Council and other prescribed bodies, on a range of strategic matters. This is confirmed and evidenced by the Council's Statement of Compliance with the DtC [SD/12], which sets out the strategic issues, co-operation mechanisms and ongoing engagement, and is supplemented by a chronology of the various DtC meetings that have taken place in preparing the Plan [EXAM 57].

21. The Council is part of an established sub-regional partnership with other local authorities in Leicestershire and the Leicester and Leicestershire Local Enterprise Partnership (LEP). Joint strategic planning work is overseen by a Members' Advisory Group (MAG), comprising a councillor from each of the local authorities, and an observer from the LEP. The MAG has been meeting regularly since 2014 and has been supported by a series of officer groups, including senior officers responsible for planning and transport policy within Leicester and Leicestershire.

22. Whilst agendas and minutes for these meetings were not provided as part of the evidence, it is clear from the output of the partnership that effective co-operation has been taking place. This includes the Leicester and Leicestershire Strategic Growth Plan 2018 (LLSGP) [EXAM 1], which was prepared jointly and approved by all of the local authorities and the LEP. It is a non-statutory plan, intended to shape the future of the Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Market Area (FEMA) in the period to 2050. It provides a long-term vision and a framework on cross-boundary matters, including the delivery of new housing,

economic growth and essential infrastructure, and the protection of the environment and built heritage, which the LPAs can use to inform the preparation of their development plans.

23. Through the joint work of the partnership, Statements of Common Ground (SoCG) on the key strategic issues of housing, employment and strategic warehousing needs, have been agreed between the Council and the Leicestershire authorities. The SoCG relating to Housing and Employment Land Needs 2022 [SD/1], agrees an apportionment of Leicester's unmet housing and employment land needs to be addressed in the emerging local plans of the other Leicestershire LPAs. How this is accommodated within those areas is a matter for the preparation and examination of the relevant local plans.

24. Although at the time of submission the SoCG had not been signed by two out of the nine authorities, it is evident that constructive engagement between the Council and its neighbours took place on these matters prior to submission, with the expectation that the formal ratification of Harborough and Hinckley and Bosworth Councils would follow. Subsequently, during the course of the Examination, the remaining signatures were provided.

25. The DtC Statement goes on to detail how the Council has co-operated on a range of other strategic matters, as appropriate. This includes joint work on transport modelling and mitigation, infrastructure requirements, climate change, flood risk, the historic environment, the natural environment and biodiversity, health service planning, burial space, open space and playing pitch provision, and utilities. The Statement also describes the nature and outcomes of co-operation on these matters with the other prescribed bodies, including the Environment Agency, Historic England, Natural England, Homes England, the Leicester, Leicestershire and Rutland Clinical Commissioning Groups, the Leicestershire Partnership NHS Trust and University Hospitals of Leicester NHS Trust, NHS England, Network Rail, Highway Authorities, National Highways, and Sport England.

26. Overall, we are satisfied that the evidence shows that, where necessary, the Council has engaged constructively, actively, and on an on-going basis in the preparation of the Plan and, therefore, that the DtC has been met.

Assessment of Other Aspects of Legal Compliance

Local Development Scheme

27. Section 19(1) of the 2004 Act requires development plan documents to be prepared in accordance with the Local Development Scheme (LDS). The scope and content of the Plan are consistent with the submitted Leicester Council LDS, adopted in 2022 [SD/13], except in respect of the policies for waste and minerals. Paragraph 1.8 of the Plan states that policies for both waste and minerals will be set out in a separate Leicester Waste and Minerals Local Plan, whereas the LDS lists only a replacement Waste Local Plan to be prepared.

28. The Council confirmed that this was an error in the LDS and submitted an updated LDS for 2024 to 2027 to remedy this [EXAM 5]. It confirms that a separate Minerals and Waste Local Plan will be prepared, and that the limited waste and minerals policies within the Plan are purely to guide the City in determining any applications related to waste and minerals submitted before the adoption of a new Minerals and Waste Local Plan. Accordingly, the updated LDS ensures the content of the Plan now accords with the LDS, satisfying the legal requirement.

Consultation

29. Development plans must be prepared in accordance with the statutory requirements for consultation, which are set out in the 2004 Act and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the 2012 Regulations). The Council's Regulation 22 Statement of Consultation (updated January 2024) [EXAM 4], provides a comprehensive record of the consultation undertaken at the various stages of preparation of the Plan.

30. This demonstrates that the Council consulted on the preparation and publication of the Plan in accordance with Regulations 18 and 19, using a range of electronic, written, and face to face consultation methods, as set out in the Council's Statement of Community Involvement (dated 2019) (SCI) [SD/11]. The Regulation 18 consultation took place from September to December 2020, during the COVID-19 Pandemic. However, the Council adapted its consultation methods to suit, as set out in the SCI Temporary Addendum [SD/11a], which the Regulation 22 Statement and the Council's Hearing statement on Matter 1 confirm were followed.

31. We are satisfied that the consultation processes for the Plan were adequate. The evidence shows that the Council took appropriate steps to ensure local residents and businesses were engaged. This included sending a leaflet to every residential property and business within the City's boundaries and in the adjoining areas. The Council provided a map of the area covered by the leaflet drop [EXAM 35].

32. It is clear from the Regulation 22 Statement that representations made at the Regulation 18 stage of consultation were taken into account in preparing the Publication version of the Plan, in accordance with Regulation 18(3).

33. Overall, therefore, we are satisfied that the consultation on the Plan was carried out in accordance with the Council's adopted SCI and the 2012 Regulations.

Sustainability Appraisal (SA)

34. The 2004 Act and 2012 Regulations require LPAs to carry out an appraisal of the sustainability of a local plan, prepare a report of its findings, consult on it alongside the publication plan, and submit this with the plan for examination. Paragraph 32 of the NPPF requires that plans should be informed throughout their preparation by an SA that meets the relevant legal requirements, including the Strategic Environmental Assessment (SEA) Regulations.

35. The Council submitted an SA of the Plan, dated September 2022 [SD/4 and SD/4a-f]. However, a number of errors in the SA report and appendices were identified during

the Examination. In particular, the strategic sites allocated in Policies SL02 to SL06 of the Plan were listed in Table 6.2 of the SA as being removed from the Plan between the pre-submission and submission stages of its preparation, due to significant sustainability issues. In addition, the overall Red/Amber/Green (RAG) ratings for several of the strategic sites and the RAG ratings for some individual criteria were inconsistent between different tables in the SA. The SA criteria for assessing the sustainability of sites in transport terms also erroneously included the impact on the road network, when in fact this was separately assessed by the Council through traffic and transport modelling evidence.

36. These along with other errors in the SA were discussed at the Hearing. In response, the Council submitted a revised SA correcting the errors [EXAM 21 and 21A-G], along with notes explaining them and their implications for the site selection process [EXAM 20 and 34], and how transport impacts were appraised [EXAM 98]. The SA, as revised, was also updated to appraise the effects of the Proposed MMs on the sustainability of the Plan [EXAM 115]. These documents were published for consultation alongside the Proposed MMs, and we have taken into account the representations made on them in assessing the legal compliance of the SA.

37. With respect to the errors in the submitted SA, the Courts have established that deficiencies in the SA process can be corrected during the Examination. The SEA Regulations also require that the environmental assessment must be carried out and taken into account before the Plan's adoption, meaning that it is reasonable to consider amendments to the SA during the Examination process. In the light of the Council's explanation of the errors in the SA, it is clear that they are drafting errors, rather than fundamental flaws in the SA process. The inconsistencies between the RAG ratings of certain sites and criteria are not such as to suggest that, if the revised SA report and tables had been before the Council in preparing the Plan, any of the sites would not have been allocated.

38. In reaching this conclusion, we have been mindful of the fact that the SA is one of several sources of evidence taken into account by the LPA in the process of selecting development sites. Section 6.5 of the SA explains that the choice of development sites was an iterative process, with the findings of the SA being taken into account alongside assessments of the suitability, availability, and deliverability of sites in the Strategic Housing and Economic Land Availability Assessment (SHELAA) [EB/HO/3], as well as responses to the Regulation 18 consultations. So, even though the SA scores some of the strategic sites as 'least sustainable', it is reasonable that other factors determined that these sites should be selected to meet housing needs.

39. Accordingly, we are satisfied that the revised SA and explanatory notes rectify the errors in the submitted SA. We have, therefore, taken them into account in reaching our conclusions on the soundness of the Plan.

40. Taken together, the SA documents, including the revised SA report and explanatory notes, are comprehensive and detail the appraisal work undertaken at each stage of the Plan preparation process. In terms of the requirements of the SEA Regulations,

the SA contains appropriate baseline information about the environmental, social, and economic characteristics of the City and an outline of other relevant plans, policies, and programmes. It identifies the key sustainability issues for the City from which the SA objectives have evolved. It uses a framework of 16 sustainability objectives and 20 site criteria, covering the issues set out in the SEA Regulations, against which the policies and site allocations in the Plan were appraised and likely significant effects evaluated. A Non-Technical Summary is also included within the SA reports.

41. The Plan's scale of growth and spatial strategy were assessed against a range of reasonable alternatives, on an equal basis using the same SA objectives, and reasons were given for selecting the preferred approaches and rejecting alternatives. Likewise, a range of alternative policy approaches to the key issues of affordable housing, city centre retail and leisure uses, shopping centres, and transport infrastructure were appraised on the same basis. All site allocations were also appraised alongside other suitable and available sites, using the same set of site criteria. The evidence for, and results of, this are summarised in chapter 6 of the SA, with the detailed appraisals set out in Appendices A to D. Whether or not the spatial strategy, policies, and site allocations in the Plan are justified in the light of their SA scores is a soundness issue, which is considered as part of our assessment of soundness below.

42. Overall, we are satisfied that a robust and proportionate SA of the Plan has been carried out, which has assessed the likely environmental, social, and economic effects of the Plan and incorporates the requirements for SEA. Accordingly, we conclude that the SA work undertaken on the Plan is adequate.

Habitats Regulations Assessment (HRA)

43. An HRA Screening Report (September 2022) [SD/6] was submitted with the Plan, which assessed the likely effects of the Plan, both on its own and in combination with other plans and projects, on the ecological integrity of any European or internationally protected habitat sites. The report confirms that there are no such qualifying sites within the administrative boundary of Leicester Council. It identifies three sites within 25km of the boundary – the River Mease and Ensor's Pool Special Areas of Conservation (SAC) and the Rutland Water Special Protection Area (SPA) and Ramsar site. However, the report confirms that these three sites are sufficiently far away from Leicester, such that the Plan would not be likely to have any significant effects on them, either alone or in combination. Accordingly, the report concludes that a full Appropriate Assessment (AA) of the Plan is not required.

44. Natural England (NE) was consulted on the HRA Screening Report, as the statutory body responsible for nature conservation, biodiversity, and habitats. NE agreed with the conclusion that the Plan will not have a likely significant effect on any European sites and that an AA is not required.

45. The impact of the Plan's policies and proposals on the Green Wedge in and around Leicester is a soundness issue, rather than a matter relating to the legal compliance of the HRA. As such, it is considered as part of the soundness assessment below.

46. The HRA Screening Report was updated in April 2025 to take account of the MMs to the Plan [EXAM 116] and published for consultation alongside the MMs. It concludes that the MMs would have no new likely significant effects on any European sites, either alone or in-combination, and therefore does not change the findings of the 2022 Report. Again, NE were consulted on the updated Report and agreed with the conclusions.

47. On this basis, we conclude that the potential for likely significant effects on European habitats sites arising from the Plan's policies and proposals, has been appropriately considered through the HRA Screening Report. We are satisfied that this work has been undertaken in line with the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) and the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019. Accordingly, we find that the Plan is legally compliant with respect to the Habitats Regulations.

Other Legal Requirements

48. Sections 19(1B) and 19(1C) of the 2004 Act require development plans, taken as a whole, to include policies to address the strategic priorities for the development and use of land in the LPA's area. Chapter 4 of the Plan contains the strategy for Leicester, including Policy SL01, which establishes the type, scale, and broad location of development proposed in the City, together with a series of policies for the key strategic sites in the Plan (Policies SL02-SL06). However, the Plan does not make clear which other policies are intended to address the strategic priorities for the development and use of land in the Plan area. Chapter 19 and Table 9 of the Plan list policies that are deemed to be not strategic for neighbourhood plan preparation purposes. However, for clarity and effectiveness, **MM190** and **MM191** are necessary to clearly identify the strategic policies throughout the Plan. With these MMs, we are satisfied that the Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the LPA's area.

49. Section 19(1A) of the 2004 Act requires that development plan documents must, taken as a whole, include policies designed to ensure that the development and use of land in the LPA's area contribute to the mitigation of, and adaptation to, climate change. Several policies in the Plan are designed to help ensure this. Chapter 6 of the Plan addresses climate change and flood risk. Policy CCFR01 establishes a strategic approach to sustainable design and construction. Policy CCFR02 relates to whole life-cycle carbon emissions, and Policy CCFR03 requires the submission of energy statements. Policy CCFR04 ensures that developments select the most appropriate heating/cooling systems, and Policy CCFR05 supports the delivery of renewable and low carbon energy projects. Other policies deal with individual elements of climate change, including sustainable transport (Policy T01); managing air quality (Policy T02); balancing climate change with the need to conserve and enhance the historic environment (Policy HE01); provision of green and blue infrastructure (Policy NE03); and managing flood risk and sustainable drainage systems (Policy CCFR06). We address the soundness of these policies below, but taken as a whole they meet the statutory requirement under section 19(1A) of the 2004 Act.

50. Regulation 8(5) of the 2012 Regulations, requires the Plan to make clear which policies of the adopted development plan it will supersede. Paragraph 1.6 of the Plan states that it will replace the existing Core Strategy (2014) and saved policies from the 2006 Local Plan. However, it is evident that the Plan will also replace some policies in the Leicestershire & Leicester Waste Development Framework. Therefore, to ensure the Plan is compliant with the Regulations in this respect, a new Appendix is necessary to make clear which development plan policies the Plan will supersede **[MM202]**.

51. The Plan complies with all other relevant legal requirements, including those in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

52. Taking account of all the representations, the written evidence, and the discussions that took place at the Examination Hearing, we have identified 18 main issues upon which the soundness of the Plan depends. This Report deals with these main issues. It does not respond to every point or issue raised by representors, nor does it refer to every policy, policy criterion, or allocation in the Plan.

Issue 1 – Is the Plan's overall vision and strategy positively prepared, justified, effective and consistent with national policy in enabling the delivery of sustainable development?

Leicester Urban Area

53. Diagram 1 of the Plan comprises a map defining the Leicester Urban Area, which extends beyond the Council's administrative boundaries. However, the map fails to distinguish the areas which are part of the contiguous urban area of Leicester, from those which constitute separate surrounding settlements. The administrative boundary of the City is also too faint on the map. Consequently, Diagram 1 creates an ambiguous spatial context for the strategy and policies of the Plan that follow. For clarity and effectiveness, therefore, Diagram 1 should be replaced with a new map which clearly shows the administrative boundary of the City and the correct extent of the Leicester Urban Area **[MM1]**. Following the MMs consultation, for clarity and effectiveness, we have amended the term 'Principal Urban Area' to 'Leicester Urban Area' in the key to the new Diagram 1 map at Annex G of the MMs Schedule.

Vision for Leicester

54. The Plan's vision statement is primarily focused on the City's ambition for sustainable growth, but is not balanced against the need to combat climate change and enhance the natural environment and biodiversity as set out in the NPPF. Therefore, a further sentence is required to ensure the Plan's vision is consistent with the priorities of the NPPF, in terms of climate change and the natural environment, and aligns with the thrust of the Plan in tackling the climate emergency and meeting national and regional targets **[MM3]**.

55. The 10 objectives supporting the vision are constructed from the spatial portrait. However, they do not include an objective on the reuse of brownfield sites, which is an important priority of the Plan, to support regeneration and maximise the capacity of the City to meet its housing and employment needs. Accordingly, to ensure the Plan's strategy is justified, a new objective relating to the reuse of brownfield sites is necessary **[MM3]**.

Presumption in Favour of Sustainable Development (Policy VL01)

56. Policy VL01 seeks to apply the presumptions in favour of the development plan and sustainable development, set out in legislation and national policy, to the consideration of planning applications within the City. However, in doing so, parts c) and d) of the policy do not accurately reflect the wording of these presumptions, as set out in section 38(6) of the 2004 Act and paragraphs 2 and 11d of the NPPF. Accordingly, changes to the wording of parts c) and d) of Policy VL01 are necessary to ensure it is consistent with the 2004 Act and national policy **[MM4]**.

Plan Period

57. Paragraph 22 of the NPPF expects strategic policies to look ahead over a minimum 15-year period from adoption, and policies for larger scale developments, such as significant urban extensions, to be set within a vision that looks at least 30 years ahead. The Plan period, defined in paragraph 1.6 and Policy SL01 of the Plan, is 2020-2036. So there would be just over 10 years of the Plan period remaining at adoption, assuming the Plan were adopted in early 2026. This would not accord with the wording of paragraph 22 of the NPPF.

58. To address this, the Plan period would need to be extended to 2041 or beyond. However, this would require the evidence base to be updated, delaying the Plan's adoption and holding up the progress of planning and development in the City. Due to the Council's tightly drawn administrative boundaries, it is reliant on cross-boundary strategic planning with the neighbouring LPAs to provide for the growth of Leicester that cannot be met within those boundaries. Therefore, reviewing the evidence base for Leicester to enable the Plan period to be extended would also require the agreements within the SoCG on housing and employment land needs for Leicester and Leicestershire to be revisited, which would cause a delay in the progress of plan-making across Leicestershire.

59. A review of housing requirements would have to be informed by an up to date assessment of Local Housing Need (LHN), conducted using the latest standard method calculation published in December 2024. The latest LHN figure for Leicester removes the 35% urban uplift, which applies to Leicester for this Examination under the September 2023 version of the NPPF, resulting in a very different set of LHN figures for Leicester and the Leicestershire Districts. It has taken a number of years for the LPAs in Leicester and Leicestershire to reach agreement on the apportionment of Leicester's unmet needs. Oral evidence at the Hearing suggested that it could take as much as another four years to agree a revised apportionment, using the latest LHN figures. Such a delay would prevent the sites allocated in the Plan and other emerging Leicestershire local plans from coming forward in a timely manner to meet needs to

2036. Leicester cannot currently identify a five-year supply of deliverable housing land and, as such, the most important policies for determining applications are deemed to be out of date under paragraph 11d of the NPPF. Continuing such a housing land supply position would be contrary to the Government's objective, in paragraph 60 of the NPPF, to significantly boost the supply of housing.

60. The alternative, which we recommend here, would be to enable the Plan to proceed to adoption with a 2036 end date, allowing proposed housing allocations to progress to delivery, but to ensure an early review of the Plan is undertaken with policies looking forward at least 15 years. The 2012 Regulations require local plans to be reviewed every five years, and paragraph 33 of the NPPF states they are likely to require earlier review if the LHN is expected to change significantly in the near future, which is the case in Leicester and Leicestershire.

61. On this basis, a new policy is necessary, which requires a review of the Plan to be commenced upon its adoption, with the expectation that the review would be complete within three years of adoption **[MM196]**. This would also ensure a new Plan with a 15-year time horizon would be in place sooner than would potentially be the case if the Plan, subject to this Examination, were paused to allow the evidence base to be updated and the Plan period extended.

62. On balance, therefore, and in the interests of pragmatism, we have concluded that, with a commitment to an early review of the Plan, a less than 15-year Plan period would be justified as an appropriate strategy taking into account the alternatives, in that it would be more effective in boosting the supply of housing within the Plan period, and ensuring an up to date Plan is in place for Leicester. Overall, we consider this would be consistent with national policy, in enabling the delivery of sustainable development, in accordance with the policies of the NPPF taken as a whole.

Strategy for Leicester

63. Chapter 4 of the Plan sets out the Strategy for Leicester. It defines the amount and broad location of development proposed across the City (Policy SL01), and allocates five strategic sites (Policies SL02 to SL06), which comprise the key areas for additional growth in the City, providing new homes, employment uses, shops and services, infrastructure, and open space.

64. We consider each policy in turn below, identifying the MMs that are necessary for soundness and the cumulative effects of the development proposed in the Plan on transport, infrastructure, and the environment as part of the other main issues. Our conclusions about the soundness of the strategy as a whole are set out at the end of this section in the light of our findings here and elsewhere.

65. The Strategy is visually set out in Diagram 2. However, paragraph 4.1 of the Plan does not adequately explain the context or significance of this diagram. To ensure the Plan is positively prepared, **MM5** provides an additional sentence to describe Diagram 2 and link it to the strategy.

Location of Development (Policy SL01)

66. The first sentence of Policy SL01 states that development will be located as shown on Diagram 2. However, Diagram 2, which is entitled 'Growth in the Leicester Urban Area', shows Strategic Growth Areas located both within and outside the City's administrative boundaries. This includes part of the strategic allocation on the Former Western Park Golf Course (Policy SL02) within Blaby District, and Strategic Growth Areas located wholly in parts of the Leicester Urban Area that lie within neighbouring districts.

67. The Plan's policies only apply to areas within the City's administrative boundary. This needs to be clearly stated and unambiguous within the strategy, given the extent of the Leicester Urban Area that sits outside the boundary. Therefore, a change is required to the first sentence of Policy SL01 to state that it applies to development within the Leicester City administrative boundary **[MM11]**.

68. Diagram 2 should also be amended to distinguish between Strategic Growth Areas within the Plan and those which are committed in neighbouring LPAs, and to delete the part of the Former Western Park Golf Course site that lies within Blaby District **[MM9]**. MM9 also amends the annotation on Diagram 2 to distinguish between the Strategic Growth Areas in Leicestershire and those within adjoining Districts. As this was not apparent in the MM schedule that was consulted upon, we have amended **MM9** to clarify this. As with the MM to Diagram 1, for clarity and effectiveness, we have also amended the term 'Principal Urban Area' to 'Leicester Urban Area' in the key to the modified Diagram 2 at Annexe G of the MMs Schedule.

69. So that the policy is justified and effective, an additional bullet point is required in the supporting text to explain the role of Policy SL01 in tackling the key strategic planning issues affecting the City, and in meeting the overall objectives of sustainable development in paragraph 8 of the NPPF **[MM10]**.

Housing Need and Requirement

70. Policy SL01 sets out the overall housing need and requirement for Leicester. The housing need figure of 39,424 dwellings or 2,464 dwellings per annum (dpa) over the Plan period is based on the standard method calculation of LHN at the time the Plan was submitted, plus a 35% urban uplift, which was required in national policy at that time for major cities. This LHN figure is appropriately evidenced in the Leicester Housing Needs Assessment (February 2022) [EB/HO/1] and the Update Addendum (September 2022) [EB/HO/1a].

71. Paragraph 66 of the NPPF requires strategic policy-making authorities to establish a housing requirement figure for their area, which shows the extent to which their identified housing need can be met over the plan period. Due to its tightly drawn administrative boundaries, the Council area is unable to meet its LHN in full, a position that is agreed by the other LPAs in Leicestershire. Accordingly, the Council has worked closely with its neighbouring authorities to agree the extent of Leicester's housing need that can be met within its boundaries, and the amount of unmet need to be accommodated elsewhere in Leicestershire. The evidence is set out in the

Leicester & Leicestershire Authorities SoCG on Housing and Employment Land Needs (June 2022) [SCG/1], which has been signed by all of the Leicestershire LPAs.

72. On this basis, Policy SL01 sets a housing 'target' of 20,730 dwellings or 1,296 dpa to be met within the administrative boundaries of Leicester over the Plan period, with an unmet need of 18,694 dwellings to be accommodated within the other authorities in the Leicestershire HMA. The SoCG states that the unmet need figure is subject to testing through this Examination, for which we set out our conclusions below.

73. The capacity of the City to accommodate 20,730 dwellings is reliant on a number of components of housing land supply, including existing commitments, strategic allocations, non-strategic allocations, windfall and capacity within the Central Development Area (CDA) of the City. We consider the deliverability and developability of the components of the housing land supply elsewhere in our Report, but in summary the Plan identifies a supply of 23,010 dwellings over the Plan period, which has been adjusted down to the figure of 22,732 dwellings, following the site by site review conducted in this Examination. This amounts to a 10% surplus over the housing target of 20,730 dwellings, which is a reasonable buffer that would allow for lapses in planning permissions and ensure choice and competition in the market for land.

74. The figure for housing capacity within the CDA, of 6,286 dwellings, is based on evidence set out in the CDA Capacity Study (2022) [EB/CD/10]. Essentially it comprises sites without planning permission in the CDA, drawn from the SHELAA and Brownfield Register. Site capacities are based on a density-led approach, using building heights and footprints and a range of layout formats, from example schemes in different city centre environments, such as high rise, town houses, and duplex apartments, to estimate individual site capacity. The capacity figure has also been adjusted down to 6,178 dwellings, following the site by site review conducted in this Examination. Overall, the capacity study follows a robust assessment methodology, and we are satisfied that the revised figure represents a realistic estimate of the housing capacity of the CDA over the Plan period.

75. We conclude elsewhere in the Report that the identified housing land supply is justified based on the evidence. We have seen little evidence to suggest that the City has any other sources of housing land supply that could be brought forward within the Plan period, to increase its capacity to accommodate growth. Accordingly, we find that a housing requirement of 20,730 dwellings and an unmet need of 18,694 dwellings are positively prepared and justified by the evidence.

76. We are satisfied that the proposed distribution of residential development, in Policy SL01, is justified as an appropriate strategy, taking into account the alternatives. It strikes a reasonable balance between maximising the use of brownfield within the CDA, enabling residential values to support regeneration in the City centre, and meeting the housing needs of Leicester.

77. Notwithstanding our conclusions in respect of the Plan's housing need and requirement figures, for overall soundness, a number of MMs are necessary to the

wording of Policy SL01 and its supporting text in respect of housing provision **[MM6**, **MM8** and **MM11]**. The housing 'target' should be expressed as a minimum requirement to comply with national policy. For effectiveness, the figures for the various components of housing provision should be updated to reflect the latest site capacity figures in the Housing Trajectory and Deliverability evidence [EXAM 9 and EXAM 110], and the provision for windfall housing should be added as a component of the strategy. To ensure that the provision for unmet need is justified against the evidence, the policy should reflect the position as agreed in the SoCG between the Leicestershire authorities, rather than state it remains a matter to be agreed.

78. Finally, in respect of housing, Policy Ho08 of the Plan supports the provision of purpose-built student accommodation to meet an ongoing need for additional student bedspaces in the City over the Plan period. It was established through the Examination that this is an important component of the Plan's strategy to support the two universities and free up family housing currently in use as Houses in Multiple Occupation (HMOs). However, the need and provision for student accommodation is not currently referenced in Policy SL01, and therefore it is not positively prepared in this regard. Accordingly, it is necessary to add a new bullet point to the policy to reference this **[MM11]**. We have amended the wording of this bullet point as it was published for consultation, to remove the reference to a need for 4,800 bedspaces, which has been superseded by the evidence in the LHNA Update Addendum (September 2022) [EB/HO/1a]. This is in line with MM48 to the supporting text of Policy Ho08, which is explained in paragraph 274 of the report below.

Employment Need and Requirement

79. Policy SL01 sets an overall employment land requirement for the City comprising 67 hectares (ha) of industrial and small-scale storage and distribution space and 46,000 square metres (sqm) of offices. This is supported by evidence in the Leicester Economic Development Needs Assessment (EDNA), dated June 2020, which models future employment floorspace need in the City based on job growth forecasts and historic land take-up. The preferred approach uses take-up rates as they best reflect real world market conditions in Leicester, patterns of redevelopment and the constrained nature of land uses in the City.

80. On this basis, we are satisfied that the need identified in the EDNA is justified as appropriate, taking into account the alternatives. However, the figure of 67 ha for industrial and small scale storage and distribution land specified in Policy SL01 is incorrect, as this is the gross requirement for employment uses forecast in the EDNA, including office floorspace, which the policy identifies separately. Accordingly, it is necessary to amend the figure to 65 ha in Policy SL01 to ensure it is justified, based on the evidence **[MM11]**.

81. As with housing, due to the City's tightly drawn administrative boundaries, it is unable to accommodate Leicester's employment floorspace needs in full over the Plan period. The SoCG on Housing and Employment Land Needs confirms the agreement of the Leicestershire authorities that Leicester's unmet need for employment land amounts to 23 ha, which would be met in full within Charnwood

Borough. Although Policy SL01 refers to the unmet need being redistributed as agreed in the SoCG, it does not specify the amount of land, nor that it is to be met in Charnwood. For effectiveness, this should be made clear in the policy **[MM11]**.

82. The Plan identifies a supply of 29.08 ha of additional employment land for industrial and storage/distribution purposes in Leicester, listed in Table 8. This comprises allocations within the strategic sites at the Former Western Park Golf Course (Policy SL02), the Land to the east of Ashton Green (Policy SL03) and at Beaumont Park (Policy SL06), and a series of non-strategic allocations at Thurcaston Road and Mountain Road (Policy E01) and east of Samworth's Bradgate Bakery (Policy E03), the soundness of which we consider later in our Report. In addition, a further 7.6 ha of land, forming part of the extant planning permission for the Ashton Green urban extension, has been the subject of a Section 73 application to change its use from residential to employment land, adding to the supply.

83. Currently Policy SL01 states that 44 ha of land is to be provided within the City's boundaries. However, the sum of the allocations (29.08 ha) and the Section 73 permission (7.6 ha) is 36.68 ha. Accordingly, for clarity and effectiveness, an MM is required to specify the correct figure **[MM11]**.

84. In total the quantum of employment land to be provided in Leicester and Charnwood amounts to only 59.68[1] ha of employment land, which would fall short of the land requirement by just over 5 ha. However, a further Technical Note provided by the Council during the Examination [EXAM 55], reveals that in converting the employment floorspace need into a land area, the EDNA uses a relatively low density of 3,900 sqm/ha (a plot ratio of 0.39). In reality employment uses can be developed at higher densities, particularly on smaller sites, which are likely to require less circulation and parking space. Table 1 of the Technical Note shows that by increasing the plot ratio to 0.44 on the non-strategic sites, which is a reasonable increase in density, and assuming the same plot ratio for the land required for unmet need, the employment floorspace need of 253,660 sqm identified in the EDNA would be met.

85. On this basis, the supply of employment land proposed in the Plan would be adequate to meet the identified need, and as such it would be positively prepared. However, in order that Policy SL01 is justified and clear in respect of its provision for employment uses, the figure for need to be met within the City's boundaries should be corrected to 36.7 ha, the need and supply figures should be expressed in sqm of floorspace as well as ha, and each component of supply should be specified, including the Section 73 application site at Ashton Green, the non-strategic sites, and the apportionment of unmet need **[MM11]**. Consequential modifications are required to the employment land figures in Chapter 12 of the Plan on Employment, including a new table to replace Table 8 **[MM123, MM124]**.

86. With regard to new office development, Policy SL01 identifies two allocations within the CDA, at Campbell Street and Phoenix Square, where a minimum of 40,000 sqm of floorspace would be provided. The Council explained that there are further office

[1] The sum of 29.08 ha + 7.6 ha + 23 ha

opportunity sites within the Waterside Regeneration area, where the remaining 6,000 sqm of identified need could be provided. However, this is not stated in Policy SL01, and to ensure it is positively prepared and clear in respect of office provision, an additional sentence is required **[MM11].**

87. In terms of large scale strategic distribution, the Leicester & Leicestershire Authorities SoCG on Strategic Warehousing & Logistics Need, dated September 2021 [SCG/4], identifies a need for 2.57 million sqm of additional floorspace across the FEMA between 2020 and 2041. Due to the constraints of the City's administrative area and the requirements of the logistics sector in terms of size and location of sites, Policy SL01 makes clear that land for strategic distribution uses will not be provided within the City's administrative boundary. However, this is not explained or justified in the supporting text, even though it is an agreed position amongst the Leicestershire LPAs, with whom the Council has been working to address the need. Therefore, additional supporting text is necessary to make this clear **[MM7]**. The paragraph in the Schedule of MMs that was published for consultation suggested the Council is only working with Charnwood Borough Council (CBC) to address this need, when in fact it is working with all of the Leicestershire LPAs to agree how it will be accommodated. Accordingly, we have amended the first sentence of MM7 to make this clear.

Strategic Site 1: Former Western Park Golf Course (Policy SL02)

88. Policy SL02 allocates 52.1 ha of land on the Former Western Park Golf Course for mixed-use development comprising 412 dwellings, a 7-pitch Gypsy and Traveller site, 9.74 ha of employment land, a household waste recycling centre, and 3.48 ha of public open space. The site is designated as a Green Wedge in the adopted development plan for Leicester and forms part of the Kirby Frith Green Wedge, which extends across the City boundary into Blaby District. It also contains areas of woodland and a Local Wildlife Site (LWS), which provide habitats for protected species, and the area is used for informal recreation by local residents in the adjoining communities of Glenfield. As such, it is a valued local amenity, significant areas of which would be lost if the site were developed. For clarity and effectiveness, the size of the Strategic Site should be amended to reflect that its extent is 52.85 ha rather than 52.1 ha **[MM12]**.

89. Despite the loss of Green Wedge that would result, and the other constraints, subject to appropriate mitigation measures, which we consider below, we are satisfied that the need for housing outweighs the impacts, and that the site is justified as appropriate, taking into account the reasonable alternatives and the SA assessment. However, the supporting text to Policy SL02 does not provide this reasoned justification. Therefore, to ensure that the allocation is appropriately justified, additional supporting text is required to explain how its development would contribute to the Plan's strategy and the objectives of sustainable development, as required by national policy **[MM13]**.

90. Policy SL02 sets out a series of criteria for the development of the land on the Former Western Park Golf Course. However, it does not specify the full range of facilities needed to support the development, nor all of the measures required to

mitigate its impacts, as identified in the Strategic Sites Proposed for Allocation [SD/18]. As such, the policy is not consistent with national policy in ensuring the delivery of sustainable development, nor justified based on the evidence, nor would it be clear and effective in enabling an applicant or decision maker to determine what would be required for development to be permitted.

91. Consequently, a number of changes are necessary for this allocation to be sound. In relation to development capacity, Policy SL02 should refer to the need to deliver 'at least' 412 homes to ensure a sufficient supply of housing, as well as 10.75 ha of employment development and approximately 32,200 sqm of employment floorspace. During the course of the Examination, the Council confirmed that there is no longer an operational requirement for a new household waste recycling centre on the site, and therefore it should be deleted. Given the number of new homes on the site, it should also support small-scale retail where this is required and justified. In respect of infrastructure, the policy should specify the need for the development to provide: new health, education and community facilities; around 4.5 ha of new informal open space on site; green and blue infrastructure, including the retention of approximately 19 ha of existing natural greenspace and the introduction of Sustainable Drainage Systems (SuDS) on site; and sustainable transport measures, all of which should link to the relevant Local Plan policies. Further changes are required to ensure any future development seeks to protect the LWS located on the site, delivers biodiversity net gain in accordance with Policy NE02, and preserves and enhances heritage assets and archaeology in line with Policy HE01. These changes are necessary to ensure the policy is positively prepared, justified, effective, and consistent with national policy. **[MM17]**

92. Whilst the site would no longer be designated as part of the Green Wedge, the evidence base establishes the importance of the development having due regard to the functions of the former Green Wedge – namely to prevent the merging of settlements, guide development form, provide a green lung into urban areas, and provide a recreational resource. However, this is not set out in the policy or the supporting text. Accordingly, Policy SL02 and its supporting text should be amended to ensure that the design and layout of future development proposals on the site have regard to the four functions of green wedges within any future masterplan. This change is necessary for effectiveness **[MM14, MM17]**.

93. This Strategic Site forms part of a larger area which lies within Blaby District Council's administrative boundary. As such, the Council and Blaby District Council will need to work together to bring forward the wider area and to ensure that infrastructure is delivered cohesively. The supporting text to the policy should be amended in that regard for effectiveness, including the need for agreement between the two Councils and Leicestershire County Council to ensure the necessary enhancements to Ratby roundabout are achieved **[MM15]**.

94. The policy also expects delivery of the site to be based on a masterplan, without specifying a framework for it. Therefore, for effectiveness, the policy should specify the content and role of the masterplan and include an indicative diagram of the intended distribution of land uses on the site, which the masterplan should have regard to **[MM17]**.

95. To support the delivery of the site and enable applicants and decision makers to prepare and determine proposals respectively, the supporting text should specify which documents and assessments are required to support planning applications for the site, so that impacts can be quantified and mitigation requirements established. These changes are necessary for effectiveness **[MM16]**.

96. The Housing Allocations and Commitments - Deliverability and Developability document [EXAM 9A] indicates that housebuilding will not begin until 2031/32, with 100 dwellings to be completed in each year from 2032/33 to 2034/35, and 62 in 2035/36. This would require more than one outlet, which is realistic on a site of this size. Although the site does not yet have planning permission, it is owned by the Council and is being actively promoted for development. The trajectory reflects the need for significant site-wide infrastructure to be installed over the first 12-18 months of construction. However, the Whole Plan Viability Assessment (WPVA) [EB/DI/3] shows greenfield sites such as this would be viably able to support the affordable housing and strategic infrastructure costs. As such, we are satisfied that the site is developable within the Plan period.

Strategic Site 2: Land to the east of Ashton Green (Policy SL03)

97. Policy SL03 allocates 53 ha of Land to the east of Ashton Green for a mixed-use development comprising 670 dwellings, a 1,200 student capacity secondary school, 2.4 ha of employment land, and 4.94 ha of open space. It forms an extension to the existing mixed-use development at Ashton Green. The site is designated as a Green Wedge in the adopted development plan for Leicester. It is bordered to the north by the A46 (Western Bypass) and to the west by Ashton Green Road. To the east is the Great Central Railway and to the south is Greengate Lane. The allocated area includes a mixture of rough grassland, tree copses, and arable farmland. In addition to the existing Green Wedge designation, constraints within the allocation include mature hedgerows and trees, protected species, potential for archaeological remains, and field drains/ditches.

98. Despite the loss of Green Wedge that would result, and the other constraints, subject to appropriate mitigation measures, which we consider below, we are satisfied that the need for housing outweighs the impacts, and that the site is justified as appropriate, taking into account the reasonable alternatives and the SA assessment. However, the supporting text to Policy SL03 does not provide this reasoned justification. Therefore, to ensure that the allocation is appropriately justified, additional supporting text is required to explain how its development would contribute to the Plan's strategy and the objectives of sustainable development, as required by national policy **[MM18]**.

99. Policy SL03 sets out a series of criteria for the development of the Land to the east of Ashton Green. However, it does not specify the full range of facilities needed to support the development, nor all of the measures required to mitigate its impacts, as identified in document SD/18. As such, the policy is not consistent with national policy in ensuring the delivery of sustainable development, nor is it justified based on the evidence, nor would it be clear and effective in enabling an applicant or decision maker to determine what would be required for development to be permitted.

100. Therefore, a number of changes are necessary for Policy SL03 to be sound. In relation to development capacity, the policy should expect 'at least' 670 homes to be delivered, as well as 2.4 ha of employment development and approximately 11,200 sqm of employment floorspace, to ensure a sufficient supply of housing and employment land. In respect of infrastructure, the policy should specify the need for the development to provide: green and blue infrastructure, including the retention of approximately 5 ha of existing natural green space and the introduction of SuDS on site; approximately 5 ha of new informal open space on site; sustainable transport measures; and health and community facilities, all of which should link to the relevant wider Local Plan policies. Further changes are required to ensure any future development is designed to deliver biodiversity net gain and to preserve and enhance heritage assets and archaeology, in accordance with Policies NE02 and HE01. These changes are necessary to ensure Policy SL03 is positively prepared, effective, and consistent with national policy. **[MM21]**

101. Whilst the site would no longer be designated as part of the Green Wedge, the evidence base establishes the importance of the development having due regard to the functions of the remaining Green Wedge – namely to prevent the merging of settlements, guide development form, provide a green lung into urban areas, and provide a recreational resource. However, this is not set out in the policy or the supporting text. Accordingly, Policy SL03 and its supporting text should be amended to ensure that the design and layout of future development proposals on the site have regard to the four functions of green wedges within any future masterplan. This change is necessary for effectiveness **[MM19, MM21]**.

102. The site allocation adjoins Charnwood Borough Council's administrative area. As such, the neighbouring authority will have a role to play in implementing the effective delivery of the site, particularly in relation to the cross-boundary green infrastructure matters. However, neither the policy nor the supporting text explicitly refers to the neighbouring authority. The policy also expects delivery of the site to be based on a masterplan, without specifying a framework for the masterplan. Therefore, for effectiveness, changes are required to the supporting text and the policy, to specify the content and role of the masterplan and include an indicative diagram of the intended distribution of land uses on the site, which the masterplan should have regard to. The policy and supporting text should also recognise the role of Charnwood Borough Council, and require the masterplan to be prepared in consultation with them as the neighbouring LPA. **[MM19, MM20, MM21]**

103. To support the delivery of the site and enable applicants and decision makers to prepare and determine proposals respectively, the supporting text should specify which documents and assessments are required to support planning applications for the site, so that impacts can be quantified and mitigation requirements established. These changes are necessary for effectiveness **[MM20]**. We have amended the wording of the MM as it was published for consultation, to add a Heritage Assessment to the list of documents required, given the potential for development to affect nearby heritage assets.

104. The Deliverability and Developability document [EXAM 9A] indicates that housebuilding will begin in 2029/30, increasing to 120 dwellings from 2032/33 to 2034/35, and 90 in 2035/36. This would require two or three delivery outlets, which is realistic on a site of this scale. Although the site does not yet have planning permission, it is owned by the Council and an application is expected within two years of the Plan's adoption. As a greenfield site, the WPVA shows it would be viably able to support affordable housing and strategic infrastructure costs. On this basis, we consider that the delivery trajectory is realistic and that the site is developable within the Plan period.

Strategic Site 3: Land north of the A46 Bypass (Policy SL04)

105. Policy SL04 allocates 33 ha of land north of the A46 western bypass for 420 new homes, together with open space and infrastructure required to support the development. The site is currently designated as part of the Castle Hill Green Wedge in the adopted development plan for Leicester. As such, it serves an important purpose in preventing the permitted extent of Leicester at Ashton Green and Glebelands from merging with the village of Thurcaston, in the Borough of Charnwood to the north. The land comprises fields of arable farmland and pasture, divided by hedgerows and tree copses. It is bounded to the north and east by the gardens of residential properties on the edge of Thurcaston, by the A46 to the south, and by Anstey Lane to the west. In addition to its Green Wedge status, the proposed allocation is constrained by: the adjacent Thurcaston Conservation Area and listed buildings within whose setting the site lies; the potential for archaeological remains on site; the ecological value of its hedgerows, trees, and field drains/ditches; traffic noise from the A46; and its relative remoteness in terms of sustainable transport.

106. Despite the loss of Green Wedge that would result, and the other constraints, subject to appropriate mitigation measures, which we consider below, we are satisfied that the need for housing outweighs the impacts of development, and that this site allocation is justified as appropriate, taking into account the reasonable alternatives and the SA assessment. However, the supporting text to Policy SL04 does not provide this reasoned justification. Therefore, to ensure that the allocation is appropriately justified, additional supporting text is required to explain how its development would contribute to the Plan's strategy and the objectives of sustainable development, as required by national policy **[MM22]**.

107. Policy SL04 as submitted sets out a series of criteria for the development of the land north of the A46. However, it does not specify the range of infrastructure and facilities needed to support the development, nor the measures required to mitigate its impacts, as identified in document SD/18. In particular, the policy and supporting text are silent on how the impact of development on the rural setting of the Conservation Area and the Green Wedge would be mitigated, the amount of open space required to support the development, and how it would be made sustainable in transport terms. Consequently, Policy SL04 is not consistent with national policy in ensuring the delivery of sustainable development, nor would it be clear and effective in enabling an applicant or decision maker to determine what would be required for its development to be permitted.

108. Therefore, a number of changes are necessary for Policy SL04 to be made sound. In relation to development capacity, the policy should expect 'at least' 420 homes to be provided, in order to ensure a sufficient supply of housing. In respect of infrastructure, it should specify the need for the development to provide: approximately 12 ha of open space on site, including retained natural green space, trees and woodland; new health and community facilities to support the needs generated by the development; SuDS to manage surface water flood risk and ensure no increase in flooding off site; and sustainable transport measures to offer a genuine choice of transport modes to future occupants. **[MM25]**

109. Changes to the policy and supporting text are also required to ensure any future development is designed and laid out to: mitigate the loss of Green Wedge and maintain the separation between Thurcaston and Leicester; preserve and enhance the setting and significance of Thurcaston Conservation Area and any archaeology discovered on site; safeguard habitats, including the adjacent LWS; and deliver BNG. These changes are necessary to ensure Policy SL04 is positively prepared, effective, and consistent with national policy. **[MM23, MM25]**

110. With regard to the delivery of the site, Policy SL04 expects this to be based on a masterplan, without specifying a framework for the masterplan. Therefore, for effectiveness, changes are required to the supporting text and the policy, to specify the content and role of the masterplan and include an indicative diagram of the intended distribution of land uses on the site, which the masterplan should have regard to. The policy also states that the Council will work with development partners to ensure the timely delivery of the site, but does not mention the need for joint working with Charnwood Borough Council as the adjoining LPA, particularly in relation to the cross-boundary heritage impacts and infrastructure. As such, the policy and supporting text should be modified to require the masterplan to be prepared in consultation with Charnwood Borough Council. **[MM23, MM25]**

111. To support the delivery of the site and enable applicants and decision makers to prepare and determine proposals respectively, the supporting text should specify which documents and assessments are required to support planning applications for the site, so that impacts can be quantified and mitigation requirements established. These changes are necessary for effectiveness. **[MM24]**

112. The Deliverability and Developability document [EXAM 9A] indicates that housebuilding will begin on site in 2028/29, with 50 dwellings to be completed in the first year, 80 dwellings completed in each year from 2029/30 to 2032/33, and 50 dwellings in 2033/34. This would require more than one outlet, which is realistic on a site of this size. Although the site does not yet have planning permission, it is being actively promoted, with an outline planning application imminent. Although a site-specific viability appraisal was not available, as a greenfield site, the WPVA indicates that it would be viably able to support both affordable housing and strategic infrastructure costs. Therefore, we are satisfied that the site is deliverable, with a realistic prospect that housing will be delivered in the first five years of the Plan period.

Strategic Site 4: Land west of Anstey Lane (Policy SL05)

113. Policy SL05 allocates 17 ha of Land west of Anstey Lane for 336 dwellings with associated green infrastructure, open spaces and sustainable urban drainage systems. The site comprises three parcels of land located north of Billesdon Close, at The Paddock, and south of Gorse Hill Hospital, and is designated as a Green Wedge in the adopted development plan for Leicester. The site is bordered to the north by the A46 (Western Bypass), to the south and west by existing housing, and to the east by Gorse Hill Ambulance Station and an NHS healthcare facility along Anstey Lane. The allocated area includes a mixture of rough grassland, ponds, mature hedgerows and trees, and agricultural land. In addition to the Green Wedge designation, constraints within the allocation include: mature hedgerows and trees, some of which benefit from a Tree Preservation Order; protected species; severance of green infrastructure; and the potential for impacts on heritage assets, including locally listed structures and archaeological remains.

114. Despite the loss of Green Wedge that would result, and the other constraints, subject to appropriate mitigation measures, which we consider below, we are satisfied that the need for housing outweighs the impacts of development, and that this site allocation is justified as appropriate, taking into account the reasonable alternatives and the SA assessment. However, the supporting text to Policy SL05 does not provide this reasoned justification. Therefore, to ensure that the allocation is appropriately justified, additional supporting text is required to explain how its development would contribute to the Plan's strategy and the objectives of sustainable development, as required by national policy **[MM26]**.

115. Policy SL05 sets out a series of criteria for the development of the site. However, it does not specify the full range of facilities needed to support the development, nor all of the measures required to mitigate its impacts, as identified in document SD/18. As such, the policy is not consistent with national policy in ensuring the delivery of sustainable development, nor would it be clear and effective in enabling an applicant or decision maker to determine what would be required for development to be permitted.

116. Therefore, a number of changes are necessary for Policy SL05 to be sound. In relation to development capacity, the policy should expect 'at least' 336 homes to ensure a sufficient supply of housing. In terms of infrastructure provision, the policy should specify the need for the development to provide: approximately 1.8 ha of new informal open space on site; green and blue infrastructure, including the retention of approximately 2 ha of existing natural green space, minimising impacts on the adjacent LWS and TPO trees, and the introduction of SuDS on site; new health and community facilities; and sustainable transport measures, all of which should link to the relevant wider Local Plan policies. It should also ensure any future development is designed to deliver biodiversity net gain and to preserve and enhance heritage assets and archaeology, in accordance with Policies NE02 and HE01. These changes are necessary to ensure the policy is positively prepared, effective, and consistent with national policy **[MM29]**.

117. Whilst the site would no longer be designated as part of the Green Wedge, the evidence base establishes the importance of the development having due regard to the functions of the former Green Wedge – namely to prevent the merging of settlements, guide development form, provide a green lung into urban areas, and provide a recreational resource. However, this is not set out in the policy or the supporting text. Accordingly, Policy SL05 and its supporting text should be amended to ensure that the design and layout of future development proposals on the site have regard to the four functions of green wedges within any future masterplan. This change is necessary for effectiveness **[MM27, MM29]**.

118. The site adjoins site allocations in the neighbouring areas of Blaby District and Charnwood Borough, with the three sites requiring a comprehensive transport and access solution. Although Policy SL05 and its supporting text refer to this, they do not recognise that the solution will need to be agreed with the adjoining LPAs and the highway authorities. To ensure effective joint working on this cross-boundary strategic matter, the supporting text should make clear that the access arrangements will need to be agreed between the respective authorities **[MM27]**.

119. To support the delivery of the site and enable applicants and decision makers to prepare and determine proposals respectively, the supporting text should specify which documents and assessments are required to support planning applications for the site, so that impacts can be quantified and mitigation requirements established. These changes are necessary for effectiveness **[MM28]**. We have amended the wording of the MM as it was published for consultation to add a Heritage Assessment to the list of documents required, given the potential for development to affect nearby heritage assets.

120. The Deliverability and Developability document [EXAM 9A] records that the site is being promoted by a volume house builder, who jointly owns the site with the local NHS Trusts. Although the site does not yet have planning permission, a hybrid application is imminent, with housebuilding scheduled to start in 2029/30, with 42 dwellings completed in that year, 62 dwellings in each year from 2030/31 to 2032/33, 57 dwellings in 2033/34, and 51 dwellings in 2034/35. This would require two or three delivery outlets, which is realistic on a site of this scale. As a greenfield site, the WPVA shows its viability to support affordable housing and strategic infrastructure costs. On this basis, we consider that the delivery trajectory is realistic and that the site is developable within the Plan period.

Strategic Site 5: Beaumont Park (Policy SL06)

121. Policy SL06 allocates 19.72 ha of land within Beaumont Park for employment development and a Gypsy and Traveller transit site. The land is currently designated as Green Space in the adopted development plan for Leicester, and is identified in the Open Spaces Sport and Recreation (OSSR) Study (2017) [EB/OS/3] as part of the supply of parks and gardens in the north-west area of the City. Beaumont Park is located adjacent to Beaumont Leys Shopping Centre and to the west of a large employment area. It is valued by the local community as an area of parkland, serving the neighbourhood of Beaumont Leys. There are also significant areas of woodland

and tree copses in the Park, providing wildlife and ecological habitats, as well as sports and recreation facilities, including the Leicester Speedway Arena and sports pitches belonging to De Montfort University to the north west. Other constraints on development include the potential for land contamination from historic uses and air pollution due to the surrounding road network.

122. Although the proposed allocation would result in the loss of some of Beaumont Park to development, this would be limited to around 8 ha for employment development and the transit site, with approximately 12 ha of the allocation remaining as park land. However, Policy SL06 does not make this clear. Furthermore, the amount of land required for employment is not accurately stated in the policy. The figure of 7.14 ha in the Plan was reduced to 6.64 ha by the Council during the course of the Examination, and the 25,000 sqm of industrial and distribution floorspace stated in the submitted policy would be provided on that land, not in addition to it. The policy and allocation are ambiguous in this regard. Therefore, modifications to Policy SL06 are required to ensure the mix of uses is clear and the policy is effective. **[MM32]**

123. In the light of these changes, we have weighed the need for employment land and a Gypsy and Traveller transit site, and the economic and social benefits that would arise from this, with the loss of around 8 ha of open space. The OSSR Study shows there is a significant surplus of open space in the north-west of the City, including a surplus of around 18 ha of parks and gardens. Whilst we acknowledge Beaumont Park is a valued local amenity, the loss of 8 ha of the park would not cause a deficiency of open space locally. Further by focussing employment development in the least attractive areas of the Park, such as on the former BMX track, and with appropriate mitigation measures, which we consider below, the proposed development could be used to secure improvements and enhancements to the remaining areas of Beaumont Park. On this basis, we consider the need for employment floorspace outweighs the impacts of development, and that the allocation is justified as appropriate, taking into account the reasonable alternatives.

124. However, the supporting text to Policy SL06 does not provide this reasoned justification for the proposed allocation. Therefore, to ensure that the allocation is appropriately justified, additional supporting text is required to explain how its development would contribute to the Plan's strategy and the objectives of sustainable development as required by national policy **[MM30]**.

125. In terms of mitigation measures, other than a general statement that development will need to address ecology, trees, land contamination, design quality, and sports provision, Policy SL06 does not specify the measures required to mitigate the impacts of development, as identified in document SD/18. Consequently, the policy is not consistent with national policy in ensuring the delivery of sustainable development, nor would it be effective in enabling an applicant or decision maker to determine what would be required for its development to be permitted.

126. Therefore, a number of further changes are necessary for Policy SL06 to be made sound. It should specify the need for the development to: provide sustainable transport measures to offer a genuine choice of transport modes; retain and enhance

approximately 12 ha of open space on site, including retained natural green space, trees, and woodland; provide SuDS to manage surface water flood risk and ensure no increase in flooding off site; and deliver BNG. It should also deal with the relationship between the proposed Gypsy and Traveller transit site and other uses on the site and in the surrounding area. **[MM32]**

127. With regard to the delivery of the site, Policy SL06 expects this to be based on a masterplan, without specifying a framework for the masterplan. Therefore, for effectiveness, changes are required to the supporting text and the policy, to specify the content and role of the masterplan and include an indicative diagram of the intended distribution and location of land uses on the site, which the masterplan should have regard to. **[MM32]**

128. To support the delivery of the site and enable applicants and decision makers to prepare and determine proposals respectively, the supporting text should specify which documents and assessments are required to support planning applications for the site, so that impacts can be quantified and mitigation requirements established. These changes are necessary for effectiveness. **[MM31]**

Overall Conclusion on Strategic Sites

129. We have considered each of the strategic site allocations in turn, taking into account all of the evidence provided, and concluded that individually they are justified and consistent with national policy, in using Green Wedge and other greenfield land to meet the housing and employment needs of Leicester. However, it is important to conclude on the cumulative effects, particularly given that they are all located in the north-west of the City.

130. The work undertaken on transport modelling, which we consider in more detail elsewhere in the report, demonstrates that transport would not be a barrier to the delivery of the planned growth with the appropriate mitigations in place. The modelling illustrates that the development proposed in the Plan can be delivered over the whole Plan period, without an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe. Although collectively the five strategic sites would reduce open space in the City and affect a number of Green Wedges, the north-west and western areas of the City have a sufficient surplus of open space to accommodate this loss. Other impacts are capable of mitigation on a site-by-site basis.

Conclusion

131. Consequently, subject to the MMs set out above, the Plan's overall vision and strategy, including its strategic site allocations, are positively prepared, justified, effective, and consistent with national policy in enabling the delivery of sustainable development.

Issue 2 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in meeting the housing needs of all groups in Leicester over the Plan period?

Site Selection Process

132. The Council's approach to selecting both strategic and non-strategic housing sites is set out in the Strategic Housing and Economic Land Availability Assessment (SHELAA) [EB/HO/3], the Housing & Sites Topic Paper [TP/5], and the Housing Sites Methodology [EB/HO/5]. The SHELAA initially identified 433 sites as potentially suitable for allocation. Around 200 were excluded because they already had planning permission or lie within functional floodplain. The remaining sites were assessed and RAG-rated against criteria such as biodiversity, flood risk, pollution, Green Wedge designation, and impacts on roads and neighbouring uses. Following this process, 83 sites were consulted on at Regulation 18 stage, and 58 sites at Regulation 19 stage, including the five strategic sites. The reasons for discounting sites are set out in Appendix C of the SHELAA, with detailed appraisals in Appendices C1 and C2 of the Sustainability Appraisal. Overall, the methodology for housing site selection was thorough, robust and appropriate.

Non-Strategic Housing Allocations (Policy Ho01)

133. Policy Ho01 sets out the criteria for assessing non-strategic housing allocations. The policy and supporting text currently refer to the allocations listed in Appendix 6 of the Plan. Appendix 6 provides site details including address, location, whether the site is brownfield or greenfield, and housing capacity. For the policy to be effective, these details should be incorporated into Policy Ho01 and the reference to Appendix 6 should be deleted. **[MM37, MM38, MM200]**

134. Criterion f) of Policy Ho01 requires proposals on non-strategic sites to address site-specific issues identified in the allocation documents. This refers to the Non-Strategic Sites Proposed for Allocation in the Draft Leicester Local Plan (2023) [SD/19], which sets out constraints and the mitigations needed to make development acceptable. However, SD/19 is not part of the Plan, so the suggested mitigations do not carry statutory weight in the determination of planning applications. As a result, it would not be clear to an applicant or decision maker what is required for development to be permitted on these sites.

135. To ensure Policy Ho01 is effective and consistent with national policy, the constraints and mitigations for each site, as set out in SD/19, should be included in the policy **[MM38]**. For clarity, the wording should also confirm that site allocations are shown on the Policies Map and that development will be supported where site-specific constraints and mitigations are addressed. In addition, the policy should include a general requirement to deliver Biodiversity Net Gain in line with Policy NE02 **[MM38]**. Further site-specific requirements, not referred to in SD/19, are set out in respect of the consideration of individual allocations below.

Non-strategic housing site allocations in Policy Ho01 (Appendix 6) - Inner and South Areas

Land to south of Augustine Road / west of Duns Lane – Site 15

136. Land to the south of Augustine Road and west of Duns Lane is identified for residential development of 44 dwellings. However, the site already has full planning permission for 466 student bedspaces, equivalent to 349 dwellings using the student formula. For clarity and effectiveness, the site description should be amended to reflect this **[MM38]**. The Housing Allocations and Commitments – Deliverability and Developability document [EXAM 9A] indicates that development will begin in 2025/26, with 100 dwellings completed in each of 2025/26, 2026/27 and 2027/28, and the remaining 49 units delivered in 2028/29. Based on the evidence, the site is deliverable within the first five years of the Plan period, and the allocation is justified.

Velodrome, Saffron Lane – Site 19

137. Velodrome on Saffron Lane is a previously developed vacant site, adjacent to the Saffron Lane Athletics Stadium, and recent housing development. The site has planning permission for residential development of 38 dwellings, which should be reflected in the site description in Policy Ho01, to ensure the allocation is justified and effective **[MM38]**. Given the planning status of the site, and its suitability for housing development, we consider that the site is deliverable within the first five years of the Plan period, and that the allocation is justified.

Evington Valley Road (Former Dunlop Works) – Site 222

138. The Former Dunlop Works is a locally listed building containing a number of active commercial uses. It is identified in document SD/19 as suitable for a mixed-use conversion, including 48 dwellings. Whilst planning permission has been granted for a change of use to a shop on a small part of the site, this should not affect the overall capacity. Around 30% of the site is within Flood Zone 3b, and at high risk of flooding. However, the remainder of the site allows sufficient space to accommodate the proposed dwelling number. The need for regeneration of the site and the benefits of active residential uses to the area, suggest the Exceptions Test could be satisfied, subject to demonstrating it would be safe for its lifetime. To ensure the allocation is justified, effective and consistent with national policy, Policy Ho01 should specify the flood risk constraints and requirements, and the indicative capacity of 48 units for this allocation. **[MM38]**

139. The Deliverability and Developability evidence [EXAM 9A] indicates that development will begin in 2027/28, with 16 dwellings completed in each of 2027/28, 2028/29 and 2029/30. Pre-application discussions have taken place, including site assessment work, and there is firm progress towards the submission of a planning application. Based on this evidence, we consider the site is deliverable within the first five years of the Plan period and the allocation is justified.

114-116 Western Road – Site 240

140. 114-116 Western Road is a previously developed site, which is identified for five dwellings, due to a number of constraints including flood risk, the presence of a Local Wildlife Site with notable species, and a heritage asset. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these details and the capacity constraints **[MM38]**.

141. The Deliverability and Developability evidence [EXAM 9A] suggests that development will begin in 2027/28, with all five dwellings completed in that year. Pre-application discussions have taken place, including site assessment work. On this basis, we are satisfied that the site is deliverable within the first five years of the Plan period and the allocation is justified.

Sturdee Road, The Exchange – Site 297

142. This is a previously developed site, to the rear of a local centre on Sturdee Road, in the Eyres Monsell ward of the City. It is allocated for 20 dwellings, on 82.5% of the 0.7 ha site, at a density of 35 dph. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these capacity and site requirement details **[MM38]**. The site had outline planning permission for housing, which expired. However, this history, its location close to the local centre and its previously developed status, make it a suitable location for housing.

143. The Deliverability and Developability evidence [EXAM 9A] indicates that development will begin in 2026/27, with all 20 dwellings completed in that year. Pre-application discussions have already commenced and firm progress is being made towards submission of a planning application. On this basis, the site is deliverable within the first 5 years of the Plan period and the allocation is justified.

Manor House Playing Fields, Narborough Road – Site 335

144. Manor House Playing Fields contains the playing fields associated with St Mary's Fields Primary School, which are around 2.24 ha in area. The allocation is for 14 dwellings on just 0.4 ha of land on the front part of the site, at a density of 35 dph, with the remainder of the site to be retained and enhanced as open space to serve the school. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these capacity and site requirement details **[MM38]**.

145. The allocation would lead to a reduction in sports fields and open space at Manor House Playing Field, but the Playing Pitch Strategy (EB/OS/4) identifies existing spare capacity here. Nevertheless, to ensure the Plan is effective in mitigating the loss of open space, the requirements to retain and enhance the remaining open space and to improve other nearby sports facilities should be included in Policy Ho01 **[MM38]**. On this basis, the allocation would meet the tests in paragraph 99 of the NPPF regarding the loss of open space.

146. The Deliverability and Developability evidence [EXAM 9A] indicates that development will begin in 2030/31, with all 14 dwellings completed in that year. Based on this evidence, the site is developable within the Plan period, and the allocation is justified.

Neston Gardens green space/Mud Dumps – Site 626

147. Neston Gardens green space/Mud Dumps is an area of informal open space in the Saffron ward, to the south of the City centre, located between housing to the west and the Midland Mainline railway line to the east. It is allocated for 47 dwellings on approximately 82.5% of the land at a density of 35 dph, with the remainder to be retained as open space. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these details **[MM38]**.

148. The allocation would lead to a reduction in open space in a ward that is already deficient in this regard, although the wider OSSR study area has a surplus of open space. The SA site appraisal [SD/4b SA] highlights that the open space requires significant improvement as very little maintenance is carried out. Evidence presented at the Hearing also indicated that the area is affected by anti-social behaviour. The development of housing on part of the site, would contribute to the enhancement of the remaining open space. So that Policy Ho01 is effective, this should be included as a policy requirement **[MM38]**. On this basis, we are satisfied that the allocation would meet the tests set out at paragraph 99 of the NPPF regarding the loss of open space.

149. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2034/35, with 30 dwellings completed in that year, followed by a further 17 dwellings in 2035/36. Based on this evidence, the site is developable within the Plan period, and the allocation is justified.

Ranworth Open Space – Site 647

150. Ranworth Open Space is an informal open space in the Abbey ward, in the north-west of the City, that contributes to the character of the surrounding residential area. The site is allocated for 36 dwellings on approximately 82.5% of the land at a density of 35 dph. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these details **[MM38]**.

151. The allocation would lead to a reduction in open space in a ward that currently has surplus open space provision. The site suitability summary in document SD/19 highlights that there are nearby alternatives at Heacham Drive Open Space, Heard Walk Open Space, Peppercorn Walk Open Space, and Hefford Gardens, albeit that the spaces are not as large. However, to ensure the Plan is effective in mitigating the loss of open space, requirements to retain and enhance the remaining open space on site, including the mature tree groups, should be included in Policy Ho01 **[MM38]**. On this basis, we are satisfied that the allocation would meet the tests set out at paragraph 99 of the NPPF regarding the loss of open space.

152. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2028/29, with 18 dwellings completed in each of 2028/29 and 2029/30. Pre-application discussions have commenced and there is firm progress being made towards the submission of a planning application. Based on this evidence, the site is deliverable within the first 5 years of the Plan period and the allocation is justified.

Spendlow Gardens – Site 669

153. Spendlow Gardens is an informal open space in the Eyres Monsell ward of the City that contributes to the character of the surrounding residential area. The site is allocated for partial development for 11 dwellings, requiring half of the 0.61 ha, with the remainder of the land to be retained and enhanced as open space, as set out in SD/19. To ensure the allocation is justified and effective, the site description in Policy Ho01 should specify these details **[MM38]**.

154. The allocation would lead to a reduction in open space in a ward that is deficient, although the wider OSSR study area has a surplus of open space, with Sturdee Road Recreation Park providing alternative provision nearby. However, to ensure the Plan is effective in mitigating the loss of open space, requirements to retain and enhance the remaining open space on site should be included in Policy Ho01 **[MM38]**. On this basis, we are satisfied that the allocation would meet the tests in paragraph 99 of the NPPF, regarding the loss of open space.

155. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2029/30, with all the 11 dwellings completed in 2031/32. Based on this evidence, the site is developable within the Plan period and the allocation is justified.

Land West of Bede Island Road – Site 960

156. Land West of Bede Island Road (Braunstone Gate) is located in the centre of Leicester, on the edge of the CDA, on land either side of the River Soar. Due to flood risk constraints only 0.15 ha of the site is developable. Hence based on a density of 35 dph it is allocated for only 5 dwellings. However, pre-application enquiries indicate that the site could accommodate 20 units, at a higher density given its location next to the CDA. Therefore, to ensure the Plan is positively prepared and consistent with national policy, the site description should include an indicative capacity of 20 units on a development area of 0.15 ha. **[MM38]**

157. The Deliverability and Developability evidence [EXAM 9A] indicates that this site will commence in 2027/28, with all the 20 dwellings completed in that year. Pre-application discussions have commenced, and the site is being promoted by a developer. Based on this evidence, we consider the site is deliverable within the first 5 years of the Plan period, and the allocation is justified.

Welford Road Playing Fields – Site 961

158. Welford Road Playing Fields is a greenfield site allocated for 14 dwellings. In total the playing fields are 3.8 ha in area, but at a density of 35 dph only 0.5 ha of land is required for development. The description for this site in Policy Ho01 should specify these details to ensure the allocation is justified and effective **[MM38]**.

159. The allocation would lead to a reduction in the playing pitch space at Welford Road Playing Fields, where the Playing Pitch Strategy (EB/OS/4) states that there is existing spare off peak capacity. However, the pitches and facilities would benefit from improvement. Therefore, to ensure that the Plan is effective in mitigating the loss of open space, Policy Ho01 should include requirements for the remainder of the

land to be retained and enhanced as open space or for sports use, alongside improvements to and reopening of the existing outdoor sports facility and replacement of the existing pavilion **[MM38]**. On this basis, we consider that the allocation would meet the tests in paragraph 99 of the NPPF regarding the loss of open space.

160. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2028/29, with all the 14 dwellings completed in that year. Pre-application discussions have commenced and there is firm progress being made towards the submission of a planning application. Based on this evidence, the site is deliverable within the Plan period, and the allocation is justified.

Southfields Infant School and Newry Specialist Learning Centre – Site 963

161. Southfields Infant School and Newry Specialist Learning Centre is a brownfield site allocated for 35 dwellings. Demolition of the existing buildings on site is now complete, and planning permission has been granted, with contractor selection in progress in order to achieve a start on site for the building of new affordable Council housing. To ensure the Plan is positively prepared, the site description should be amended to reflect the grant of planning permission for 53 dwellings **[MM38]**.

162. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2025/26, with 28 dwellings completed in that year, with the remaining 25 units built out in 2026/27. Given that the site has planning permission and the majority of the planning conditions have been discharged, the site is deliverable within the Plan period, and the allocation is justified.

Land to the west of Dysart Way – Site 1030

163. Land to the west of Dysart Way is an area of open space landscaped with mature trees, which provides a visual amenity separating housing to the west from an industrial estate to the east. It is allocated for 9 dwellings, which would take up the full 0.25 ha of land at a density of 35 dph. For clarity and effectiveness, this should be specified in the site description **[MM38]**.

164. The development of housing would result in the loss of the amenity land, in an area with a deficiency of open space. Whilst alternative provision is available at Kamloops Crescent Open Space nearby, Policy Ho01 should include criteria to ensure that the loss is mitigated and, as far as possible, that the trees on site are retained. Subject to this, we consider that the allocation would meet the tests in paragraph 99 of the NPPF regarding the loss of open space.

165. The Deliverability and Developability evidence [EXAM 9A] indicates that this site will commence in 2027/28, with all 9 dwellings completed in 2028/29. Pre-application discussions have taken place and there is firm progress being made towards the submission of a planning application. Based on this evidence, we consider the site is deliverable within the first five years of the Plan period, and that the allocation is justified.

Bisley Street / Western Road – Site 1039

166. Bisley Street / Western Road is a brownfield site allocated for 17 dwellings. To ensure the Plan is positively prepared and consistent with national policy, the site description should state that the capacity of the site is based on a density of 35 dph and that the indicative site capacity is 17 units **[MM38]**. The Deliverability and Developability evidence [EXAM 9A] suggests that this site will commence in 2032/33, with all the 17 dwellings completed in that year. Based on this evidence, the site is developable within the Plan period, and the allocation is justified.

Gilmorton Community Rooms / Hopyard Close Shops – Site 1051

167. Gilmorton Community Rooms / Hopyard Close Shops Site is a brownfield site allocated for 9 dwellings. However, the evidence presented states that the site is no longer available for development and so it should be removed from the Plan. **[MM200]**

Non-strategic housing site allocations in Policy Ho01 (Appendix 6) – North East and South East Areas

Land rear of Rosedale Avenue/Harrison Road allotments – Site 219

168. Land to the rear of Rosedale Avenue and the Harrison Road allotments is allocated for 53 dwellings. The site comprises greenfield land, formerly allotments that have been decommissioned. Although there is an undersupply of allotment space in the north-east area of the City, the Technical Note on Leicester's Allotment Strategy [EXAM 90] shows that overall there is a surplus of allotment plots in the city. The site is designated as a Biodiversity Enhancement Site. Therefore, for Policy Ho01 to be effective, development proposals should be required to mitigate this by off-site BNG in line with Policy NE02. Access to the site would be from Wyvern Avenue, which also serves Wyvern Primary School. The Highway Authority has not raised an objection in principle, but so that Policy Ho01 is effective and consistent with national policy on this issue, it should require planning applications to ensure that any new access arrangement maintains safe access to the school. Subject to these modifications, we consider the allocation is justified. **[MM38]**

169. The evidence on Deliverability and Developability [EXAM 9A] indicates that, due to the need to resolve the access issues with the school, development will not commence until 2031/32. Delivery is expected to comprise 27 dwellings in 2031/32 and 26 in 2032/33. On this basis, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**.

Mary Gee Houses, 101-107 Ratcliffe Road – Site 307

170. Mary Gee Houses is a former student halls of residence, which has been vacant and unused since 2018 [EXAM 106]. The site is located within a residential area and, therefore, is suitable for residential development. It is allocated for 40 dwellings, based on a density of 35 dph, but has the capacity to accommodate a higher number of units in the form of apartments. However, the site is in the Stoneygate Conservation Area

and contains mature trees, which contribute to the character of the area. As such, to ensure Policy Ho01 is effective, it should require future development proposals to assess and mitigate any adverse impacts on heritage, landscape, and character. **[MM38]**

171. The evidence on Deliverability and Developability [EXAM 9A] indicates delivery of 10 dwellings on the site in 2026/27 and 30 dwellings in 2027/28. Planning permission has recently been granted for the demolition of the existing buildings and construction of 94 retirement apartments. On this basis, the site is deliverable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Brent Knowle Gardens – Site 481

172. Brent Knowle Gardens is an informal open space in the Thurncourt ward of the City that contributes to the character of the surrounding residential area. The site is allocated for partial development for 12 dwellings, requiring half of the 0.68 ha, with the remainder of the land to be retained and enhanced as open space, as set out in SD/19.

173. Paragraph 99 of the NPPF expects that existing open space should not be built upon unless the open space is surplus to requirements, or its loss would be replaced by equivalent or better provision elsewhere in terms of both quantity and quality. However, the Open Space, Sport and Recreation Study (OSSR) 2017 [EB/OS/3] shows that there is a surplus of informal open space in the north eastern area of the City. The site is also a short walk from Willowbrook Open Space, a large open space with ample facilities. On this basis, we are satisfied that the proposed allocation meets the expectations of paragraph 99 of the NPPF, and is justified. To ensure the Plan is effective in mitigating the loss of open space, the requirements for partial development and the retention and enhancement of the remaining open space should be included in Policy Ho01. **[MM38]**

174. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council and could form part of its ongoing Local Authority New Build Programme, with housebuilding completed in 2029/30. On this basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Carter Street/Weymouth Street/Bardolph Street East – Site 488

175. This is a brownfield site, occupied by industrial and commercial premises in active employment use. It is allocated for redevelopment for 30 dwellings. However, during the Examination, the landowners confirmed to the Council that the site is no longer available for redevelopment. Accordingly, it should be deleted from the Plan as a housing site and designated as a General Economic Development Area on the Policies Map [see Policies Map Changes, EXAM 117]. **[MM38, MM200]**

Croyland Green – Site 501

176. Croyland Green is an informal open space in the Thurncourt area of Leicester that contributes to the character of the surrounding residential estate. The site is allocated for partial development of nine dwellings, requiring half of the 0.51 ha site area, with the remainder retained and enhanced as open space [see SD/19].

177. Although the development of this site would result in a loss of open space, the OSSR Study 2017 shows there is a surplus of informal open space within the north east area of the City. The site is also close to Willowbrook Open Space, a large open space with extensive facilities. As such, we are satisfied that the allocation meets the expectations of paragraph 99 of the NPPF, in respect of the loss of open space, and is justified. To ensure the Plan is effective in mitigating the loss of open space, the requirements for partial development, alongside retention and enhancement of the remaining open space, should be specified in Policy Ho01. **[MM38]**

178. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Construction of nine dwellings is not expected to be completed until 2029/30. On that basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Judgemeadow Community College Playing Fields – Site 559

179. The site comprises greenfield land forming the southern tip of the playing fields at Judgemeadow Community College, and lies within the Evington Green Wedge. It is allocated for 13 dwellings on approximately half of the site (0.28 ha), with the western part of the site safeguarded as part of a potential route for the Eastern District Distributor Road (EDDR) linking Stoughton Lane and Biggin Hill Road.

180. The partial development of the site would not result in the loss of any playing pitches, nor would it significantly affect the role and function of the Green Wedge given its overall scale. However, to ensure Policy Ho01 is effective for development management purposes, criteria should be included to ensure any loss of sports pitches or harm to the Green Wedge that might arise from future proposals would be adequately mitigated. For effectiveness and consistency with national policy, the policy should also require the assessment and mitigation of effects on nearby heritage assets, including the Evington Village Conservation Area and archaeological remains, and the protection of trees and hedgerows on site **[MM38]**. Subject to these requirements, we are satisfied that the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

181. The evidence of Deliverability and Developability [EXAM 9A] indicates that development will not commence until 2033/34, due to the time needed to confirm the alignment of the EDDR. However, the site is owned by the Council, with the potential to form part of its ongoing Local Authority New Build Programme. On that basis, we are satisfied that the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Land adjacent Keyham Lane/Preston Rise – Site 577

182. This site comprises informal open space adjacent to the highway. While it has limited recreational use, it provides amenity value through mature shrubs and trees that act as a buffer against noise and air pollution between nearby residential properties along Elms Farm Cottages and the highway infrastructure to the north. The site is allocated for 23 dwellings on 82.5% of the land, allowing scope for retention of existing landscaping. To ensure Policy Ho01 is effective at the planning application stage, the requirements for partial development and retention of mature trees and shrubs should be set out in the policy **[MM38]**. Although development on the site would result in the loss of open space, the OSSR Study shows a surplus of this type of provision in the north east of the city. On this basis, we are satisfied that the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

183. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Housebuilding is expected to start in 2029/30 and be completed in 2030/31. On this basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Morton Walk Open Space – Site 620

184. The site comprises informal open space fronting Hastings Road and a play area on the rear part of the site. The site area is 0.76 ha in total. It is allocated for nine dwellings, to be developed on 0.25 ha of the informal open space fronting Hastings Road. The remainder would be retained and enhanced as formal and informal open space, including improved access arrangements and natural surveillance to the play area. Whilst a partial development of the site would result in a loss of informal open space, the OSSR Study shows a surplus of this type of provision in the north east of the city. However, to ensure Policy Ho01 is effective in minimising the impact on the open space resource, the requirements for partial development and retention and enhancement of the remaining open space must be clearly set out in the policy **[MM38]**. On this basis, we are satisfied that the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

185. The site is also opposite an industrial area. Therefore, proposals for residential development should include a landscape buffer along Hastings Road, to ensure any future occupiers are not adversely impacted. For effectiveness, this should be included as a requirement in Policy Ho01. **[MM38]**

186. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Housebuilding is expected to start in 2030/31, with a planning application in 2029. On this basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Netherhall Road Open Space – Site 629

187. This site is a large area of informal open space, either side of the Scraptoft Brook, located in the Humberstone and Hamilton ward, where the OSSR study shows there is a surplus of informal open space. It is allocated for 77 dwellings, on half the site area (3.48 ha). At a density of 35dph, which Policy Ho05 applies to area of the city outside of the CDA, only 2.2 ha (or 62.5%) of the land would be required for development, with the remainder to be retained as open space, including the play area in the north east corner of the site, and the areas around the Brook. However, this detail is not made clear in Appendix 6. Neither are the measures suggested in document SD/19, which would serve to mitigate the impacts of development, including re-naturalising the brook channel, restoring natural features and retaining the landscape buffer adjacent to the brook.

188. To ensure Policy Ho01 is effective in minimising the loss of open space and mitigating the impacts of development on the remainder of the open space, the proposed development area, density and mitigation measures should be included as policy requirements for any future planning applications to satisfy **[MM38]**. Subject to this, we are satisfied that the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

189. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Housebuilding is expected to start in 2030/31, with a planning application in 2029. On this basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Newlyn Parade/Crayford Way – Site 631

190. This site comprises a green surrounded and overlooked by houses in Newlyn Parade, Crayford Way, Limehurst Road, and Selby Avenue. It is located in the Humberstone and Hamilton ward, where the OSSR study shows there is a surplus of informal open space. The site is 0.72 ha in area and is allocated for 13 dwellings, which would require around half of the land at a density of 35 dph, with the remainder to be retained as informal open space. Whilst the green is not required to meet a quantitative need for informal open space in the area, it has amenity that contributes to the character of the surrounding residential area. To ensure that Policy Ho01 is effective in mitigating the effect on character and amenity, it should specify the retention and enhancement of at least half of the green **[MM38]**. Subject to this, we are satisfied that the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

191. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Housebuilding is expected to start in 2030/31, with a planning application in 2029. On this basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Rayleigh Green – Site 648

192. Rayleigh Green is an informal open space in the Netherhall area of Leicester, that also sits within a residential estate, surrounded by houses on three sides and a care home to the south. It is 0.64 ha in area and is allocated for 18 dwellings, which would occupy around 82.5% of the land at a density of 35 dph.

193. The site is located in the Humberstone and Hamilton ward, where OSSR Study 2017 shows there is a surplus of informal open space. Whilst the site is not required to address a shortfall in open space in the area, it does provide visual amenity value, which contributes to the character of the surrounding residential area, in particular the stand of mature trees on the northern part of the green. Therefore, it is important that the land that is not required for development, including the mature trees, is retained as green space, to mitigate the loss of the rest of the green. These mitigations are not specified in SD/19, but should be included in Policy Ho01, as policy requirements to be addressed at the planning application stage **[MM38]**. Subject to this, the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

194. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Construction of houses is not expected to start until 2029/30. On that basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Land adjacent to Evington Leisure Centre – Site 684

195. This site comprises part of an area of amenity grassland, in the south-east area of Leicester, adjacent to Evington Leisure Centre, and backing onto the City of Leicester College site and playing fields. The allocation identifies the front half of the grassland facing Downing Drive, an area of 0.5 ha of land, for 15 dwellings, with an area of grassland at the rear, which does not form part of the allocation site, retained as green space.

196. The land is not identified as part of the open space provision for Leicester in the OSSR study. Therefore, its development for housing would not alter the supply of open space quantified in the study. Rather it would bring the land at the rear into use as accessible open space, increasing the usable supply of open space in this part of the City. To ensure that Policy Ho01 is effective in this regard, it should include a requirement for the development on this site to be designed to secure the land at the rear as usable open space **[MM38]**. Subject to this, the allocation of the site for housing meets the expectations of paragraph 99 of the NPPF, and is justified.

197. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Construction of houses is not expected to start until 2029/30. On that basis, we consider the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Land north of Gartree Road – Site 715

198. This is a greenfield site comprising 2.36 ha of grassland, which is currently designated as part of the Evington Green Wedge. It is allocated for 35 dwellings, which SD/19 indicates would require 1.2 ha of the site. Due to its location at the edge of the Green Wedge, with extensive areas of open land to the north and residential development to the south, development at the scale proposed would not have a significant effect on the purposes or function of the Green Wedge. It would not cause a break or interruption in the connectivity of Evington Green Wedge with those in the adjoining areas of Oadby & Wigston Borough and Harborough District, nor would it threaten coalescence with any other settlements. On this basis, and given the need for housing, the loss of a small area of the Green Wedge is justified.

199. There are other constraints on the site. It is identified as a Local Wildlife Site (LWS). However, ecological surveys undertaken by the site promoter indicate that the grassland is of low value, and that it no longer meets the criteria for LWS status. The boundary hedgerows are of biodiversity value, but development on around half of the site would allow for these to be retained and biodiversity enhancement of the remainder of the site. The site is also in an area of potential archaeological interest, with a Scheduled Ancient Monument around 400 metres to the north. However, no evidence has been presented to suggest that heritage impacts would be more than less than substantial, and not capable of mitigation. Overall, therefore, subject to these constraints and mitigations being included in Policy Ho01 as development requirements **[MM38]**, we are satisfied that this allocation is justified and effective.

200. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is in private ownership. However, the landowner is actively promoting the site, with a planning application being prepared for submission following the adoption of the Plan, and housing building projected to start in 2029/30. We are satisfied this timescale is realistic, based on the evidence. Therefore, the site is deliverable, and the delivery timescale set out in EXAM 9A should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Amenity land between Coleman Road and Goodwood Road – Site 962

201. This is a greenfield site comprising two linked areas of informal amenity space fronting Goodwood Road and Coleman Road. It is 0.26 ha in area and is allocated for 9 dwellings at a density of 35 dph. The land is not identified as part of the open space provision for Leicester in the OSSR study. Therefore, its development for housing would not alter the supply of open space quantified in the study.

202. The site has a number of constraints, which would need to be addressed as part of any planning application. It contains a number of mature trees, which, subject to condition surveys, would need to be retained as they contribute to the character and appearance of the area. The north western part of the site also contains a Biodiversity Enhancement Area, notable for broadleaf woodland and some priority habitats, which would require assessment and mitigation. Goodwood Road is also an Air Quality Management Area (AQMA) so any scheme would need to include measures to mitigate the effects on and of air quality. In addition, there is a

requirement for any development to be set back from the frontage of Goodwood Road to leave space for road improvements as part of the EDDR.

203. Notwithstanding these constraints, the site appears capable of accommodating a development of 9 dwellings, in the form of a flatted scheme fronting Goodwood Road, reflecting the scale and form of the adjacent development. For effectiveness, these constraints and mitigations should be included in Policy Ho01 **[MM38]**. Subject to this, the allocation of the site for housing is justified.

204. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme, for which the Council confirmed at the time of the Hearing it was exploring options. Accordingly, a planning application is anticipated in 2026/27, with housebuilding projected to start in 2027/28. Whilst this is a relatively advanced timescale, given its size and Council ownership, and the evidence of delivery on other schemes in the City under the Local Authority New Build Programme, we are satisfied that the site would be deliverable, in line with this timescale, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

VRRE/Gipsy Lane – Site 1035

205. This is a brownfield site occupied by commercial premises that are in active employment uses. It is allocated for redevelopment for 12 dwellings. However, during the Examination, the landowners confirmed to the Council that the site is no longer available for redevelopment. Accordingly, it should be deleted from the Plan as a housing site and redesignated as an Economic Development Area on the Policies Map [see Policies Map Changes, EXAM 117]. **[MM38, MM200]**

Spence Street – Site 1037

206. This is a brownfield site, containing a number of commercial and business premises, which are in active use. It is located in an area of mixed residential and employment uses, which supports its proposed allocation for housing. The site is 1.12 ha in area, but has a number of development constraints, which limit its development capacity. The most significant of these is that part of the site lies within Flood Zone 3, at risk of fluvial flooding from Willow Brook. However, the majority of the site is in Flood Zone 1 and the Strategic Flood Risk Assessment 2022 (SFRA) [EB/CC/2] establishes that the site is capable of meeting both the sequential and exception tests. To comply with these tests, a partial development solution is proposed, with only 82.5% of 0.77 ha of the total site area to be built on. At a density of 35 dph, this would amount to 22 dwellings for which the site is allocated.

207. The site is also near to an AQMA at Uppingham Road, and within the setting of a number of nearby heritage assets. However, neither of these would be insurmountable, subject to appropriate assessment and mitigation at planning application stage. To ensure Policy Ho01 is effective to guiding development on this site, the limitations on site coverage and the mitigations should be included as development requirements in the policy **[MM 38]**. Subject to this, the allocation of the site for housing is justified.

208. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is in multiple ownership, including the Council. Consequently, housing building is not projected to start until 2034/35, to allow time for the land to be assembled and the constraints addressed. Therefore, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Land off Hazeldene Road adjacent to Kestrel's Field Primary School – Site 1041

209. This is a greenfield site comprising 0.74 ha of grassland, which sits to the rear of houses on Laverton Road, and to the east of the playing fields to Kestrel's Field primary school. The site is located in the Humberstone and Hamilton ward where there is a surplus of informal open space. The mature hedge on the western boundary of the site has been identified as a potential LWS, with the ability to contribute to local ecological networks. Some trees within the hedgerow are subject to Tree Preservation Order. However, the site is allocated for 21 dwellings, which represents a density of less than 30 dph (or 35 dph on 82.5% of the site area). At this scale the Council confirmed that the trees and hedgerow could be retained and the site's wildlife value safeguarded. To ensure that Policy Ho01 is effective in this regard identified development quantum and the protection of the trees and hedgerow should be made policy requirements **[MM 38]**. On this basis, the allocation of the site for housing is justified, and meets the expectations of paragraph 99 of the NPPF.

210. Access is another development constraint in that the site does not adjoin a public highway. However, there is potential for access to be gained from Laverton Road or Hazeldene Road. The adjacent land also has known Late Iron Age and Roman settlement activity, and therefore an Archaeological Assessment including a Desk Based and Field Evaluation would be necessary as part of any planning application. Neither of these issues are considered to be insurmountable. However, to ensure Policy Ho01 is effective in securing a safe access to the highway and protection of archaeological remains, these should be included in the policy as development requirements **[MM38]**.

211. The evidence on Deliverability and Developability [EXAM 9A] confirms that the site is owned by the Council, with potential to form part of its ongoing Local Authority New Build Programme. Housing building projected to start in 2032/33, with an application in 2031, allowing time to resolve the access issue. On this basis the site is developable, and the delivery timescale set out in EXAM 9A should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Non-strategic housing site allocations in Policy Ho01 (Appendix 6) – North West and West Areas

Lanesborough Road (Former Allotments) – Site 190

212. This site, which was formerly used as allotments, is located on the northern side of Lanesborough Road. Planning permission was granted in 2022 for the construction of 37 dwellings. A Local Wildlife Site is present on the north western part of the site, with possible protected species present. For Policy Ho01 to be effective, any

development proposals should therefore be required to seek to protect the Local Wildlife Site and protected species. Furthermore, there are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment, the former of which should also take account of the Public Right of Way running through the site. **[MM38]**

213. The Deliverability and Developability document [EXAM 9A] suggests that this site will commence in 2025, with 10 dwellings completed in 2025/26 and the remaining 27 dwellings completed in 2026/27. We are satisfied that, although the anticipated start date of Spring 2025 may be delayed, due to the requirement to manage the existing ecology and biodiversity in line with the required reports and surveys, given that these are underway, it is unlikely that any delay would impact upon the proposed timeframe for completions. On this basis, the site is deliverable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan **[MM197]**.

Allexton Gardens Open Space – Site 449

214. This site comprises open space, however, it is located within an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Western Park provides nearby alternative provision. Nevertheless, to ensure the Plan is effective in mitigating the loss of this open space, Policy Ho01 should include a requirement for offsite enhancements to nearby open spaces, including at Western Park. Furthermore, given the mature trees and a street tree group to the west of the site, a requirement for any proposal to submit a Landscape Plan for the site which seeks their retention would be necessary for the policy to be effective **[MM38]**. Subject to these requirements, the allocation of the site for housing is justified.

215. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2028, with commencement and completion of all 25 dwellings during 2030/31. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Fulford Road Open Space – Site 525

216. Fulford Road Open Space is a greenfield site, currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. A Local Wildlife Site is present on the northern part of the site, with possible protected species present. Any development proposals should therefore be required to seek to protect the Local Wildlife Site and protected species. Furthermore, there are a number of landscape features, including protected trees, across the site, which should be retained. In order for Policy Ho01 to be effective, it should therefore include a requirement for any proposal to submit a Landscape Plan and Arboricultural Assessment for the site, which seek their retention along with the

provision of a green buffer along Scudamore Road between any housing and the existing industrial units, to encourage biodiversity linkages and minimise noise and air pollution from the neighbouring use **[MM38]**

217. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2028, with commencement during 2029/30 and the completion of 30 dwellings in 2029/30 and the remaining 28 dwellings in 2030/31. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Glovers Walk Open Space – Site 529

218. This site is currently used as informal open space and includes a play area on the northern part. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Partial development of the site is proposed (around 1.18ha) with the remainder to be retained as open space. The play area would also be retained. For effectiveness, this should be made clear in Policy Ho01. **[MM38]**

219. In addition, the site includes a number of landscape features, including trees and mature hedgerows, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. Furthermore, in order that the policy is effective and consistent with national policy, requirements for both a Heritage Impact Assessment and a Transport Assessment to be submitted with any planning application are necessary to assess the impact on nearby heritage assets and on the highway access. **[MM38]**

220. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2032, with commencement during 2033/34 and the completion of 17 dwellings in 2033/34 and the remaining 17 dwellings in 2034/35. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Hockley Farm Road Open Space – Site 549

221. Hockley Farm Road Open Space is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Partial development of the site is proposed (around 0.22ha) with the remainder to be retained as open space. For effectiveness, this should be made clear in Policy Ho01. **[MM38]**

222. In addition, a large proportion of the site is made up of a group of street trees, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. Furthermore, in order that the policy is effective and consistent with national policy, requirements for both a Heritage Impact Assessment and a Transport Assessment to be submitted with any planning application are necessary to assess the impact on nearby heritage assets and on the highway access. **[MM38]**

223. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2032, with commencement during 2033 and the completion of 8 dwellings in 2033/34. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Ingold Avenue Open Space – Site 557

224. This site is currently used as informal open space and includes a play area. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Partial development of the site is proposed (around 2.46ha) with the remainder to be retained and enhanced as informal open space including the existing play area. For effectiveness, this should be made clear in Policy Ho01. **[MM38]**

225. In addition, there are a number of trees across the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. Furthermore, in order that the policy is effective and consistent with national policy, requirement for a Transport Assessment to be submitted with any planning application is necessary to ensure the access onto Beaumont Leys Close or along Ingold Avenue is acceptable in highway safety terms. **[MM38]**

226. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2027, with commencement during 2028/29 and the completion of 10 dwellings in 2029/30; 26 dwellings in 2030/31; and, 18 dwellings in 2031/32. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Krefeld Way/Darenth Drive Open Space – Site 569

227. Krefeld Way/Darenth Drive Open Space is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Keepers Lodge Park provides nearby alternative provision. There are

a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment, the former of which should also take account of the Public Right of Way running through the site. Furthermore, in order that the policy is effective, reference to noise mitigation being incorporated in the design and layout of any proposal in line with Policy DQP06, is necessary given the site's proximity to Krefeld Way. **[MM38]**

228. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2027, with commencement during 2028/29 and the completion of 4 dwellings in 2028/29; 16 dwellings in 2029/30; and, 13 dwellings in 2030/31. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Land to the east of Beaumont Leys Lane – Site 589

229. Land to the east of Beaumont Leys Lane is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Peppercorn Walk Open Space and Ledbury Green provide nearby alternative provision. There are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. **[MM38]**

230. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2029, with commencement during 2029/30 and the completion of 4 dwellings in 2029/30; 16 dwellings in 2030/31; and, 14 dwellings in 2031/32. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Rancliffe Gardens – Site 646

231. This site at Rancliffe Gardens is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Braunstone Park and Bronte Close Open Space provide nearby alternative provision. There are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. **[MM38]**

232. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2032, with commencement during 2033/34 and the completion of 26 dwellings in 2033/34; and the remaining 26 dwellings in 2034/35. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Woodstock Road – Site 992

233. Woodstock Road is a greenfield site, currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Ingold Avenue Open Space and Hefford Gardens provide nearby alternative provision. There are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. **[MM38]**

234. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2030, with commencement and completion of all 5 dwellings in 2031/32. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Phillips Crescent – Site 1001

235. Phillips Crescent is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Astill Lodge Park provides nearby alternative provision. There are a number of preserved trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment, the former of which should also take account of the Public Rights of Way running through the site. **[MM38]**

236. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2030, with commencement and completion of all 5 dwellings in 2031/32. The Council will explore options for delivery and routes to market for this site, including the New Build programme, joint venture delivery, disposal to a Registered Provider, or sale on the open market. Given this, the site is developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Glazebrook Square – Site 1007

237. This site at Glazebrook Square is currently used as informal open space. It is located in an area identified in the OSSR study [EB/OS/3] as having sufficient open space. Stokeswood Park and Western Park provide nearby alternative provision. The Council proposes to retain ownership of this site, to facilitate the provision of affordable housing.

238. The Deliverability and Developability document [EXAM 9A] suggests that a planning application for the development of this site is expected around 2026, with commencement expected in 2027/28 and completion of all 12 dwellings in 2028/29. The Council proposes to retain ownership of this site, to facilitate the provision of affordable housing. Given this, the site is deliverable and developable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Forest Lodge Education Centre, Charnor Road – Site 1034

239. Forest Lodge Education Centre on Charnor Road is a brownfield site which was identified as having a capacity of 26 dwellings in Appendix 6 of the submitted Plan. However, following the submission of a planning application for 33 dwellings, in order for Policy Ho01 to be effective, the capacity of this site should be amended to 33 dwellings. **[MM38]**

240. In addition, there are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. Furthermore, in order that the policy is effective and consistent with national policy, requirement for a desk-based Archaeological Report to be submitted with any planning application is necessary to ensure archaeological remains have appropriate mitigations during development in line with Policy HE01. **[MM38]**

241. Demolition and remediation of the site and structures is underway. The Deliverability and Developability document [EXAM 9A] suggests that development will commence during 2024/25 with the completion of 3 dwellings in 2024/25 and the remaining 30 dwellings in 2025/26. Given this, the site is deliverable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Land off Heacham Drive (Phase 2) (Former Playing Fields) – Site 1042

242. This greenfield site, formerly used as playing fields, forms part of a wider housing development in the area. There are a number of trees on the site, which should be retained. As such, in order that Policy Ho01 is effective, it should include a requirement that any development proposal is accompanied by a Landscape Plan and an Arboricultural Assessment. **[MM38]**

243. The Deliverability and Developability document [EXAM 9A] suggests that delivery of housing is expected to start within 18 months of planning permission being secured, with pre-application discussions underway and the completion of 27 dwellings expected

in 2027/28 and the remaining 26 dwellings in 2028/29. Given this, the site is deliverable, in line with the delivery timescale set out in EXAM 9A, which should be reflected in the new Housing Trajectory at Appendix 1 to the Plan for effectiveness. **[MM197]**

Overall Conclusion on Non-Strategic Housing Sites

244. Although many of the Non-Strategic Housing Sites are currently used as open space, given the significant housing need in Leicester, along with the existing provision of open space, which is sufficient in most areas, and the proposed site-specific mitigation measures to enhance/improve existing open space, we find that, subject to the MMs set out above, these allocations are justified, effective and consistent with national policy.

Housing Land Supply

245. The introductory section of Chapter 5: Housing includes a paragraph on the Evidence Base, which lists the background studies that underpin the policies in this chapter. These include reference to the Gypsy and Traveller Accommodation Needs Assessment (2017) and the Gypsy and Traveller Accommodation Needs Assessment (Partial Update 2019). Both of these documents have been superseded by the Gypsy and Traveller Needs Assessment (2024). The list also includes reference to the Leicester and Leicestershire wide Housing and Employment Needs Assessment (2022) which should be deleted. In order for the Plan to be justified and effective the supporting text included in the Evidence Base part of Chapter 5 should be amended to reflect these changes. **[MM33]**

246. The introductory section of Chapter 5 also contains some supporting text in relation to Housing Requirements and Supply, which includes the housing provision from 2020-36 in Table 1. This indicates that the overall housing land supply at 31 March 2022 is 23,010 dwellings. It states that, at that time: a total of 9,410 dwellings (about 45%) would be met through commitments; around 6,286 dwellings (30%) from capacity in the CDA; 1,838 dwellings (9%) on the four strategic sites; and 1,230 dwellings (6%) on smaller allocations outside of the CDA. Furthermore, an allowance was made for 2,354 dwellings (11%) to come forward through the development of windfall sites in the City.

247. As part of the work undertaken to update the housing land supply figures during the course of the Examination, the Council has provided a more up to date housing trajectory [EXAM 110], which moves the base date of the housing and supply calculations to 1 April 2024. It confirms that from this date: a total of 7,188 dwellings will be met through commitments (about 32% of the total supply); 1,838 dwellings (8%) on strategic site allocations; 1,524 dwellings (7%) on non-strategic site allocations outside the CDA; and around 6,178 dwellings (27%) will be proposed in the CDA. Furthermore, an allowance for 1,875 dwellings (8%) is now likely to come forward through the development of windfall sites in the City, the reasons for which are set out below. In order for the Plan to be effective and justified, changes need to be made to Table 1 and the supporting text to update the housing land supply figures and calculations, including the additional completions in 2022/23 and 2023/24. **[MM34] [MM35]**

Housing Development on Unallocated Sites (Policy Ho02)

248. Policy Ho02 sets criteria for determining planning applications for windfall housing proposals. As submitted it requires proposals to comply with unspecified supplementary planning documents (SPD), design guides and codes. However, the PPG (Paragraph: 008 Reference ID: 61-008-20190315) makes clear that SPDs cannot introduce new policies into the development plan. By requiring proposals to 'comply with' SDPs and to be 'in accordance with' design guides and codes, gives them the weight of development plan policy. To ensure the policy is justified and consistent with national policy in this regard, it should be modified to expect proposals to take account of guidance in documents that sit outside of the Plan. In addition, for clarity and effectiveness, the requirement for proposals to provide new infrastructure should be cross referenced to Policy DI01. **[MM39]**

Windfall allowance

249. As submitted, Table 1 of the Plan includes an allowance of 2,354 dwellings from windfall sites in the projected housing supply for the Plan period. This is based on an average of 214 dpa from small sites of less than 10 dwellings, over the last 11 years of the Plan period. Paragraph 71 of the NPPF states that where an allowance is made for windfall sites as part of an anticipated housing supply, there should be compelling evidence that it will be a reliable source of supply going forward. We are satisfied that there is compelling evidence to support a figure of 214 dpa from this source, based on the evidence of past windfall completions in Figure 3 of the SHELAA 2022 [EB/HO/3].

250. However, it is important that the total windfall allowance does not duplicate commitments or allocations on small sites of less than 10 dwellings, which make up separate components of the housing land supply. To avoid this, the annual windfall allowance should not be applied for the first 3 years from the base date for housing supply calculations. Therefore, in this case the allowance would apply for 9 years from 2027/28 to 2035/36. In addition, allocated sites of less than 10 dwellings should be discounted from the windfall supply, as there are several amongst the non-strategic housing allocations under Policy Ho01.

251. The updated Housing Trajectory submitted by the Council [EXAM 110], correctly applies an annual allowance of 214 dwellings from 2027/28, and subtracts from that the housing numbers for allocated sites of less than 10 dwellings for 2027/28 to 2031/32. Therefore, the total allowance for windfall has reduced from 2,354 dwellings to 1,875 dwellings, but we are satisfied that this amounts to a realistic estimate, which is justified by the evidence. Accordingly, this should be reflected in the relevant parts of the Plan, including Policy SL01, Table 1, paragraph 5.10 of the supporting text in the Housing chapter and the new housing trajectory **[M11, MM34, MM197, MM198]**.

Central Area Capacity

252. We have discussed the evidence for future housing capacity within the CDA, in our consideration of the housing requirement above. We have concluded that the figure of 6,178 dwellings represents a realistic estimate of the housing capacity of the CDA over the remainder of the Plan period.

Commitments

253. The submitted Plan identified a total supply of 9,410 dwellings to be delivered through existing commitments, namely sites with planning permission at the point the Plan was submitted. These range from very large sites previously allocated in the local plan and now with permission, such as Ashton Green, to numerous small sites of less than 10 dwellings.

254. The evidence to support the deliverability of these sites was set out in the Deliverability and Developability schedule, originally submitted in April 2024, which was based on 2022/23 monitoring data [EXAM 9]. During the course of the Examination and following the close of the Hearing, the schedule was updated to include 2023/24 monitoring data, and reissued in December 2024 [EXAM 9A]. The revised total supply from commitments is 7,188 dwellings. All of the sites making up this total are projected to be completed or commence housebuilding in the first 5 years of the Plan period from the 1 April 2024 base date.

255. We have reviewed the evidence and are satisfied that all of these commitments meet the definition of 'deliverable' sites in the Glossary of the NPPF. Namely, they are available now, offer a suitable location for development, and will be achievable with a realistic prospect that housing will be delivered on the site within 5 years. Consequently, so that the Plan is justified and effective, it should be updated to reflect the commitments data in EXAM 9A, including in Table 1, paragraph 5.10 of the supporting text in the Housing chapter and the Housing Trajectory at Appendix 1 **[MM34, MM197, MM198]**.

5-year Housing Land Supply

256. Following the updated housing land supply figures discussed above and the provision of a new Housing Trajectory, the Council prepared a Note on its 5-year housing land supply preferred approach [EXAM 111]. This sets out the 5-year housing land supply position, using either the Sedgefield or Liverpool Method. The Sedgefield method demonstrates that at 1 April 2024 the Council can demonstrate 5.16 years' supply, compared to 5.62 years' supply using the Liverpool method, with a 20% buffer to address past under delivery. Given that the NPPF seeks to boost the supply of housing, we consider that the Sedgefield approach should be used to calculate the 5-year housing land supply position in this case, in order for the Plan to be justified and consistent with national policy.

257. For the avoidance of doubt, the 5-year housing land supply calculation should be added to the Plan for clarity and effectiveness through the addition of new supporting text and a New Table **[MM36]**. Furthermore, the addition of a New Appendix, which sets out the 5-year housing land supply calculations using the Sedgefield Method each year until 2031/32 is necessary for effectiveness **[MM198]**. This New Appendix demonstrates that supply drops below 5 years in 2025/26, 2026/27, 2027/28 and 2028/29, before a 5 year supply can be demonstrated again in 2029/30. This is likely to be due to the completion of development on the Strategic Sites coming forward later in the Plan period. As such, although a 5 year supply was demonstrated in the calculation from 1 April 2024, we cannot conclude that the Council will be able to demonstrate a 5-year housing land supply on adoption with a 20% buffer.

Overall Housing Land Supply

258. Appendix 1 of the submitted Plan contains a Housing Trajectory, which sets out the completions for 2 years up to 1 April 2022, followed by the total number of dwellings projected in Years 1 to 14 for each of the following categories: Commitments; CDA; Allocations; and, Windfall. As a consequence, the housing land supply shown in the trajectory is difficult to interrogate and monitor. A new trajectory is therefore required, for effectiveness, informed by the updated housing land supply figures referred to above, but shown on a site by site basis, with the exception of the dwellings likely to come forward in the CDA, where no specific allocations are included in the Plan. **[MM197]**

259. Although, as set out above, it will be challenging for the Council to demonstrate a 5- year supply of housing land early in the Plan period, due to the longer lead in times for the Strategic Sites, the new Housing Trajectory indicates that overall housing land supply would be 22,732 dwellings against a requirement of 20,730 dwellings as set out earlier in this Report. This represents a 9.7% surplus in supply over the requirement, which we consider is a robust housing land supply position over the Plan period.

260. We are satisfied that the Council has done all it reasonably can to identify a deliverable and developable supply of housing sites from a range of sources, making best use of brownfield capacity, and allocating a significant amount of greenfield land, in order to meet the City's housing needs. Notwithstanding the likelihood of a marginal 5-year housing land supply in the first few years of the Plan period, overall we conclude that the Plan is positively prepared, justified, effective and consistent with national policy in respect of its housing land supply.

Other Housing Policies

Housing Mix including Adaptable and Accessible Homes (Policy Ho03)

261. Policy Ho03 seeks to secure a mix of house types, tenures and sizes, based on needs identified in Tables 2 and 3 of the supporting text or any future update to housing mix evidence. To be effective and justified based on proportionate evidence, the policy and supporting text should be clear that the evidence on housing mix requirements is contained in the Local Housing Needs Assessment (LHNA) and that any future updated evidence to be taken into account should likewise be published by the Council. **[MM40, MM41]**

262. Criterion a) of the policy and paragraph 5.20 of the supporting text set out the range of housing mix and types necessary to achieve mixed and balanced communities. However, the policy neglects to include self and custom built plots and the supporting text excludes housing for older people. Both needs are identified in the LHNA for Leicester as important components of the city's housing mix, and paragraph 62 of the NPPF expects them to be reflected in policies. To ensure the policy is justified and consistent with national policy, therefore, self and custom built plots and housing for older people should be referenced in both the policy and supporting text. **[MM40, MM41]**

263. Paragraphs 5.22 - 5.23 of the supporting text refer to the accessibility standards in the Building Regulations, but do not make clear how the standards would be applied and implemented by Policy Ho03. Accordingly, amendments are necessary to the supporting text to clarify this, to ensure the Plan is justified and effective in securing compliance with the optional technical standards **[MM40]**. We have amended the wording of this MM as it was published for consultation, to correct the reference to the M4(3)(2)a and M4(3)(2)b standards for wheelchair user dwellings under Part M of the Building Regulations.

Affordable Housing (Policy Ho04)

264. Policy Ho04 requires affordable housing to be delivered as a proportion of development on qualifying sites. It sets percentages for affordable housing based on the type and location of sites and development, with 30% on greenfield sites for major schemes of 10 dwellings or more, and 10% on brownfield sites involving high density major schemes in the South East and Ashton Green areas of the City, as shown on the map in Diagram 3 of the Plan.

265. The evidence in the WPVA [EB/DI/3] shows that greenfield sites in Leicester are viably able to support 30% affordable housing across the city. It also shows that in the South East and Ashton Green areas of the City, brownfield typologies above 9 dwellings, that were tested at a higher density of 55 dph, are viably able to support 10% affordable housing. As such the affordable housing targets in Policy Ho04 are justified by the viability evidence. The tenure split of 75% affordable or social rented and 25% First Homes specified in criterion e) of Policy Ho04 was also tested as part of the WPVA appraisals and found to be viable at these affordable housing rates. We find the evidence for this to be robust.

266. However, as submitted Policy Ho04 is ambiguous in a number of respects. Firstly, the affordable housing requirements are grouped together in criterion a), but for clarity and effectiveness, the 30% and 10% requirements should form separate criteria. Secondly, the 10% requirement for brownfield sites should be reworded to make it clear that, at Ashton Green, it applies to the brownfield elements of that site, not high-density schemes. Thirdly, the policy allows affordable housing to be provided at levels below the policy targets, where it is justified on viability grounds, and evidenced through a site specific financial appraisal. Whilst this is consistent with national policy in paragraph 58 of the NPPF, for effectiveness, it should comprise a separate criterion within the policy, so it is clear this applies to all schemes delivering affordable housing. Finally, the policy should make clear that C2 residential institutions would not be required to provide affordable housing, since the WPVA shows this would not be viable. **[MM44]**

267. Criterion d) of Policy Ho04 expects affordable housing to be provided on site, and off-site contributions via commuted sums will only be accepted in exceptional circumstances. Whilst the priority for on-site provision is consistent with paragraph 63 of the NPPF, 'exceptional circumstances' is ambiguous and requires definition. Accordingly, so that criterion d) is effective, an addition to paragraph 5.24 of the supporting text is necessary to define the exceptional circumstances in which off-site contributions would be considered. **[MM42]**

268. The supporting text at paragraph 5.28 explains that commuted sums will be calculated in line with the existing Affordable Housing SPD and future guidance on commuted sums. However, the PPG states that SPDs should not add unnecessarily to the financial burdens on development (Paragraph: 008 Reference ID: 61-008-201903150). To ensure the policy is consistent with the PPG in this regard, the commuted sums should be set out in the supporting text. **[MM43].**

Housing Densities (Policy Ho05)

269. Plan Policy Ho05 sets minimum housing density targets of 75 dph in the Central Development Area and 35 dph in the rest of the city. Whilst these would be higher than the minimum densities sought in the existing saved Leicester Local Plan, they would strike a balance between reflecting the local character and meeting housing needs. Paragraph 125 of the NPPF expects that in circumstances where there is insufficient land to meet identified housing needs, such as in Leicester, plans should contain policies to optimise the use of land, including the use of minimum densities. Accordingly, we find Policy Ho05 justified and consistent with national policy.

Older Persons' Housing (New Policy)

270. The Plan has specific policies for affordable, self-build and custom built housing, but does not include a separate policy for older persons' housing. Although Policy Ho03 identifies older persons' housing as part of the housing mix required in Leicester, given the importance of such housing in the overall housing land supply, as evidenced by the LHNA, it is an omission from the Plan not to have a separate policy on older persons' housing. So that the Plan is positively prepared, consistent with national policy and effective in meeting this need, a new policy setting out the approach to older persons' housing is necessary **[MM45].**

Self-Build and Custom Build (Policy Ho06)

271. Policy Ho06 sets out the Plan's approach to the provision of self-build and custom housebuilding. However, as submitted, the policy only expects consideration to be given to the provision of this tenure in developments of 10 or more dwellings. Given the need for self-build and custom housebuilding plots in Leicester, based on the register, and the support given to this tenure in national policy, to ensure that Policy Ho06 is positively prepared to meet the need for this form of housing development, it should be modified to give positive support to the development of self-build and custom housebuilding plots **[MM46]**.

272. As drafted Policy Ho06 makes the provision of suitable plots for self-build and custom housebuilding subject to viability and site specific considerations. However, this caveat is vague and ambiguous, without any detail on the considerations that a decision maker would be expected to take into account. So that the policy is effective in ensuring that where plots are not taken up they do not undermine the delivery of housing, it should be modified to allow for plots to revert back to general market housing, when they have been marketed for at least 12 months without being sold **[MM46]**.

Internal Space Standards (Policy Ho07)

273. Policy Ho07 requires all new dwellings to meet the Nationally Described Space Standard (NDSS) as a minimum. Where a need for internal space standards is identified, the PPG requires LPAs to provide justification for internal space policies, taking account of the need, viability and timing of the policy requirement. The Council's NDSS report (2022) [EB/HO/4] shows that the majority of large major residential developments permitted in Leicester between 2019-2022 do not meet the NDSS as a minimum. The WPVA considered the viability implications of NDSS compliance, concluding that the requirement would not create a significant negative impact on the viability of residential schemes. We are therefore satisfied that there is a justification for the NDSS to be applied in the city.

274. The supporting text to Policy Ho07 provides flexibility for applicants to adapt the standards if it is demonstrated that it is not viably or technically feasible. However, for consistency with national policy, in line with the PPG (Paragraph: 020 Reference ID: 56-020-20150327), there should be a transitional period following adoption of the Plan to enable developers to factor the cost of space standards into future land acquisitions. A three-month transitional period would be adequate, given that the introduction of the policy has been the subject of previous consultation, and has a good level of awareness. **[MM47]**

Student Accommodation (Policy Ho08)

275. Policy Ho08 supports the provision of purpose-built student accommodation (PBSA). However, the evidence of a need for a further 4,800 bedspaces in the supporting text to the policy has been superseded by the LHNA Update Addendum (September 2022) [EB/HO/1a], which suggests a fall in demand for new PBSA. There remains a need for the policy, but so that it is justified, the supporting text should be amended to update the need figure **[MM48]**. The Addendum also reports a trend for PBSA developers seeking to change student accommodation to general residential use. In that context, it is important that student accommodation is built to the same standards as other housing types, to allow flexibility for it to be converted to residential use. For clarity and effectiveness, this should be specified in the supporting text to the policy **[MM49]**.

276. Finally, the wording of Policy Ho08 itself requires modification. The policy title of 'Student Development' is unclear and should be amended to refer to residential development, to avoid any ambiguity that it may apply to student support or administrative buildings as well. The references to policies T01 and T07 should also be clarified. In addition, the requirement for the occupation of such accommodation to be limited to students should be absolute and not 'where necessary', as this is ambiguous **[MM50]**.

Retention of Family Housing (Policy Ho09)

277. Policy Ho09 sets out the policy approach for the retention of family housing, inside and outside Article 4 Houses in Multiple Occupation (HMO) Control Areas. The policy is justified and consistent with national policy as submitted. However, for effectiveness a map of the Article 4 Direction Areas should be provided in the Plan **[MM203]**.

Houses in Multiple Occupation (Policy Ho10)

278. Policy Ho10 sets out the criteria for assessing proposals for HMOs. The supporting text to Policy Ho10 should be amended to include a reference to where Article 4 Direction areas can be found, and a plan of them included as an new appendix to the Plan, to make it clear to developers and decision makers where Article 4 Directions apply and planning permission will be needed. These changes are all required for clarity, effectiveness and consistency with national policy **[MM51, MM203].**

Gypsy and Traveller Accommodation (Policy Ho12)

279. The Plan identifies a need for additional pitches and plots for Gypsies and Travellers and Travelling Showpeople over the Plan period, based on a 2017 Accommodation Assessment for Leicester and Leicestershire (GTAA) [EB/HO/2]. The GTAA identifies a need for 7 pitches for Gypsy and Traveller households who met the definition of 'Gypsies and Travellers' in the Planning Policy for Traveller Sites (PPTS) at that time, and 21 pitches for families that did not meet the definition. It also confirms the need for 3 plots for Travelling Showpeople and a transit site with a minimum of 12 caravan spaces for overnight accommodation.

280. However, during the course of the Examination, the Government published an update to the PPTS, in December 2023, with a revised definition of Gypsies and Travellers. The Council updated the GTAA for Leicester to take account of the revised definition. The updated GTAA, published in August 2024 [EXAM 18], shows an increase in accommodation needs for the period 2024-2038. It establishes a need for 35 permanent pitches for Gypsy and Traveller accommodation, of which 7 are for households that meet the revised definition, and 28 are for households that do not. It also identifies a need for 8 plots for Travelling Showpeople, including 6 for households that meet the revised definition, and 2 for 'undetermined' households that may meet the definition. In addition, there is a continuing need for a transit site for at least 12 caravan spaces.

281. Therefore, to ensure that the Plan is positively prepared and justified in making provision for the accommodation needs of Gypsies and Travellers and Travelling Showpeople, the supporting text at paragraphs 5.48-5.61 and Tables 4 and 5 should be modified to include the updated need data from the 2024 GTAA **[MM52]**.

282. The PPTS expects local plans to identify a 5-year supply of deliverable sites to meet the need for Gypsy and Traveller accommodation, and a supply of developable sites or broad locations for growth for years 6-10 and, where possible, years 11-15 of the Plan period. The Plan allocates a site for 7 permanent pitches for Gypsy and Traveller families as part of Strategic Site 1 on the Former Western Park Golf Course (Policy SL02). The exact location of the site is not identified in the indicative masterplan, but the strategic site is large enough and in a suitable location to accommodate 7 pitches. The updated Housing Trajectory shows housing on Site SL02 not being delivered until years 8-12 of the Plan period. However, the Gypsy and Traveller site is capable of being delivered in advance of that and within the first 5 years of the Plan period, given that the land is owned by the Council and the infrastructure costs would be less significant. On this basis, the allocation would

meet the accommodation needs for Gypsy and Traveller households who meet the PPTS definition, and amounts to a deliverable 5-year supply.

283. The Plan does not identify further sites for permanent pitches to meet the needs of Gypsies and Travellers who do not meet the PPTS definition. However, this is not a requirement of the 2015 PPTS, even with the 2023 revised definition, under which the Plan is being examined, and, therefore, is not a soundness issue. Instead, the needs of Gypsies and Travellers who do not meet the PPTS definition would be met through Policy Ho12, which supports proposals for new sites, subject to certain criteria.

284. However, as submitted, Policy Ho12 is not consistent with national policy, in that the criteria do not reflect a number of requirements for new sites that are contained in the PPTS. This includes not locating sites in areas at high risk of flooding, effective use of brownfield land, and ensuring the health and wellbeing of occupants through location, landscaping and play areas. The policy is also negatively worded with regard to impacts on the amenity of nearby uses. Consequently, revisions to Policy Ho12 are necessary to address these soundness issues **[MM53]**.

285. The 2024 PPTS further revises the definition of 'gypsies and travellers' to include 'other persons with a cultural tradition of nomadism or of living in a caravan', which will apply to decisions on applications for new sites submitted after the Plan is adopted. It is possible this may include sites to meet need arising from families identified in the 2024 Leicester GTAA update, who did not meet the planning definition at that time. The PPTS expects LPAs to determine applications for accommodation sites from any travellers, not just those with local connections.

286. Therefore, to ensure that the Plan is positively prepared, consistent with national policy and effective in guiding decisions on such applications, the Plan should support proposals from travelling or nomadic people who are in need of culturally appropriate housing, but who do not meet the planning policy definition of Gypsies and Travellers or Travelling Showpeople. As submitted, Policy Ho12 does not do this. Accordingly, for soundness, it should be amended to ensure that proposals from those who are in need of culturally appropriate housing, but do not meet the planning policy definition of Gypsies and Travellers or Travelling Showpeople, are considered against the same criteria. **[MM53]**

287. In terms the accommodation needs of Travelling Showpeople, 3 of the 8 plots identified in the GTAA are required in the first 5 years of the Plan period. Whilst no new sites are allocated for additional plots, the Council has confirmed that an existing yard at Bath Lane has the potential for expansion or intensification to meet the need. So that the Plan is positively prepared, this should be set out in the supporting text. **[MM52]**

288. Two sites are allocated in the Plan to meet the need for transit pitches – one at Beaumont Park as part of Strategic Site 5 (Policy SL06) and one at the Thurcaston Road employment allocation under Policy E01. There is a history of illegal encampments in Leicester, which justifies the need for a transit site in the city. Oral evidence given on behalf of the Council at the Hearing estimates that there are 20-30 illegal encampments in Leicester each year, comprising 6-12 caravans in each. Around 45% of them have been close to the Thurcaston Road site over the past year,

with a handful in the Beaumont Leys Ward, justifying the position of the two allocations. Whilst only one of these sites is required to meet the need identified in the GTAA, retaining the two allocations provides flexibility over the final location of the site. On this basis, we are satisfied that both allocations would be justified.

289. It is important that whichever site the transit facility for Leicester is located on, a minimum of 12 pitches should be provided to meet the need. So that the Plan is effective, this should be specified in Policies SL06 and E01 **[MM32, MM127]**.

290. Given the increase in need for Gypsy and Traveller accommodation, and the limited, albeit sufficient supply of sites to meet the need, it is important that provision for Gypsies, Travellers and Travelling Showpeople is kept under review. We have already recommended a new policy requiring a review of the Plan to be commenced upon its adoption, and completed in three years. The Council has confirmed this will include a review of the need for and supply of Gypsy and Traveller accommodation. For effectiveness, this should be specified in the new policy, to ensure this takes place. **[MM196]**

291. With the combination of allocated sites, a criteria-based policy and a commitment to complete a review of provision within 3 years of the Plan's adoption, we are satisfied that the Plan is positively prepared, effective and consistent with national policy in meeting the accommodation needs of Gypsies and Travellers and Travelling Showpeople over the Plan period.

Conclusion

292. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in meeting the housing needs of all groups in Leicester over the Plan period.

Issue 3 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for employment land and development in Leicester?

293. Chapter 12 contains the Plan's approach and policies for employment land provision, including the provision of new, and the retention of existing, employment land for business, industrial and distribution uses. For clarity and effectiveness, changes to the supporting text are necessary to reflect the priority in the NPPF to make best use of brownfield land, and to provide clarity on the Plan's approach to uses within Class E of the Use Classes Order, which do not require a sequential test, to ensure permitted development rights do not undermine the vitality and viability of town centres. **[MM125, MM126]**

Non-strategic Economic Development Areas (Policy E01)

294. Policy E01 allocates two non-strategic sites for employment development, at Thurcaston Road/Hadrian Road and Mountain Road, as extensions to the Ashton Green and Thurmaston employment areas. Both allocations would result in the loss of open space.

295. The land at Thurcaston Road is known locally as Mowmacre field, with a children's play area at its southern end, which is not included in the allocated site. In the OSSR Study [EB/OS/3], the field is identified as an area of informal open space, within the Abbey ward in the north-west area of the City, where there is a surplus of open space. There is also other open space provision nearby at Mowmacre Sports Ground and Ledbury Green. In addition, the assessment of Non-Strategic Sites Proposed for Allocation [SD19], indicates partial retention of the open space and possible mitigation for the loss of open space in the form of improvements to Mowmacre Sports Ground. Development of the Thurcaston Road site on this basis would be able to satisfy the expectations of paragraph 99 of the NPPF, which allows for open space to be built on where an assessment has been undertaken to show it is surplus to requirements.

296. The land at Mountain Road is identified in the OSSR Study as natural open space. It forms part of a LWS, known as Melton Brook Flood Meadow, which was formally designated in 2000 for meeting species-rich mixed grassland criteria. However, the evidence in the Note of LWSs [EXAM 92], explains that since its designation, scrub has developed on some areas of the LWS, including the land within the site allocation. The wet 'flood relief' basin, which is outside of the allocation boundary and adjacent to Melton Brook, has developed into 'wet woodland', which is a priority habitat within the Leicester Biodiversity Action Plan (BAP). The flood meadow is also connected to wider ecological networks by Melton Brook, which increases its ecological value as a component of local green infrastructure.

297. The Mountain Road site is allocated for employment development in the current adopted local plan, to enable the extension of a paper factory in the adjacent Troon Industrial Estate. The business is a key local employer and it's expansion is important to the economy of Leicester. At the Hearing, it was explained that for operational reasons, the factory expansion must take place next to the existing facility. SD/19 identifies a number of mitigation measures, including the protection of the LWS on the flood relief basin and allowing an easement to the river for maintenance access. Given the reduction in the biodiversity value of the part of the LWS designation within the allocation boundary, and the potential for mitigation through off-site BNG, on balance this allocation is justified, to enable the expansion of the local business and contribute to meeting employment needs in the City.

298. As drafted Policy E01 does not specify any of the details or the mitigation measures suggested in SD/19 for these two site allocations. Therefore, to ensure Policy E01 is justified, based on the evidence, and effective in mitigating the impacts of development on open space, biodiversity, nearby residential areas and the amenity of the areas, it should include these requirements as site constraints and mitigations. For clarity, inset maps should also be included in the policy to define the site areas and locations relative to their surroundings, and the employment areas should be expressed in square metres. **[MM127]**

General Economic Development Areas (Policy E02)

299. The Council carried out a review of existing allocated employment areas in the EDNA 2020, as required under paragraph 122 of the NPPF. This recommends the retention of 16 secondary employment areas, as General Economic Development Areas (GEDAs), with some flexibility over allowing ancillary non-employment uses within them. Policy E02 seeks to safeguard the land within the GEDAs for industrial, storage and distribution uses. It allows for a range of other uses within Classes E, F1 and F2 of the Use Classes Order, as well as sui generis uses, such as car showrooms, builders merchants and car repair garages, where they involve the conversion of a building that is not portal framed. This restriction is justified as portal framed buildings are limited in supply and priority needs to be given for their use for industrial and warehouse uses.

300. The policy also seeks to restrict the change of use of buildings in Class E use from a business or light industrial use to a main town centre use, under permitted development rights, through the imposition of conditions. However, paragraph 54 of the NPPF states that planning conditions should not be used to restrict national permitted development rights, unless there is a clear justification to do so. Therefore, to ensure that Policy E02 is consistent with national policy, a change to its wording is necessary to only allow the use of conditions in this way, where it is demonstrated that it is necessary and reasonable to do so **[MM128]**.

Textile Area and Neighbourhood Employment Areas (Policy E05)

301. Policy E05 sets out the Council's approach to supporting the textile industry and safeguarding neighbourhood employment areas. Similar to Policy E02, it seeks to give priority to industrial, storage and distribution uses within these areas, whilst allowing flexibility for a range of other uses, to maintain their economic viability. However, as submitted, Policy E05 restricts housing within the neighbourhood employment areas, due to unspecified existing constraints. This is ambiguous, and for clarity and effectiveness requires deleting from the policy so that housing can be considered on its merits in neighbourhood employment areas. It also seeks to restrict the change of use of buildings in Class E use from a business or light industrial use to a main town centre use, under permitted development rights, through the imposition of conditions. As with Policy E02, to ensure that Policy E05 and its supporting text are consistent with national policy, amendments are necessary to only allow the use of conditions in this way, where it is demonstrated that it is necessary and reasonable to do so. **[MM129, MM130]**

St. George's Cultural Quarter (Policy E06)

302. Policy E06 encourages a mix of uses to support the development of the City's 'cultural quarter' for the arts, cultural industries and city centre living. However, the wording of part a) of the policy is ambiguous on what constitutes an appropriate mix of uses and sympathetic design. To ensure the policy is effective and justified, modifications are necessary so it is clear to applicants and decision makers that proposals with a mix of uses that are sympathetic to the character of the quarter will be encouraged **[MM131]**.

Employment: Support Strategies (Policy E07)

303. Policy E07 relates to the provision of employment and skills plans to support employment and training opportunities for local residents. However, the policy contains a number of criteria that do not serve a clear purpose in determining proposals for development, such that it be unclear how a decision maker should apply them to planning applications. Therefore, so that the policy is effective and justified in seeking to secure employment and skills plans for major developments, changes are necessary to move criteria a), c), d) and e) from the policy to the supporting text, to amend the title of the policy and to ensure it relates to the submission rather than the implementation of planning applications. **[MM132] [MM133]**

Vehicles Sales and Car Washes (Policy E08)

304. Policy E08 sets out the policy criteria against which proposals for car sales and car wash facilities will be considered. As written criterion a) is ambiguous in respect of the assessment of harm to living conditions, criterion d) is inconsistent with paragraph 111 of the NPPF in respect of highway safety and the road network, and the last sentence should refer to temporary planning permission rather than limited period consent. These elements of the policy require modification so it is effective and consistent with national policy **[MM134]**.

Conclusion

305. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for employment land and development in Leicester.

Issue 4 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for town centres and retail development in Leicester?

Retail Strategy and Floorspace

306. The strategy and policies for retail and main town centre uses are contained in Chapter 13 of the Plan. It focuses on three broad aims: to sustain the vitality and viability of Leicester's hierarchy of town centres; to ensure access to sustainable transport choices; and to minimise disturbance to residential areas.

307. Paragraph 13.3 sets out a background context to retail services in the City, referring to the network of shopping centres and facilities in the Leicester Urban Area, including key out of centre shopping parks in adjoining districts, such as at Fosse Park and Thurmaston. This is illustrated in plan form at Diagram 13. However, for clarity and effectiveness, paragraph 13.3 needs to refer to Diagram 13. **[MM135]**

308. The Plan does not seek to allocate new sites for retail floorspace in the City, given that the Leicester Retail and Leisure Study 2021 (LRLS) [EB/TC/1] identifies no quantitative need for additional convenience floorspace over the Plan period and only limited capacity for additional comparison retail floorspace after 2031. Instead, the

priority is to reoccupy existing vacant floorspace within the defined centres. This approach is justified, based on the evidence.

Hierarchy of Town Centres (Policy TCR01)

309. Policy TCR01 sets out a retail hierarchy within Leicester, the top tier being Leicester City Centre, followed by Beaumont Leys town centre, district centres and local centres. The second part of Policy TCR01 applies the sequential test in national policy to proposals for new retail uses in the City, prioritising locations within the designated centres. However, it is not consistent with the wording of the sequential test in paragraphs 86-88 of the NPPF and accordingly requires modification to ensure there is no conflict or ambiguity. In addition, to ensure that the sequential test can be effectively applied, the policy should refer to the definition of centres on the Policies Map.

310. For clarity, the references in Policies TCR01, TCR03, TCR04 and TCR07 to other policies in the Plan should be given in full, rather than just the policy number. **[MM136, MM140, MM141, MM144]**

Supporting Sustainable Town Centres – Impact Assessments (Policy TCR02)

311. Policy TCR02 requires impact assessments for retail proposals outside of town centres, where their floorspace exceeds a series of locally defined thresholds. This approach is consistent with paragraph 90 of the NPPF and the thresholds are justified by evidence in the LRLS. However, the justification for applying local thresholds in Leicester is not adequately explained in the supporting text, nor by reference to the LRLS. Therefore, additional explanatory text should be added to the Plan to ensure that Policy TCR02 and the local thresholds are justified as appropriate. **[MM137, MM138].**

312. The policy itself refers to 'defined centres', but for effectiveness and to ensure that the locations where the policy applies are identified geographically, it should be modified to refer to the city, town, district, and local centres as shown on the Policies Map. **[MM139]**

City Centre (Policy TCR03)

313. Leicester city centre serves as the principal sub-regional centre for Leicestershire. It is the principal focus for retail, commerce, culture, and leisure in the HMA, the most accessible and sustainable location for main town centre uses, and has experienced a growth in residential development and in the number of people living in the city centre, which has added to its economic sustainability. Policy TCR03 seeks to maintain the city centre's sub-regional role and economic vibrancy, by supporting new development that makes a positive contribution to improving its vitality and visitor experience. It sets strategic policy for the development of shopping, leisure and cultural facilities, hotels, offices, housing, education and health, and for promoting sustainable transport initiatives and managing the city centre's heritage.

314. Policy TR03 is positively prepared and justified as an appropriate strategy for the city centre. However, a number of material changes are necessary for clarity,

effectiveness, and consistency with national policy. Firstly, the boundary of the city centre is illustrated in Diagram 15 and defined on the Policies Map, but so that it is effective, the policy should make this clear. Secondly, to ensure consistency with national policy, the paragraph on heritage should refer to 'preserving' rather than 'conserving' the historic environment, and, for effectiveness, should cross-reference Policy HE01 as the basis for determining proposals affecting heritage assets in the city centre. Thirdly, for clarity and effectiveness, reference to the 'Transforming Cities Fund' measures should reflect that it has already been implemented. **[MM140]**

Central Shopping Core (Primary Shopping Area) (Policy TCR04)

315. Policy TCR04 sets out the policy on proposals located within the Central Shopping Core, as defined on the Policies Map and in Diagram 15. In general, it is consistent with national policy in continuing to support new retail development and other Class E uses within the Central Shopping Core (CSC), as well as other main town centre uses that add to the vitality and viability of the centre.

316. However, the policy sets a number of criteria to guide proposals for non-retail uses, which are ambiguous or imprecise, so that the circumstances in which non-retail uses would be supported are not clear for applicants or decision makers. For example, the following are not specified: the length of time a unit would have to be vacant before a non-retail use would be permitted is not specified; the location or degree of prominence of the unit in which a non-retail use would be allowed is unclear; and the level of footfall required to justify a non-retail use; and the quality of design required. To ensure the policy is effective in guiding non-retail proposals in the CSC, criteria a), b), f) and g) should be deleted, and criteria c), d), h) and i) should be revised, as shown in **MM141**.

317. Criterion j) seeks to support non-retail uses that would help to enhance a heritage asset. However, to ensure consistency with national policy, the criterion should be modified so that such proposals would be expected to 'preserve or enhance the significance of' the heritage asset, and to include a cross reference to Policy HE01 on the historic environment **[MM141]**. We have amended the wording of criteria e) and j) as they were written in the MMs schedule for consultation, so that they scan correctly in the modified policy.

Town Centre Uses in Town/ District and Local Shopping Centres (Policy TCR05)

318. Policy TCR05 establishes a criteria-based approach to proposals for main town centre uses in the Town, District and Local Shopping Centres, as defined in Policy TCR01 and on the Policies Map. However, the policy is negatively worded and the criteria are ambiguous, so that it would not be clear to an applicant or decision maker on what basis main town centre uses would be supported in these centres. Accordingly, the policy requires redrafting to ensure it is positively prepared, effective, and consistent with national policy. **[MM142]**

Development for Food and Drink Purposes (Policy TCR06)

319. Policy TCR06 is entitled 'Development for Food and Drink Uses', but also covers proposals for hot food takeaways, and it is clear from the heading to the supporting

text that it applies in town, district and local shopping centres. Accordingly, for clarity and effectiveness, the title and wording of the policy should be amended to reflect this. Criterion a) of the policy refers to the impacts of hot food takeaways and food and drink uses on neighbouring residential occupiers. For clarity and effectiveness, this criterion should refer to the specific matters of living conditions and outlook. Finally, one of the aims of this policy is to ensure the diversity of uses in order to maintain and enhance the vitality and viability of centres. As such, for effectiveness, a criterion should be added to the policy to enable the decision maker to assess the impact of the proposal on the vitality and viability of a centre **[MM143]**. We have corrected the wording of the new criterion as it was written in the MMs schedule for consultation, to remove the word 'not' and ensure its effect is to safeguard the vitality and viability of centres, which was clearly the intention of adding it to the policy.

Neighbourhood Parades (Policy TCR07)

320. Policy TCR07 sets out the policy on proposals located within neighbourhood parades. It provides a criteria-based approach and supports commercial, business and service use, as well as community facilities. To ensure the Plan is positively prepared and effective, criterion c), relating to changes of use to residential on upper floors, should be positively worded. **[MM144]**

Main Town Centre Development Outside of Defined Centres (Policy TCR08)

321. Policy TCR08 sets out the policy for proposals for main town centre uses outside of defined centres. It provides a criteria-based approach and requires proposals to meet the sequential test as set out in Policy TCR01 and provide an impact assessment as set out in Policy TCR02. To ensure consistency with national policy, and criterion c) requires modification to ensure that the proposed development would not result in an unacceptable impact on highway safety. **[MM145]**

Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre (Policy TCR09)

322. The first retail aim of the Plan is to sustain and enhance the vitality and viability of Leicester's hierarchy of town centres. As such, Policy TCR09 sets out the approach for decision makers to consider using planning conditions to limit proposals that are town centre uses but located outside of a defined centre.

323. For effectiveness, the supporting text to Policy TCR09, at paragraph 13.45, should be amended to add additional reasoning to clarify the intention of criterion c). **[MM146]**

324. For effectiveness, criterion a of Policy TCR09 should be amended to delete the reference to specific items of convenience or comparison goods to ensure that the Policy retains its flexibility going forward. Criterion c should also be amended to add the reference to 'main town centre uses', to ensure consistency between the Plan policies. **[MM147]**

Conclusion

325. Subject to the MMs set out above, the Plan has been positively prepared and is it justified, effective, and consistent with national policy in respect of its policies and proposals for town centres and retail development in Leicester.

Issue 5 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for the Central Development Area in Leicester?

Central Development Area

326. Objective 5 of the Plan seeks to ensure that new development is of a high-quality design and layout which reflects local context and circumstances. The Central Development Area (CDA) will be the key focus for much of the regeneration and economic growth for Leicester.

327. The CDA has been subdivided into nine distinct Character Areas and five Other Regeneration Areas, in order to direct, optimise and encourage investment, whilst also using high quality design to create certainty and developer confidence and maximising development on brownfield land.

Central Development and Management Strategy (Policy CDA01)

328. Policy CDA01 provides the strategic framework for the CDA, setting out the key requirements for future development. A clear requirement of this policy is to improve accessibility and sustainable transport options. However, the approach to the provision of transport is not demonstrated in the supporting text, particularly the need for developer contributions towards improved walking and cycling infrastructure.

329. The NPPF requires transport issues to be considered from the earliest stage of plan making so that opportunities for walking, cycling and public transport use are identified and pursued. To ensure consistency with national policy and the effectiveness of Policy CDA01 and the subsequent Character Area policies, additional text is necessary at paragraph 9.4 to explain that development within the CDA will be required to contribute to making this area as easily accessible via sustainable transport options as possible, and achieved by new development contributions as well as the 'ongoing' Council led improvement schemes. **[MM89]**

330. Diagram 6 sets out the spatial boundaries of the CDA, the nine Character Areas and the five Other Regeneration Areas. However, the land within the Walnut Street and Leicester City Football Club Other Regeneration Areas requires amendment, for clarity and effectiveness, to reflect land and property ownership in these locations. **[MM90]**

331. As Policy CDA01 sets out the strategic framework for the CDA, in order for it to be effective, it should clearly set out the expected delivery of 6,178 homes and a minimum of 40,000 sqm of office space, as justified by the evidence of need, including in the LHNA. The policy should also make clear that the aim is to benefit existing and future residents and those who work, visit and learn within the City and

to improve opportunities for walking, cycling and public transport through new and improved infrastructure and separation of modes. All this is required to ensure that the policy is consistent with national policy in the NPPF and that it is effective. **[MM91]**

New Development within the Character Areas (Policy CDA02)

332. Policy CDA02 in the Plan as drafted deals with townscape design and its linkages with transport connectivity, heritage assets and green infrastructure, to ensure that new development is contextually appropriate. However, the Policy does not address the impacts from existing development, such as changes of use, which can have a significant adverse effect on the street scene. In this respect the NPPF establishes that Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. In addition, any infrastructure required to support development should also be referenced in the policy for effectiveness.

333. To ensure consistency with national policy in relation to heritage, the second bullet point of Policy CDA02 should refer to 'preserved and enhanced' rather than 'protected and enhanced'. Furthermore, for clarity and effectiveness, where other policies are referenced within Policy CDA02, they should be referred to as 'Policy' XXX. Accordingly, changes are required to Policy CDA02 to address these matters **[MM92]**.

Character Areas

334. Policies CHA001 to CHA09 set out various considerations against which proposals for development within the individual Character Areas will be assessed. In this respect the NPPF establishes that planning policies are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. The detailed wording of these policies lacks some clarity and specificity to be capable of effective implementation in relation to the opportunities identified within the various evidence base documents [EB-CD1 to EB-CD9] and to define and safeguard key viewpoints which are significant to the urban fabric contributing to the area's distinctiveness.

335. Accordingly, changes are necessary to Policies CHA01 to CHA09 to ensure that they are clear and effective and capable of implementation **[MM93, MM94, MM95, MM97, MM98, MM100, MM102, MM104, MM106]**.

336. In addition to these changes, we set out any further MMs required to these policies and the supporting text below.

St Margaret's Character Area (Policy CHA03)

337. St Margaret's Character Area is located at the north of Leicester City centre, and as such it connects the City centre with the surrounding, mainly residential, neighbourhoods, and to Abbey Park, Leicester's largest central green open space.

338. To assist developers and decision makers, an explanation of the term 'subordinate', used within Policy CHA03, should be added to the glossary for clarity and effectiveness **[MM201].**

Wharf Street Character Area (Policy CHA04)

339. The Wharf Street Character Area is located on the northern edge of the City centre and connects the City centre with the surrounding residential neighbourhoods. The area contains a mix of uses including residential, retail and offices. The southern extent of the Character Area is located in a Conservation Area and contains many nationally and locally listed heritage assets.

340. The supporting text at paragraph 9.24 of the Plan sets out a number of objectives to provide the context for Policy CHA04. However, to respond to the character of the area it is important that the diversity of uses is maintained to ensure a sustainable community. To address this matter, an addition is required to the supporting text to Policy CHA04 for effectiveness. **[MM96]**

Leicester Royal Infirmary and De Montfort University Character Area (Policy CHA06)

341. The Leicester Royal Infirmary and De Montfort University Character Area is located on the south-west edge of Leicester City centre, and as such it connects the City centre with the surrounding, mainly residential, neighbourhoods, to the south-west. The area contains a number of heritage assets including The Castle Conservation Area. Part of this Conservation Area benefits from an Article 4 Direction that restricts permitted development rights for alterations at 15-21 The Newarke. However, this Article 4 Direction is currently not referred to in the supporting text to Policy CHA06.

342. The Character Area is home to the campuses of the De Montfort University and to the Leicester Royal Infirmary. As such, the area has a transient population, which can impact on creating vibrant, well-balanced communities as required by the NPPF. Accordingly, a crucial part of any policy for this area would be to recognise the potential of the wider neighbourhood to deliver homes of various typologies and tenures and to repair fragmented urban grain and thus reduce the negative impact of empty homes.

343. In order for Policy CHA06 to be effective and positively prepared, the points set out above should be added to the supporting text as objectives at paragraph 9.26, to include reference to the Council's Empty Home Strategy, to ensure that housing stock remains occupied; and, to the Article 4 Direction. **[MM99]**

St George's Cultural Quarter Character Area (Policy CHA07)

344. The St George's Cultural Quarter Character Area is located towards the eastern edge of Leicester City centre and connects the City centre with the surrounding residential neighbourhoods, situated to the east. The Council identified St. George's area as the location for the City's cultural quarter in 2000 which included the development of the LCB Depot and the Curve theatre, that were completed in 2008. Much of the Character Area falls within the St. George's Conservation Area and contains many nationally and locally designated heritage assets.

345. The supporting text at paragraph 9.28 sets out the minimum floorspace for an allocated office development. However, to respond to the cultural character of the area it is important that the careful balance of uses is maintained to support the growing numbers of visitors and residential community. To address this matter, an addition is required to the supporting text for effectiveness to provide the context for Policy CHA07. **[MM101]**

Old Town Character Area (Policy CHA08)

346. The Old Town Character Area is located at the south-western edge of Leicester City centre, and as such it connects the City centre with the surrounding, mainly residential neighbourhoods, to the west.

347. The Old Town is the City's historic core, with its street pattern and architecture being influenced by Roman, Medieval, Georgian and Victorian periods. The area also contains four Conservation Areas and many other heritage assets. Given this, the supporting text, at paragraph 9.31, should, for effectiveness, cross reference the national policy for heritage assets set out in the NPPF. There is no justification for the Plan to duplicate matters contained in national policy. Furthermore, to deliver the aims of Policy CHA08, the Council will need to work with a number of stakeholders, which for effectiveness should also be added to the supporting text at paragraph 9.31. **[MM103]**

New Walk Character Area (Policy CHA09)

348. The New Walk Character Area is located on the southern edge of Leicester's City centre and connects the City centre with the neighbouring residential areas. The New Walk Character Area accommodates a mix of uses, including residential and offices. The Character Area is almost entirely contained in a New Walk Conservation Area and contains a number of other heritage assets.

349. The supporting text at paragraph 9.33 provides the objectives of the Character Area. However, to respond to the unique character of the area it is important that the careful balance of residential and office uses is maintained. To address this matter, an addition is required to the supporting text for effectiveness to provide the context for Policy CHA09. **[MM105]**

<u>Other Regeneration Areas</u>

Abbey Meadows and Pioneer Park (Policy ORA01)

350. This policy supports proposals that would facilitate regeneration at Abbey Meadows and Pioneer Park, which are located close to the River Soar, approximately 2.5km north of the City centre.

351. However, at present it lacks clarity in respect of working with key stakeholders to facilitate the delivery of the policy's aims. In order for Policy ORA01 to be effective, additional text is therefore required to clarify this. **[MM107]**

Waterside (Policy ORA02)

352. The Waterside area is located to the west of the City centre, close to the River Soar. The supporting text to this policy, at paragraph 9.40, sets out the vision for the area and the expectations of any future development.

353. However, it is necessary to ensure that the development principles in relation to this regeneration area are clear, effective and sufficiently comprehensive having regard to the extent of any requirements for river and flood risk management adjacent to the River Sour. To address this matter, an addition is required to the supporting text to paragraph 9.40 for effectiveness and consistency with national policy. **[MM108]**

University of Leicester (Policy ORA03)

354. The University of Leicester regeneration area is located to the south of the City and is the main campus for the University. Policy ORA03 supports the continued development of the University and associated student accommodation. However, in order to improve the clarity and effectiveness of the policy and the supporting text, a number of amendments are required, including; to provide street names for where particular measures are required to improve the opportunities for sustainable transport; to have regard to future plans for the University's development; to change the title of the University masterplan to a 'vision for development'; and to address typographical shortcomings. **[MM109, MM110]**

Leicester City Football Club (Policy ORA04) and Walnut Street (Policy ORA05)

355. The Leicester City Football Club regeneration area is located to the southwest of the City and is a discreet parcel of land adjacent to the River Soar. The area is dominated by the football stadium, but there are other industrial and retail uses close by.

356. The Walnut Street regeneration area is located to the southwest of the City and provides a link between the Leicester Royal Infirmary and De Montfort University Character Area and the Leicester City Football Club regeneration area. This regeneration area boarders the River Soar to the west and road to the east. The area is predominantly residential, which includes student accommodation.

357. Policy ORA04 and Policy ORA05 set out the planning policy approach to development within the regeneration area surrounding Leicester City Football Club, and the Walnut Street regeneration area respectively, as defined on Diagram 6. However, there are inconsistencies between the boundaries of Policy ORA04 and Policy ORA05 and as such, it would be difficult for a developer or decision maker to determine what would be required for a development to be permitted. A change is therefore required to the boundaries between these sites on Diagram 6 for clarity effectiveness. **[MM90]**

Conclusion

358. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for the Central Development Area in Leicester.

Issue 6 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for climate change and flood risk in Leicester?

Climate Change and Flood Risk

359. Chapter 14 of the NPPF establishes the role of the planning system in mitigating and adapting to climate change, through supporting the transition to a low carbon future, tackling flood risk and reducing water consumption. The Council declared a climate emergency in February 2019 and resolved to develop a programme of action to reduce greenhouse gas emissions and prepare for a changing climate. It is the Council's ambition that the city of Leicester become carbon neutral. Chapter 6 of the Plan sets out planning policies to ensure future development in Leicester addresses both climate change and the water environment.

Sustainable Design and Construction (Policy CCFR01)

360. Policy CCFR01 seeks to achieve high standards of sustainability and energy efficiency in the design and construction of new development. The supporting text refers to the Council's ambition to achieve net zero carbon emissions by 2030, but this timescale is no longer considered to be realistic, and needs to be modified accordingly, whilst retaining the net zero ambition **[MM54]**. The policy aims to achieve net zero in part by requiring new residential and non-residential development to achieve a proportion of the reduction in CO_2 emissions mandated by Part L of the Building Regulations, through passive, fabric, and energy efficient design measures alone. However, this is not clearly explained in the supporting text of the policy and how it relates to the requirements of Part L. Therefore, to ensure Policy CCFR01 is effective in this regard, further explanation is necessary in the supporting text to the policy **[MM54]**.

361. Amendments are also necessary to the wording of Policy CCFR01, to ensure it remains consistent with national policy as national energy efficiency targets are increased towards a zero carbon standard, through further changes to the Building Regulations or other statutory provisions **[MM55]**.

362. Policy CCFR01 also requires new development to meet higher water efficiency standards. The need for this is evidenced by the Environment Agency's (EA) 'Water stressed areas – final classification 2021' report that shows Leicester is within an area of serious water stress. However, this is not set out in the supporting text. Accordingly, so that this element of the policy is justified as appropriate, reference to the EA evidence should be added to the supporting text. **[MM56]**

Whole Life-Cycle Carbon Emissions and Energy Statements (Policies CCFR02 and CCFR03)

363. Objective 2 of the Plan is to prepare for, limit and adapt to climate change. Paragraph 154 b) of the NPPF expects that new development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design. To this end, Policies CCFR02 and CCFR03 set out requirements to minimise whole life-cycle carbon emissions and for the submission of an Energy Statement for all major developments.

364. However, these policies duplicate each other in respect of the assessment of whole life-cycle carbon emissions, which undermines their effectiveness. Accordingly, for clarity and effectiveness, the two policies should be combined to form a single policy on Energy Statements, but so that the assessment of whole life-cycle emissions forms part of the Energy Statement for developments of above 1000 sqm or 100 dwellings. **[MM58, MM59]**

365. The combined new policy refers to the production of an SPD, which would describe the level of detail expected in an Energy Statement. Nevertheless, on adoption of the Plan, in advance of the preparation of the SPD, there would be little guidance as to how an applicant or decision maker should respond to a submitted Energy Statement to ensure compliance. Therefore, for clarity and effectiveness, paragraph 6.10 of the supporting text should be amended to set out the minimum information requirements for an Energy Statement **[MM57]**.

Low Carbon Heating and Cooling (Policy CCFR04)

366. Policy CCFR04 establishes the requirements for heating and cooling systems in new development, by expecting them to incorporate low or zero carbon energy systems that accord with the Heating and Cooling Hierarchy set out in Figure 3 of the Plan, thereby reducing the reliance on fossil fuels as much as possible.

367. Leicester benefits from a number of District Heating Networks, identified in Diagram 4 of the Plan. These connect to a variety of university buildings, Council buildings and residential homes. Overall, the Networks supply approximately 10MWe of energy generation from two gas fired CHP units and additional biomass boilers. However, the Energy and Sustainable Design & Construction Study (EB/CC/1) explains that the planned phasing for the scope to increase capacity to 25-30 MWe of generation is uncertain.

368. A number of the District Heating Networks use fossil fuels and therefore would be rated low on the Technologies Hierarchy (in Figure 3). However, district networks offer a cost-effective route to decarbonisation, through the centralised generation of heat. As such, Figure 3 of the Plan should be amended for clarity, to remove the reference to district networks needing to have a decarbonisation plan **[MM60]**.

369. The supporting text to Policy CCFR04 at paragraph 6.13 establishes that major development will be expected to connect to both existing and planned district heating networks. However, given the lack of evidence of any planned heat networks coming forward, this approach is not justified. A preferred approach would be to ensure that where a district heat network connection was not possible, alternative technologies would be considered, as set out in Figure 3 of the Plan. For effectiveness and so that the policy is justified, paragraph 6.13 should be amended accordingly **[MM61]**.

370. Policy CCFR04 also requires modification to delete an erroneous 'that' and an addition of the word 'the' in the first sentence of the policy, for clarity and effectiveness **[MM62]**.

Delivering Renewable and Low Carbon Energy Projects (Policy CCFR05)

371. Paragraph 155 of the NPPF makes it clear that plans should provide a positive strategy for the supply of renewable and low carbon energy. Policy CCFR05 provides support for renewable and low carbon projects provided that they meet a number of criteria. However, it is not positively-worded. Therefore, amendments are necessary to Policy CCFR05 to reframe its approach to the consideration of renewable and low carbon projects, to ensure the policy is effective and consistent with national policy in this regard **[MM65]**.

372. To ensure that all potential locations for wind turbines and biomass technologies are positively assessed for in line with national policy, paragraph 6.17 of the supporting text should be amended to remove reference to the northwest of the city and instead any wind energy development proposals would be subject to a site-specific feasibility assessment. For effectiveness, paragraph 6.18 of the supporting text also requires amendment so that it is clear that it refers to the assessment of wind energy development. **[MM63]**

373. Diagram 5, in the supporting text, comprises a map showing the buffer zones around residential properties, for the purpose of a wind opportunity assessment. However, the diagram is not referenced in Policy CCFR05 and given its scale and pixelation does not have any meaningful value or provide any certainty for users. Accordingly, for clarity and effectiveness, Diagram 5 should be deleted **[MM64]**.

Managing Flood Risk and Sustainable Drainage Systems (Policy CCFR06)

374. Paragraph 153 of the NPPF establishes that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk. Leicester is at risk from fluvial flooding from the River Soar and its tributaries, as well as pluvial flooding from sewers and surface water run-off. Accordingly, a Strategic Flood Risk Assessment (SFRA) 2022 [EB/CC/2] was prepared, at both Levels 1 and 2, to inform the site selection and allocations process in the Plan.

375. The SFRA demonstrates that climate change has the potential to increase river flows in Leicester by up to 60% by the 2080s in the more pessimistic scenario. Therefore, site allocations should be directed towards areas of lower flood risk. However, the SFRA concludes that it would not be possible to accommodate all future growth in Leicester within Flood Zone 1, particularly in the Central Development Area, which contains the most sustainable locations in the City and where development is necessary for regeneration and to maximise the urban capacity of Leicester. Therefore, whilst site allocations have been steered towards areas of lower flood risk, a number are located partly within Flood Zones 2 and 3, where the Exception Test has been applied at a strategic level in Appendix H of the SFRA [EB/CC/2h]. The analysis concludes that provided flood risk issues are adequately accounted for within the design of new developments at these sites, it is likely that both elements of the Exception Test can be passed. This is sufficient at a strategic level to justify the sites being allocated in the Plan, but would need to be demonstrated at the planning application stage through a site-specific Flood Risk Assessment (FRA).

376. Policy CCFR06 sets out the principles for assessing development for sites in areas of flood risk and applying sustainable drainage systems. The supporting text in paragraphs 6.19 - 6.29 provides the evidence and justification for the policy approach. However, the wording of the policy and supporting text are not consistent with national policy in a number of respects, so that it would not be clear to a decision maker how to apply the policy to development proposals. This includes the provisions of the Sequential Test, the requirements for site-specific FRAs, the application of the Exception Test, reference to the flood risk vulnerability classifications in the PPG, and the requirements for sustainable drainage systems (SuDS). Accordingly, **MM67** and **MM69** are necessary to deal with these soundness issues.

377. As submitted the EA's Flood Risk Zones are not shown on the Policies Map. For legal compliance, to ensure it provides the geographic representation of the policy, Flood Risk Zones 2 and 3 need to be added to the Policies Map and referred to in the policy as such. However, given that the Flood Risk Zones are adjusted by the EA from time to time, for clarity and effectiveness, the policy and supporting text need to refer to the EA's mapping as well for the most up to date information. **[MM66] [MM69]**

378. The conversion of front gardens to parking areas is a particular problem in the urban areas of Leicester because of on-street parking pressures. The increase in areas of hardstanding can lead to increased risk of surface water flooding due to accelerated runoff. For effectiveness, an additional paragraph of supporting text is necessary to provide context to the application of Policy CCFR06 and ensure that these are built using SuDS techniques. **[MM68]**

Water Quality and Wastewater Treatment

379. Paragraph 6.29 of the supporting text is entitled 'Water Quality', but references both wastewater and water supply infrastructure. As drafted it lacks clarity on the requirement for additional wastewater treatment capacity and who will provide and fund the necessary infrastructure, particularly for growth in the north of the City. To ensure the Plan is clear and effective in respect of the provision of wastewater infrastructure, additional explanation is required in the supporting text **[MM70]**.

Conclusion

380. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for climate change and flood risk in Leicester.

Issue 7 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for health and wellbeing in Leicester?

381. The NPPF at paragraph 92 c) establishes that planning policies and decisions should aim to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles, especially where this would address identified local health and wellbeing needs.

382. Objective 4 of the Plan, established from the Council's vision is to improve the health and wellbeing of local residents. To achieve this objective, chapter seven of the Plan sets out the policies relating to health and wellbeing and is supported by a number of background studies and strategies. To ensure the Plan is positively prepared and based on the most robust up to date reports, paragraphs 7.1 and 7.4 to 7.6 of the supporting text require amendment to delete reference to the Joint Health and Wellbeing Strategy 2019-2024, which is no longer extant, and include reference to the replacement strategy and two other documents that form part of the evidence base for the Plan. These amendments are captured in **MM71**, which also includes changes to rectify drafting errors.

A Healthy and Active City and Health Impact Assessments (Policies HW01 and HW02)

383. Policy HW01 sets out the Council's approach to reducing health inequalities, increasing life expectancy, improving quality of life and encouraging physical activity. However, as currently written the policy would not be effective in meeting these ambitions, as it fails to inform applicants and decision makers what would be expected in the development management process. Therefore, additional text is necessary to clarify precisely what is required from new development to create healthier communities, to remove duplication and to ensure that the policy cross references other relevant policies within the Plan. **MM72** addresses the above issues and is necessary to ensure the policy is effective.

384. Policy HW02 requires the provision of Health Impact Assessments (HIA) for major development proposals. The types of development comprising 'major' development for the purposes of this policy are listed in the supporting text at paragraph 7.17, but for clarity and effectiveness, the types of development requiring an HIA under Policy HW02 should be listed in the policy itself **[MM73** and **MM74].**

385. We have amended the wording of **MM72** and **MM73**, as they were subject to consultation, to delete the word 'major' from the description of the types of development to which the policies apply, to avoid any confusion with the definition of 'major development' in the glossary to the NPPF, which is different. We are satisfied that this change does not significantly alter the content of the MMs as published for consultation, nor undermine the participatory processes on them, since the type and scale of development to which the modified policies would apply remains the same.

Conclusion

386. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for health and wellbeing in Leicester.

Issue 8 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for delivering design quality in Leicester?

387. Chapter 8 establishes the Council's approach to delivering design quality in the city. The policies support Plan Objective 5, which seeks to ensure that new development is of a high-quality design and layout which reflects local context and circumstances.

However, the term 'high-quality design' used in both Objective 5 and throughout chapter 8, is ambiguous. For clarity and effectiveness, therefore, to assist developers and decision makers, a definition for the term 'high-quality design' should be added to the glossary **[MM201].**

Design Principles (Policy DQP01)

388. Policy DQP01 sets out a number of overarching design principles for developers to take into consideration. However, as currently drafted the policy duplicates the design principles contained in the National Design Guide (NDG), the National Model Design Code (NMDC) and Building for a Healthy Life (BfHL). Paragraph 16f) of the NPPF establishes, that plans should avoid unnecessary duplication.

389. In order for the policy to be positively prepared, effective and consistent with national policy, modifications are necessary to remove duplication of the NDG, NMDC and BfHL, set out design principles that relate to sustainable placemaking in Leicester, and provide a clear approach to how proposals of ten or more dwellings should comply with the policy **[MM75]**.

Tall Development (Policy DQP02)

390. Policy DQP02 provides the approach to the design and location of tall development in the City. However, for effectiveness, so that it is clear to decision makers how to react to proposals for tall buildings, and to ensure the policy is adequately justified and consistent with national policy, a number of MMs are required to the policy and its supporting text.

391. Firstly, the supporting text should explain the context and justification for the policy, with reference to the evidence base on Tall Development in Leicester (2022) [EB/QD/1]. Secondly, the definition of what constitutes 'tall' and 'super tall' development in different areas of the City should be included in the policy itself. Thirdly, an additional criterion is necessary to ensure tall developments are adaptable to climate change, in respect of reducing energy demand and the prevention of overheating with a cross reference to Policy CCF03. Lastly, the requirement for proposals to be accompanied by an assessment of the policy considerations should be included in the policy as a validation requirement rather than a precondition for the grant of permission.

392. These modifications are reflected in **MM76** and **MM77**, and are necessary for soundness for the above reasons. We have amended the wording of MM76 to include the text to be deleted from paragraph 8.9 of the supporting text, which was missed off the end of the paragraph in the Schedule that was subject to consultation, and to remove paragraph 8.12, which was erroneously included in the MM, but is not subject to any change.

Inclusive Design (Policy DQP03)

393. Policy DQP03 promotes inclusive design in new development. This is broadly consistent with national policy in paragraph 130f) of the NPPF. However, the supporting text at paragraph 8.20 does not provide an adequate justification for the

policy so that it is clear to a developer or decision maker why and how the policy requirements should be met. Therefore, further explanation of what inclusive design means in the context of new development is necessary to address this **[MM78]**.

394. The wording of Policy DQP03 itself is also ambiguous, in that it would not be evident to a decision maker what standards of inclusive design are required to be met. Accordingly, **MM79** amends the opening sentence and criterion a) of the policy to ensure it is effective and consistency with national policy in this regard, and addresses the needs of the whole community, including people with a disability. We have made minor amendments to the wording of criteria b) and c) in the MMs Schedule, so that they are grammatically correct following the change to the first sentence of the policy.

Landscape Design (Policy DQP04)

395. Policy DQP04 seeks to ensure that there is an integrated approach to the consideration of existing landscape features alongside proposed hard and saft landscaping provided within new developments. However, the supporting text does not provide an adequate justification for the integrated approach set out in the policy, including the requirements for the retention of existing habitats, and the principles of sustainable design and drainage. To ensure the policy is appropriately justified in these regards, an additional paragraph in the supporting text is necessary to address this issue **[MM80]**.

396. The wording of Policy DQP04 is also not consistent with national policy in paragraph 180c) of the NPPF in the protection of irreplaceable habitats, such as ancient woodlands and veteran trees, and in not requiring tree-lined streets in new development, as expected by paragraph 131 of the NPPF. For clarity, it is also necessary to delete criterion g), which makes the provision of landscape design statement a development requirement, and reword it as a validation requirement, at the end of the policy. We have further amended this sentence as set out in the MMs schedule, so that it reads as such. These soundness issues are addressed by **MM81**.

Backland, Tandem and Infill Development (Policy DQP05)

397. Policy DQP05 seeks to guide proposals for backland, tandem and infill residential development. However, as submitted the wording of the policy only refers to backland development, so it is not clear whether or how it applies to tandem and infill development, as well. Given the importance of infill development in the City, in particular, as part of the planned housing land supply, modifications to the policy are necessary to ensure it is effective in dealing with all three forms of urban residential development **[MM82]**.

Residential Amenity (Policy DQP06)

398. Policy DQP06 sets out the matters to be taken into account when assessing the impact of proposals on residential amenity. However, the policy only requires a series of amenity factors to be considered, rather than stipulating that proposals should not cause unacceptable harm to the living conditions of surrounding residents. As such, it is not consistent with national policy in paragraph 130f) of the NPPF, which expects planning policies to ensure development achieves a high standard of amenity for

existing and future occupiers. In addition, the policy does not reflect the 'agent of change' principle, set out in paragraph 187 of the NPPF, which seeks to ensure that new and existing development can be integrated effectively. As such, changes are required to the policy for effectiveness and consistency with national policy **[MM83]**. We have made minor amendments to the wording of this MM that was subject to consultation, to ensure the revised policy reads correctly, and to delete the final criterion (g) relating to accessibility, which it was agreed at the Hearing does not contribute to the assessment of residential amenity.

399. To assist developers and decision makers in applying the policy, definitions for the terms 'living conditions' and 'outlook', used in Policy DQP06, should be added to the Glossary for effectiveness **[MM201].**

Signs and Banners Advertisement Design and Location (Policy DQP09)

400. Policy DQP09 establishes the requirements for signs and banners requiring advertisement consent, which should be considered as an integral part of building design. However, the policy is negatively worded and ambiguous. As such, the modifications in **MM84** are necessary to address this and ensure the policy will be effective in minimising the potential adverse impacts of signs and banners on amenity, the natural environment, highway safety and the street scene.

401. Paragraphs 8.36 to 8.39 of the supporting text to Policy DQP09 relate to media screens and mesh wrap advertisements, and set criteria for the assessment of proposals for these types of advertisements, which are not reflected in the policy itself. To ensure the Plan is justified and effective in respect of these two forms of advertisement, new policies are necessary for Media Screens and Mesh Wrap Advertisements, incorporating criteria from the supporting text, in paragraphs 8.36 and 8.39, which can consequently be deleted **[MM85, MM86, MM87** and **MM88]**.

Conclusion

402. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for delivering design quality in Leicester.

Issue 9 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for heritage in Leicester?

Historic Environment (Policies HE01 and HE02)

403. Policy HE01 is intended to be the overarching policy for all historic environment matters, apart from archaeology, which is set out in Policy HE02. However, in order to set out a positive strategy for the conservation and enjoyment of the historic environment, as required by the NPPF, and to avoid duplication and ensure clarity for applicants and decision makers, Policies HE01 and HE02 should be combined. **MM112** sets out the revised and amalgamated policy, and includes changes necessary to ensure consistency with national policy and legislation.

404. The supporting text relating to Policy HE01 is set out both before and after the relevant policy, meaning the flow of the text becomes disjointed and loses clarity. Accordingly, paragraphs 10.7 – 10.11 should be moved to follow paragraph 10.6, so that the reasoned justification is in one place before the new policy. Paragraph 10.9 also requires amendment to ensure it is consistent with national policy and to remove ambiguity. These changes are contained in **MM111**, which is necessary for clarity, effectiveness and consistency with national policy.

Conclusion

405. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for heritage in Leicester.

Issue 10 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for culture and tourism in Leicester?

Culture, Leisure and Tourism (Policy CT01)

406. Policy CT01 provides support for the development of cultural, leisure and tourism facilities, subject to a number of criteria. The supporting text to the policy describes the existing cultural facilities and tourist attractions in the City, but there is no reference to the evidence base on the need for new leisure facilities. To ensure the policy is appropriately justified, therefore, new supporting text is necessary to set out the findings of the Leicester Retail and Leisure Study 2021 [EB/TC/1] on the need for new leisure facilities in the City **[MM113]**.

407. Criterion a) of the policy expects proposals to satisfy the requirements of the sequential and impact tests, but for effectiveness it needs amendment to make clear that these are the tests relating to town centre development **[MM114]**. For effectiveness, criteria a) to d) also require amendment to ensure the cross-refences to other policies in the Plan are clear and that all of the criteria apply to proposals for cultural, leisure and tourism development **[MM114]**.

408. Criterion e) expects all such proposals to 'enhance the local culture of the area'. However, this phrase is ambiguous, such that it would not be evident to decision makers how this would be assessed, and the Council was unable to provide evidence to demonstrate this. Therefore, for clarity and effectiveness, criterion e) should be deleted **[MM114]**.

409. Paragraph 93 of the NPPF expects planning policies to guard against the unnecessary loss of valued social, recreational and cultural facilities and services. Whilst Policy OSSR06 does this for built leisure facilities, the Plan does not contain a policy protecting cultural and community facilities from loss. For consistency with the NPPF, a new policy is required to offer this protection, unless the facilities are no longer required **[MM115]**. For clarity we have amended the final sentence of the policy, as it was worded in the Schedule of MMs issued for consultation, to ensure it refers to maintaining a 'cultural' as well as a leisure offer.

Assets of Community Value (Policy CT02)

410. Policy CT02 sets out a series of criteria for considering applications for 'assets of community value' (ACV) as defined in the Localism Act 2011. However, as drafted the policy does not serve a clear purpose in guiding decisions on development or planning applications. To ensure it is effective in this regard, the policy needs to be amended so that the criteria can be applied to applications for development affecting ACVs. For clarity, a footnote should also be added to the policy to direct people to the guidance on ACVs being transferred **[MM116]**.

Protection of Public Houses (Class Sui Generis) (Policy CT03)

411. Policy CT03 seeks to protect public houses and requires robust and authoritative evidence for any change of use or redevelopment proposal. Overall, this is consistent with paragraph 93a) of the NPPF, which establishes that planning policies should plan positively for public houses, as part of the provision for the social, recreational and cultural facilities and services needed by communities. However, as drafted, the policy supports the demolition or change of use of public houses where any of the circumstances set out in criteria a) to c) apply. So even if there were still a need for a public house, the policy would not prevent its loss if one of the other criteria were met. **MM117** remedies this matter by replacing the word 'or' with 'and' between the criteria, to ensure all of the criteria must be satisfied to justify the loss of a public house.

412. For effectiveness, criterion a) should also be amended to clarify the requirement for evidence of marketing activity from the point of closure of a public house. Furthermore, to facilitate positive planning, and ensure the policy fully reflects national policy, an additional criterion should be added to the policy to reference the potential for change of use and shared spaces **[MM117]**.

Great Central Railway Museum (Policy CT04)

413. Policy CT04 allocates 4.38 ha of land adjacent to the Red Hill roundabout, on the northern edge of the City, for tourism and leisure facilities associated with the Great Central heritage steam railway attraction, which runs between Loughborough and Leicester. The supporting text to the policy refers to proposals for a national railway museum on the site, but this is not now an active project. Therefore, for clarity, changes are necessary to the supporting text to refer more generically to cultural facilities **[MM118]**.

414. The site has a number of development constraints, which are identified in the evidence on Non-Strategic Sites [SD/19]. It is located within the Thurcaston Road Green Wedge, and adjacent to the Red Hill Allotments, the Belgrave Cemetery and the Grade II listed Mobil Forecourt. There is also potential for archaeological remains under the allotments, a large part of the site is designated as a Local Wildlife Site (LWS), and its south-east corner lies within Flood Zone 2. Some of these constraints are referenced in the supporting text to Policy CT04, but the potential for development to cause harm to them is not addressed by the policy itself.

415. As such, Policy CT04 is not justified, effective or consistent with national policy, and requires modification. To ensure the policy is sound in these respects, **MM119** amends the policy wording to include the constraints and mitigations, and to require development proposals to address them. Subject to this, we are satisfied that any harmful impacts can be mitigated, given the type and scale of facilities that are planned for the site.

416. Policy CT04 also supports proposals for renewable energy on the site. This is intended to encourage new buildings to include renewable energy measures to achieve sustainable design, but could be taken to include free-standing renewable energy schemes, which would be inappropriate in this location. To avoid any ambiguity, therefore, amendments to the policy and supporting text are necessary, so it is evident how a decision maker should consider renewable energy as part of any planning application **[MM118** and **MM119]**.

417. The policy currently refers to the site as shown on the Policies Map. However, this reference has been deleted in the MMs published for consultation. Given that the Policies Map as submitted shows the site, we have reinstated the text in the policy for clarity and effectiveness. For clarity, a map of the site should also be included within the policy itself **[MM119]**.

Provision of new and retention of existing Places of Worship (Policy CT05)

418. Policy CT05 and its explanatory text set out the approach to the provision and retention of places of worship. Paragraph 11.18 is consistent with paragraph 93c) of the NPPF, where the council is seeking to guard against the unnecessary loss of valued services and facilities. To ensure the effectiveness of this approach it should be embodied within Policy CT05, rather than in the supporting text. Furthermore, the title of Policy CT05 is not sufficiently clear to alert the reader to the remit of the policy in respect of any facilities associated with the place of worship. Both **MM120 and MM121** remedy these matters and are required for effectiveness.

Burial Space

419. Paragraphs 11.19 and 11.20 explain how the Council will address the decreasing availability of burial space in Leicester. Paragraph 11.20 recognises that, given the tightly drawn administrative boundaries of the City, the Council may need to work with adjoining authorities to accommodate its burial needs.

420. A 2021 SoCG between Charnwood Borough Council (CBC) and Leicester City Council [EXAM 105] confirms CBC has accepted in principle that it can meet Leicester's needs for burial space. Accordingly, the explanatory text is not up to date, effective or justified. Amendments to paragraphs 11.19 and 11.20 of the supporting text are necessary to remedy this issue, to refer to the SoCG and to delete superfluous and duplicated text for clarity and, therefore, effectiveness **[MM122]**.

421. Setting out in the Plan the specific requirements for consultation and engagement with different faith communities on future burial space proposals is not necessary for soundness. Rather this is a matter for the Council to consider as part of its own consultation processes.

Conclusion

422. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for culture and tourism in Leicester.

Issue 11 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for open space, sports and recreation in Leicester?

Open Space, Sports and Recreation

423. Chapter 14 sets out the Plan's approach to Open Space, Sports and Recreation. It aligns with Objectives 4, 6 and 8, which in essence aim to improve the health and wellbeing of local residents by enabling the right infrastructure and protecting and enhancing the natural environment.

424. Plan paragraphs 14.2 - 14.6 provide the background to the policies within the chapter. However, the wording of paragraph 14.4 is not sufficiently clear, as it does not explain the contribution that the City's open spaces make to broader strategies seeking to enhance green infrastructure networks and build interconnectedness across the region. A change is therefore required to the supporting text to address this for effectiveness **[MM148]**. Again we have amended the wording of the MM as it was subject to consultation to update the reference to the LNRS which was published in August 2025.

425. Diagram 17 provides a spatial representation of the green and blue infrastructure both within Leicester and into the neighbouring Council areas. The supporting text at paragraph 14.6 explains that the open space network does not stop at the City's boundary, but is connected to wider networks in adjoining authorities. However, for effectiveness the supporting text following Diagram 17 should make it clear that the open space network designations shown beyond Leicester City's administrative boundaries are for illustrative purposes only, as these are outside the Plan area. Furthermore, changes are required to the diagram itself to better reflect the updated green wedge areas and ensure that the City boundary is clear and effective for users of the Plan. **[MM149]**

Green Wedges (Policy OSSR01)

426. Policy OSSR01 seeks to maintain those areas identified on the Policies Map as Green Wedges and sets out their purposes as being to prevent the merging of built settlements, help guide where development can take place, provide a green lung into urban areas and act as a recreational resource. The supporting text, at paragraph 14.11, sets out that Green Wedges also provide and link a range of uses. For clarity and effectiveness, it should make clear that this can help secure wider benefits such as supporting improved connectivity and promoting active and sustainable travel choices **[MM150]**.

427. As submitted, the policy would not be effective as it is not sufficiently clear to a decision maker about what would and would not be permitted. It should be amended therefore to strengthen and broaden the requirements for development proposals. It should also make it clear that, where development is otherwise acceptable within a Green Wedge, it should also meet a set of criteria which require any development to be of a high quality, in respect of boundary and frontage treatment, as well as to enhance, retain or create additional open space networks, enhance or retain public access to the Green Wedge, and enhance or create additional recreational and/or biodiversity areas within it **[MM151]**.

428. Finally, given the ecologically sensitive nature of the Green Wedges, development within them has potential to impact habitats and species without appropriate consideration at the earliest stages of development. As such, in order for the Plan to be effective, changes are required to Policy OSSR01 and the supporting text to include a requirement for any planning application for development in the Green Wedge to be accompanied by a Preliminary Ecological Appraisal **[MM150, MM151]**.

Development of Open Spaces (Policy OSSR02)

429. The NPPF, at paragraph 99, establishes that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless one of three criteria is met.

430. Plan Policy OSSR02 provides a criteria-based approach to the development of open spaces. The evidence to support and inform Policy OSSR02 comprises the Open Space, Sport and Recreation Study 2017 (EB/OS/3), the Playing Pitch Strategy Assessment Report and Action Plan 2017 (EB/OS/4 & EB/OS/4a) and Addendum to Playing Pitch Strategy 2022 (EB/OS/4b).

431. To provide a clear basis for decision making in respect of providing suitable protection for open space, an amendment to Policy OSSR02 is necessary so that express reference to open spaces, other than those shown on the Policies Map, is set out. Moreover, for consistency with national policy, the thrust of Policy OSSR02 should be prohibitive of development on open space, whereas the submitted policy allows development on open space unless certain criteria are met. These matters, and typographical amendments, are addressed by **MM152** which is necessary for consistency and effectiveness.

Open Space in New Development (Policy OSSR03)

432. As set out above, the Plan has an evidence base of supporting documents relating to the assessment of open space, sport and recreational facilities to highlight deficits and surpluses across the City. As established in the NPPF, at paragraph 98, information gained from such assessments should be used to determine what open space is needed, which the Plan should then seek to accommodate.

433. Policy OSSR03, provides a criteria-based approach to the provision, quality and standard of open space required in new developments.

434. Plan paragraph 14.15 supports Policy OSSR03 and refers to the update of relevant supplementary planning guidance, which would confirm the qualitative and quantitative green space improvements standards and requirements. However, to provide clarity for an applicant and decision maker, the supporting text to Policy OSSR03 requires updating to refer to the provision of further detailed guidance on the application of the adopted open space standard being set out in an updated Supplementary Planning Document (SPD). Furthermore, the important role that allotments play and reference to the Greenspace SPD, should also be set out in the supporting text for effectiveness. This is achieved by **MM153**.

435. The strategic site allocations individually address the need for open space. Nevertheless, in respect of providing suitable provision of open space **MM154** is necessary for clarity and effectiveness, which would amend Plan Policy OSSR03 so that express reference to the strategic allocations is made, consistent with the purpose of the policy. A further amendment to add the reference to 'open space' at criterion (d) is also necessary for effectiveness **[MM154]**.

Existing Playing Pitches (Policy OSSR04)

436. Policy OSSR04 relates to the protection of existing playing pitches, unless the proposal meets a number of criteria. The supporting text to this policy is provided, in part, at paragraph 14.20. To ensure that the Plan is based on the most robust and up to date evidence, paragraph 14.20 requires amendment to reflect the status of the Council's Playing Pitch Strategy, and the yet-to-be-developed built sports facilities strategy. These amendments are also necessary for effectiveness to ensure that applicants and decision makers know what will inform the consideration of any future planning applications **[MM155]**.

437. In respect of providing suitable protection for sports and recreational buildings, and associated development ancillary to outdoor sports facilities, **MM156** is necessary. This would amend Policy OSSR04 so that express reference to the protection of such facilities is made, both to the title of the policy and to its content, consistent with the NPPF, rather than the policy solely referring to 'playing pitches'.

438. Criterion c) of the Policy as drafted is not consistent with the NPPF, at paragraph 99c) which highlights that the benefits of alternative provision clearly outweigh the loss of the current or former use. Furthermore, a number of amendments to criteria a) and d) are required to ensure clarity. **MM156** remedies these matters for the policy to be justified and effective.

Playing Pitches and Associated Facilities (Policy OSSR05)

439. Policy OSSR05 provides the framework for the consideration of playing pitches and associated facilities. A number of amendments are necessary for clarity, and thereby effectiveness, including cross-referencing other related Plan policies and confirmation of the status and author of the Playing Pitch Strategy and Action Plan **[MM157]**.

Built Sports Facilities (Policy OSSR06)

440. Policy OSSR06 sets out the Council's approach to the development of new built sports facilities as well as enhancing existing provision. Due to the age of the evidence base originally used (2017), the Council commissioned an update to the evidence to support Policy OSSR06, which included a 'Playing Pitch Strategy Position Statement 2022' [EB/OS/4b].

441. We are satisfied that this provides an effective base for the consideration of future planning applications for built sports facilities. However, to ensure that applicants and decision makers are aware of the requirement to cross-reference other policies in the Plan the insertion of the word 'Policy' is necessary for effectiveness in criteria c) and d) **[MM158]**.

Waterways (Policy OSSR07)

442. The River Soar and the Grand Union Canal run south to north through Leicester, forming a strong waterway corridor in the City, which plays an important role in terms of heritage and regeneration, as well as for leisure, recreation, biodiversity, flood management and transport. Policy OSSR07 allows for development to take place within the waterway corridors taking into account a range of objectives, which recognise their multifaceted role.

443. However, the policy is overly permissive and does not set a sufficiently robust and effective framework for managing the impacts of development within the waterway corridors. Accordingly, to ensure the policy is effective, **MM159** is necessary, turning the objectives into criteria, so that development within the waterway corridors is only permitted, where, amongst other things, it protects, maintains and enhances their nature conservation value, architectural quality, drainage, boating and flood management functions, and public access to the waterside.

Conclusion

444. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for open space, sports and recreation in Leicester.

Issue 12 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for the natural environment in Leicester?

445. Chapter 15 of the Plan contains the proposed policies for the natural environment. Paragraphs 15.1 to 15.2 provide the evidence base and background for the chapter. Leicester has a complex network of habitats and biodiversity, the management and enhancement of which depend on working across administrative boundaries, particularly when considering strategic developments that may impact on designated sites. To ensure the Plan is effective in this regard, **MM160** is necessary to make clear in the supporting text the expectation that the Council will work jointly with other stakeholders and across boundaries to support the delivery of the Plan's strategic

ambitions and priorities for nature, including those set out in the Local Nature Recovery Strategy (LNRS). We have amended the wording of the MM as it was subject to consultation to make clear it is the LNRS for Leicestershire, Leicester and Rutland, which was published in August 2025. A consequential modification is also necessary to include a definition for the term 'Local Nature Recovery Strategy', in the Glossary **[MM201]**.

Protecting designated sites, legally protected and priority species, and priority habitats (Policy NE01)

446. Policy NE01 sets out the considerations for development proposals that affect the City's network of designated habitat sites and legally protected species and habitats. However, it is not consistent with national policy, particularly in respect of the ecological mitigation hierarchy set out in paragraph 180a) of the NPPF. Accordingly, **MM161** is necessary to ensure Policy NE01 is consistent with national policy and provides an effective basis for decision-making.

Biodiversity Net Gain (Policy NE02)

447. Policy NE02 sets out the requirements for new development to provide a minimum 10% Biodiversity Net Gain (BNG) in accordance with national legislation. However, at the time of submission in September 2023, the legislative requirements for BNG were still emerging. Since the commencement of the relevant provisions of the Environment Act 2021 for major and minor development in 2024, legislation and guidance for BNG are now established.

448. Accordingly, **MM162** and **MM163** are necessary to modify the policy and its supporting text to bring it into line with the legislation and guidance on BNG, and ensure an effective local policy framework for BNG, which is consistent with national policy, without duplicating it. This includes ensuring the appropriate application of the statutory biodiversity metric and Biodiversity Gain Hierarchy, and the requirement for Biodiversity Gain Plans, as well as the scale and types of development that are exempt from BNG, as well as requiring BNG proposals to be consistent with the LNRS. We have amended the wording of the MM as it was subject to consultation to make clear it is the LNRS for Leicestershire, Leicester and Rutland, which was published in August 2025. For clarity and effectiveness, consequential modifications to the Glossary are also necessary to explain the various BNG terms **[MM201]**.

449. Whilst a requirement for BNG above 10% was discussed at the Hearings, the evidence to support this as a requirement has not been demonstrated to be justified within the Plan. However, the policy supports proposals that make provision for BNG above the statutory minimum, in a way that is consistent with national policy.

Green and Blue Infrastructure (Policy NE03)

450. Policy NE03 seeks to ensure that existing and new green and blue infrastructure is integrated into development, in a way that connects to the wider network of green and blue infrastructure across the City. In broad terms this is consistent with national policy in paragraphs 92 and 175 of the NPPF, which expects Plans to maintain and enhance green infrastructure networks for their ecological and health benefits.

However, as submitted, the policy does not clearly apply to the determination of planning applications, it does not specify the mechanisms through which new green infrastructure would be managed and maintained, and does not reference the priorities and guidance for the establishment of green infrastructure set out in national and local strategies. As such, Policy NE03 is neither justified nor effective.

451. Accordingly, modifications are necessary to the supporting text and to the policy itself, to address these soundness issues **[MM164, MM165]**. We have amended the wording of MM165, as it was subject to consultation, to make clear it is the LNRS for Leicestershire, Leicester and Rutland that is relevant.

Ancient Woodland, Veteran Trees and Irreplaceable Habitats (Policy NE04)

452. Policy NE04 seeks to protect ancient woodland, veteran trees and irreplaceable habitats from the impacts of development. However, as submitted it is not consistent with national policy in its application of exceptions tests and the weighing of public benefits set out in paragraph 180c) and footnote 63 of the NPPF. Accordingly, **MM166** is necessary to ensure Policy NE04 is consistent with national policy.

Conclusion

453. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for the natural environment in Leicester.

Issue 13 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for transport in Leicester?

Transportation

454. Chapter 16 of the Plan addresses transportation, providing the transport policy and infrastructure requirements to support the development proposed in the Plan. The Strategic Site Allocations, in particular, will place additional demands on the key transport corridor routes into and out of the city, especially in the northwest and west of Leicester. In response, the Plan's approach is to reduce the impact of additional traffic, as far as possible, by providing real choice in transport modes.

455. An assessment of the transport impacts of the Plan and proposed growth was undertaken (EB/TR/1 and EB/TR/1a) using the Pan-Regional Transport Model, with data provided from the Council and neighbouring authorities, including Blaby and Charnwood. In addition to the housing and employment growth data, the Model also tested the impacts of a number of proposed transport schemes, which have received funding via the Transforming Cities Fund (Tranche 2) and focus on improving public transport and active travel provision. The Model reached a number of conclusions, which would need to be addressed through mitigation measures.

456. One of the principal findings of the Model was that at peak times and during the day the city is already congested and it is not possible, or desirable, to build capacity in this urban environment to support greater volumes of traffic. Accordingly, to support the sustainable travel approach adopted by the Plan, the Council is considering the

provision of attractive alternatives to the use of a car, rather than strategic highway interventions to free up capacity within the highway network.

457. The Transport Infrastructure Assessment 2020-2036 (EB/TR/2) provides an updated list of transport schemes, presented in three phases – infrastructure required by 2026; between 2027 to 2031; and between 2032 to 2036. It draws on evidence from Statements of Common Ground with neighbouring authorities and from consultation with National Highways. The funding for the proposed infrastructure will come from developer contributions, the Council's capital programme and from external sources. However, mitigating the impact of individual developments would be the responsibility of the developers of each scheme, which we have considered above and concluded are deliverable and developable.

458. From the evidence presented, the measures in the infrastructure plan show that up to 2031 transport would not be a barrier to the delivery of the planned growth. Moreover, the modelling illustrates that the development proposed in the Plan can be delivered over the whole Plan period, without an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe, with the proposed mitigations in place. The recommended infrastructure would aim to minimise the increase in car traffic and deliver measures that maximise the potential for travel by all sustainable modes for travel to, from and within the City.

459. Paragraphs 16.6 to 16.16 of the Plan describe the transport strategy for Leicester. Paragraph 16.14 states that the Council has consulted on a workplace parking levy and intends to determine the next steps in 2022. However, the Council is not currently considering the introduction of a workplace parking levy and, therefore, for clarity and effectiveness, paragraph 16.14 should be deleted **[MM167]**.

460. Paragraphs 16.21 to 16.24 provide the background to the Council's position on transport and air quality. The Council adopted an Air Quality Action Plan covering the period 2015-2026, which sets out the strategic approach to improving air quality. Paragraphs 16.22 to 16.23 provide the relevant air quality standards, however, these have since been update. Consequently, **MM168** provides modified text to update references to the national air quality objectives and Air Quality Guidelines, along with Leicester's compliance with the Government's PM2.5 targets.

461. Plan Diagram 18 sets out the spatial transport strategy for Leicester and its neighbouring authorities. The strategy builds on the Connecting Leicester Strategy and extends the Transforming Cities programme for sustainable transport infrastructure. In this respect, the diagram reflects the Transforming Cities programme and therefore, to ensure it is clear and effective, the title should be updated to reflect this **[MM169]**.

462. Diagram 18 shows the main settlements, transport corridors and transport facilities. However, it does not illustrate the settlement of Thorpebury, which is an established area for housing growth in Charnwood Borough Council, and includes the delivery within the City of an access road and enhancements to Hamilton Park that will provide improved connectivity to employment, housing, transport and accessible green infrastructure. As such Diagram 18 should be modified **[MM169]** to be clear, effective and justified.

Sustainable Transport Network (Policy T01)

463. Policy T01 seeks to secure sustainable transport and movement in the City, by supporting development in sustainable locations and ensuring it meets a number of criteria. As submitted the Policy does not identify how the Council will engage with key stakeholders to ensure the delivery of a sustainable transport network both inside and outside of the city boundary. A reference within the policy is necessary for effectiveness and this is achieved through **MM170**.

464. Further changes to the Policy are required to ensure consistency with national policy, including reference to the rights of way network (NPPF paragraph 100)**,** that a wide range of sustainable transport options are considered in the recognition of changing transport technology (NPPF paragraph 104 b) and that sustainable locations are considered for development proposals (NPPF paragraph 105). **MM170** addresses these matters to ensure the policy is effective and consistent with national policy.

Climate Change and Air Quality (Policy T02)

465. The Council adopted an Air Quality Action Plan covering the period 2015-2026, which sets out the strategic approach to improving air quality. However, a number of air quality standards and documents have since been updated. Furthermore, the policy does not provide clear guidance to developers or to decision makers on the air quality targets that the policy is trying to meet. Consequently, amendments to Policy T02 are necessary to address these shortcomings and ensure it is effective and consistent with national policy **[MM171]**.

Accessibility and Development (Policy T03)

466. Plan Policy T03 sets out the planning policy approach for the transport accessibility of new development, particularly considering sustainable transport modes and infrastructure improvements. We are satisfied that the policy is justified and consistent with national policy as submitted.

Park and Ride (Policy T04)

467. Policy T04 seeks to manage development proposals for new, and extensions to existing, Park and Ride sites. However, in order to consider the opportunities arising from existing and proposed transport infrastructure, as required by paragraph 104 b) of the NPPF, it is necessary for developers and decision makers to be aware of existing park and ride sites, as set out on Diagram 18, and how park and ride sites can address dependency on the private car. Therefore, **MM172** provides a new paragraph of explanatory text to address this for effectiveness. For clarity, we have added a reference to Diagram 18 into the wording of the new paragraph, as it was published for consultation in the MMs.

Freight (Policy T05)

468. Policy T05 relates to the provision of freight services and the protection of freight facilities, which is supported by paragraphs 16.65 to 16.69 of the Plan. **MM173** provides additional supporting text to encourage sustainable freight opportunities, which accords with the sustainable objectives of the Plan. This is necessary to provide clarity and consistency with national policy on the Plan's approach to freight.

469. Criterion a) of Policy T05 ensures that non-residential development has the facilities to support commercial vehicles. However, as currently drafted it does not refer to the need for electric vehicle charging points. Paragraph 107 e) of the NPPF sets out the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles, when considering parking standards for residential and non-residential development. Accordingly, **MM174** to criterion a) is necessary to ensure the policy is consistent with national policy in this regard. For clarity and effectiveness, we have amended the wording of the MM following consultation, to refer to electric vehicle 'charging' facilities, and to ensure the first sentence of the policy scans correctly.

Highways Infrastructure (Policy T06)

470. Policy T06 concerns mitigation for transport impacts resulting from development, particularly the provision of additional highways infrastructure. However, to ensure the policy is effective, additional explanatory text is necessary to articulate the role that highways infrastructure can play in reducing the significant impacts of development on the transport network and highway safety, to promote sustainable transport modes and the need for transport plans and assessments, and to explain the role of the Infrastructure Delivery Plan, which supports the Plan and identifies the City's infrastructure needs **[MM175]**.

Car Parking (Policy T07)

471. The Plan states, at paragraph 16.78, that the Council is investigating the potential for a workplace parking levy. However, the Council has resolved not to pursue such a scheme at this stage. Therefore, paragraph 16.78 is no longer necessary, and should be deleted to ensure the Plan is justified and effective **[MM176]**.

472. Policy T07 provides guidance on parking provision in new developments. Criterion b) sets out the design considerations which need to be taken into account when considering car parking. Given the importance of addressing flooding in Leicester and building resilience into new developments to prepare for the changing climate, to ensure the policy is justified and effective, it is necessary to include sustainable drainage in the design of parking proposals **[MM177]**.

Conclusion

473. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for transport in Leicester.

Issue 14 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for minerals and waste needs in Leicester?

Minerals and Waste Needs

474. As a Unitary Authority, Leicester is responsible for minerals and waste planning. It is the Council's intention to produce a separate Minerals and Waste Local Plan, but until that is adopted, the city's minerals and waste planning requirements are to be addressed in this Plan.

475. Paragraphs 17.1 to 17.13 provide the background and context for the minerals and waste planning needs and requirements of the city of Leicester. However, as drafted paragraph 17.7 does not recognise the importance of partnership working with statutory bodies, such as the Environment Agency, in order to deliver the waste infrastructure which Leicester needs. **MM178** remedies this matter through the inclusion of additional text, which is necessary for effectiveness.

476. The NPPF states, at paragraph 209, that it is essential for there to be a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Furthermore, Mineral Planning Authorities (MPAs) should plan for a steady and adequate supply of minerals (paragraphs 213 and 214 of the NPPF). It is acknowledged that Leicester has no operational minerals extraction sites. However, given that the Plan sets out a large number of allocations for development and policies for regeneration, both aggregate and industrial minerals will be required to support this. It will be necessary for the Council to work with neighbouring MPAs to ensure an adequate provision of minerals to support its ambitions and safeguard resources. **MM179** provides additional text at paragraph 17.9 to address these matters, which is necessary for effectiveness and consistency with national policy.

477. The NPPF, at paragraph 215, sets out the planning framework in respect of oil, gas and coal exploration and extraction, stating that MPAs should plan for the three phases of exploration, appraisal and production. The extraction of oil and gas can be termed as conventional or unconventional. Unconventional oil and gas are trapped within impermeable rocks such as shale or coal and can be released only after the shale is drilled and artificially fractured (also referred to as fracking). The government has set out a moratorium banning fracking, however this is not reflected in the Plan. **MM180** corrects this factual error in paragraph 17.13 of the supporting text, and provides additional text relating to the status of fracking licences in the city, which is necessary for clarity and consistency with national policy.

New Waste and Existing Waste Uses (Policy FMWN01)

478. Policy FMWN01 provides the planning policy requirements relating to new waste facilities and extensions to existing waste facilities. Paragraph 4 of the National Planning Policy for Waste (2014) states that waste planning authorities should identify broad type or types of waste management facility and, at Appendix B(e), that in testing the suitability of sites, factors such as conserving the historic environment should be considered. Furthermore, the NPPF, at paragraph 119, establishes that planning policies and decisions should promote the effective use of land, including the use of brownfield land. As drafted Policy FMWN01 does not have adequate regard to these requirements. Accordingly, **MM181** is necessary to address these matters, including reference to other relevant Plan policies, to ensure Policy FMWN01 is positively prepared, effective and consistent with national policy.

End of Life Vehicle Facilities (Policy FMWN02)

479. Policy FMWN02 sets out the planning policy approach to new, or extensions to existing, end of life vehicle processing facilities. For effectiveness, **MM182** is necessary to ensure that the reference to other Plan policies is clear and unambiguous.

Managing Leicester's Minerals Resources (Policy FMWN03)

480. As submitted Policy FMWN03 is not consistent with chapter 17 of the NPPF, in that, whilst it identifies mineral safeguarding areas, it does not explicitly prevent the sterilisation of minerals within them by non-mineral development or expect prior extraction of minerals, where this is practical and environmentally feasible. **MM183** revises the wording of the policy so that it is effective and consistent with national policy in enabling the extraction of minerals, where this would not harm the overall vision and strategy of the Plan.

Provision of New Aggregate Recycling Facilities (Policy FMWN04)

481. Policy FMWN04 addresses new aggregate recycling facilities, where the NPPF sets out, at paragraph 210 b), that planning policies should so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials. However, the importance of this approach is not made clear in the supporting text to Policy FMWN04. **MM184** provides a new paragraph of explanatory text to address this, which is necessary to ensure the policy is adequately justified and consistent with national policy. **MM185** is necessary to ensure the references to other Plan policies within Policy FMWN04 are clear and effective.

Conclusion

482. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for minerals and waste needs in Leicester.

Issue 15 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for infrastructure in Leicester?

Background and evidence base

483. Plan chapter 18 provides the justification and policies for the provision of infrastructure to support sustainable development. Over the Plan period, the City of Leicester will be the focus of substantial housing and employment growth, resulting in increased pressure on local infrastructure, services and facilities. Therefore, it is crucial that new infrastructure is provided to create sustainable communities.

484. The Infrastructure Assessment (Updated 2023) (the IA) [EB/DI/2] identifies all relevant infrastructure needs that are anticipated over the plan period, which can clearly be related to growth, to provide evidence that such need is both known and being actively planned for. The IA identifies that only around 10.5% of overall infrastructure costs are likely to be attributable to growth. However, this does not include transport mitigations, which were considered separately. The total projected infrastructure investment required for the Plan is £912.56 million.

485. The IA also identifies the funding sources and delivery partners that would be necessary to deliver the larger infrastructure projects, such as a 1,200-place

secondary school and five new primary healthcare complexes. As several of the sites allocated for housing and economic growth border neighbouring local authority areas, cross-boundary cooperation will be necessary, particularly on highway matters, to ensure infrastructure delivery. This is set out in the Strategic Growth Plan (2018).

486. The Whole Plan Viability Assessment May 2022 Refresh (WPVA) [ED/DI/3] concludes that the Council's proposed policies are deliverable and viable at the thresholds proposed. Overall, therefore, we are satisfied that there is Plan-wide viability to show that its site allocations and proposals can be realistically delivered, together with the necessary supporting infrastructure over the Plan period.

487. However, the Council does not at this stage intend to pursue the adoption of a Community Infrastructure Levy (CIL), based on the conclusions of the WPVA. As drafted paragraph 18.7 of the supporting text includes this as an option, as one of a range of funding sources for infrastructure. To ensure that the Plan is justified based on the evidence, the reference to the introduction of CIL should be deleted **[MM187]**.

488. Appendix 5 of the Plan sets out how the policies of the Plan will be delivered and implemented. This requires updating to include the new and modified policies recommended in this Report and the MMs Schedule **[MM199]**.

Developer Contributions and Infrastructure (Policy DI01)

489. Policy DI01 forms the overarching strategic policy for the provision of infrastructure required to support the development proposed in the Plan, to be funded and delivered in accordance with Section 106 and the CIL Regulations. However, as submitted, the policy is ambiguous and not consistent with national policy on developer contributions and viability. In particular, the policy and supporting text does not refer to the types of infrastructure that development will be expected to contribute to, although these are set out in Appendix 4 to the Plan; it makes no express reference to the tests for planning obligations set out in the NPPF and CIL Regulations; and it is unclear on the circumstances in which the viability of development proposals to support planning obligations will be considered at the planning application stage. Accordingly, MMs to Policy DI01 and its supporting text are required to ensure it is justified, effective and consistent with national policy in these respects. **[MM186, MM188, MM189]**

490. The supporting text at paragraph 18.10 indicates that the Council intends to produce a supplementary planning document (SPD) on developer contributions and infrastructure, following the adoption of the Plan. The PPG makes clear that it is not appropriate for new formulaic approaches to planning obligations to be set out in SPDs, as these would not be subject to examination (PPG Paragraph: 004 Reference ID: 23b-004-20190901). To ensure that the Plan is consistent with national policy in this regard, an MM is necessary to the supporting text to make clear that the SPD will not increase the expected developer costs beyond what is already set out within this plan **[MM188]**.

Conclusion

491. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for infrastructure in Leicester.

Issue 16 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for neighbourhood planning in Leicester?

Strategic Framework for Neighbourhood Plans

492. Chapter 19 of the Plan sets out the Council's approach to neighbourhood planning. As currently drafted Plan paragraph 19.3 sets out the policies that are not strategic and Table 9 lists the policies that do not need to be taken into account when preparing neighbourhood plans. However, paragraph 13 of the NPPF states that neighbourhood plans should support the delivery of strategic policies contained in local plans. Therefore, to ensure consistency with national policy and effectiveness, chapter 19 of the Plan should list the strategic policies that should be taken into account when preparing neighbourhood plans. **MM190** and **MM191** amend paragraph 19.3 and Table 9 of the Plan accordingly.

Conclusion

493. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for neighbourhood planning in Leicester.

Issue 17 – Has the Plan been positively prepared and is it justified, effective and consistent with national policy in respect of its policies and proposals for planning enforcement in Leicester?

Planning Enforcement (Policy PE01)

494. Chapter 20 of the Plan provides the background to the Council's approach to enforcement and Policy PE01 sets out the planning policy approach to how any breaches of planning control will be investigated and addressed. The Town and Country Planning Act 1990 sets out the statutory powers for planning enforcement. For clarity and effectiveness, an additional paragraph in the supporting text is necessary to explain this and what constitutes a breach of planning control **[MM192]**.

495. The Council has adopted a Planning Enforcement Policy and Procedure, as recommended in paragraph 59 of the NPPF. Paragraph 2.3 of that document states that the LPA has a general discretion to take enforcement action. However, this is not recognised in Policy PE01. Accordingly, for clarity and effectiveness, it is necessary to reference this general discretion in Policy PE01 **[MM193]**.

Conclusion

496. Subject to the MMs set out above, the Plan has been positively prepared and is justified, effective and consistent with national policy in respect of its policies and proposals for planning enforcement in Leicester.

Issue 18 – Is the monitoring framework of the Plan effective and consistent with national policy?

497. Regulation 34 expects LPAs to produce an annual monitoring report (AMR) of progress with the preparation and implementation of Local Plans. Where a policy is not being implemented, the AMR must say why and what steps are to be taken to secure its implementation. The PPG (Paragraphs: 065 Reference ID: 61-065-20190723 and 073 Reference ID: 61-073-20190315) anticipates that the indicators against which the success of policies are monitored in the AMR should be set out within the development plan.

498. Chapter 21 of the Plan sets out the Council's approach to monitoring and review, including the publication of an Annual Monitoring Report. However, the Plan does not include any indicators against which the effectiveness and implementation of its policies and proposals can be monitored.

499. As such, to ensure the Plan is effective and consistent with national policy in this regard, it is necessary to replace the whole of chapter 21 with new explanatory text and a Monitoring Framework, setting out the indicators and targets against which the Plan will be monitored **[MM194** and **MM195]**. We are satisfied that the new Monitoring Framework (as set out in Annex E to the MMs Schedule) is sufficiently comprehensive and robust to enable the Council to identify any under-delivery requiring action, and that the inclusion of further milestones is not necessary for soundness.

Conclusion

500. Subject to the MMs set out above, the monitoring framework of the Plan will be effective and consistent with national policy.

Overall Conclusion and Recommendation

501. The Plan has a number of deficiencies in respect of soundness and legal compliance for the reasons set out above, which mean that we recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

502. The Council has requested that we recommend MMs to make the Plan sound and legally compliant and capable of adoption. We conclude that the DtC has been met and that with the recommended MMs set out in the Appendix the Leicester Local Plan 2020 to 2036 satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

Karen Baker, Joanne Burston and *Mike Hayden*

Inspectors

This report is accompanied by an Appendix containing the Main Modifications.

Leicester Local Plan

2020 to 2036

Tracked Changes Plan February 2026

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Foreword



Sir Peter Soulsby

Leicester is a proud and self-confident historic city with a rich heritage of buildings, a widely based economy and a wonderful diversity in its people.

The Leicester Urban Area has grown dramatically over recent decades, with a combined population now of almost 650,000. At the same time as we face the challenge of climate change, that pressure of growth is forecast to continue.

Following substantive consultation, this publication (Regulation 19) local plan shows how we respond to the pressure of growth and how it shapes the city of the future. Although the Local Plan must be focused on the administrative area of the city council it must also take proper account of the fact that the Leicester Urban Area now extends far beyond that boundary and that the city is set at the heart of a wonderful county. (See Diagram 1 overleaf)

Issues of housing, shopping, our economy and transportation cannot be discussed in isolation. Reflecting our interdependence, the Strategic Growth Plan agreed with our partner district councils and the county council sits behind this Local Plan.

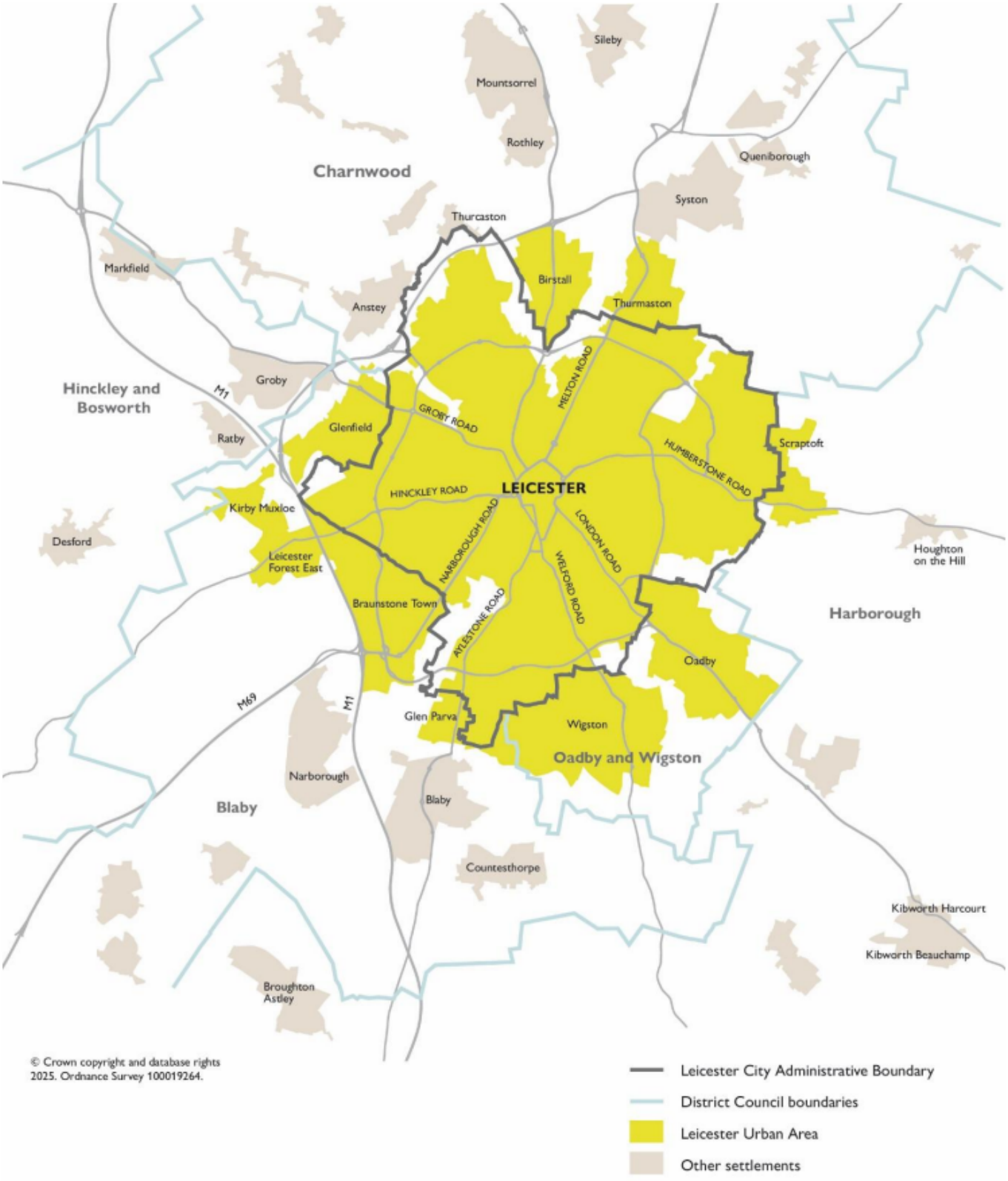
We have sought to secure full and ongoing co-operation from partners to enable the plan to deliver both Sustainable City and County growth.

I hope that a wide range of organisations and interested people, both within the administrative boundary and beyond it, will want to comment on the plan before it is formally submitted to the Secretary of State later this year. The coming months offer us all a unique opportunity to help shape our city for the next 15 years and beyond.

Sir Peter Soulsby,

City Mayor.

Diagram 1. The Leicester Urban Area


Sileby
Mountsorrel
Rothley
Charnwood
Queniborough
Syston
Thurcaston
Markfield
Birstall
Anstey
Thurmaston
Hinckley and Bosworth
M1
Groby
Glenfield
GROBY ROAD
MELTON ROAD
Ratby
Scraptoft
HUMBERSTONE ROAD
HINCKLEY ROAD
LEICESTER
Kirby Muxloe
NARBOROUGH ROAD
LONDON ROAD
Desford
Leicester Forest East
Houghton on the Hill
Braunstone Town
WELFORD ROAD
AYLESTONE ROAD
Harborough
Oadby
M69
M1
Glen Parva
Wigston
Oadby and Wigston
Narborough
Blaby
Blaby
Countesthorpe
Kibworth Harcourt
Kibworth Beauchamp
Broughton Astley
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Leicester City Administrative Boundary
District Council boundaries
Leicester Urban Area
Other settlements

1. Introduction

1.1 In 2021 the Government published a revised National Planning Policy Framework (NPPF). The NPPF requires local planning authorities like Leicester City Council to support sustainable development and to plan positively for it, by preparing new local plans.

1.2 Leicester City Council has produced this Local Plan, which sets out the vision and objectives for the growth of the city over the next 15 years.

The plan ~~will~~:

- Identif**ies**~~y~~ broad locations for development
- Allocate**s** strategic development sites
- Set**s** clear policies that guide decisions on planning applications
- Indicate**s** how the plan will be delivered and how progress will be monitored

1.3 Its purpose is to provide the overall strategic and spatial vision for the future of the Leicester Urban Area.

1.4 The Local Plan must be flexible to allow for future changes in circumstances, including different policy frameworks or changes to the local, regional or national economy. Proposed development needs to be viable. This is important as the current economic climate presents significant challenges for place shaping. The Local Plan will provide the framework and certainty that will attract investment to Leicester allowing us to guide investment in ways that the community has signed up to.

1.5 A range of evidence has been prepared by the council to underpin the Local Plan, including that which was undertaken to inform the previous Local Development Framework Core Strategy process.

1.6 The Local Plan **is** ~~will become~~ the development plan for the city. It sets out the vision and framework for future development for the plan period 2020 to 2036. It ~~will~~ replace**s** the existing Core Strategy (2014) and saved policies from the 2006 Local Plan.

1.7 The Local Plan will be used to manage development through the determination of planning applications, making it clear where development is acceptable and helping to provide certainty for the local community. This will help to ensure that development is planned, co-ordinated, well designed and will make a positive contribution to the city.

Figure 1. Key Stages in Preparing the Local Plan (Current stage in red)

1.8 The Local Plan does not contain detailed policies for waste and minerals. These will be set out in a separate Leicester Waste and Minerals Local Plan which will contain detailed guidance about the allocation of sites for waste disposal and protection for potential mineral sites.

How has the plan been developed?

1.9 Since 2014, the council has undertaken a range of consultation exercises on various stages of developing its Local Plan. These consultations have considered all aspects of planning policy, although the fundamental focus has always been around the level of growth and how that growth is delivered. The plan has also taken into account changing national guidance.

What other issues have we considered in preparing the Local Plan?

1.10 In addition to national policies, we have complied with various European level regulations. The plan has been subject to a Strategic Environmental Assessment (SEA) to assess the plan's environmental impacts. A Sustainability Appraisal (SA) has also been undertaken to assess not only the environmental effects of the plan but also the economic and social. The council has also produced a Habitats Regulations Assessment/Appropriate Assessment (HRA), Equalities Impact Assessment (EIA) and has undertaken a Public Health Impact Assessment (PHIA) as part of public consultation on the plan.

Relationship to other Strategies

1.11 The Local Plan has been informed by the aims of other city-wide plans and strategies including:

- ~~Climate Emergency Strategy and Action Plan (2021)~~ **Climate Ready Leicester Plan (2023-28)**
- Economic Recovery Plan – First Steps (2020)
- ~~Joint Health and Wellbeing Strategy and Action Plan (2019)~~ **Leicester's Health Care and Wellbeing Strategy 2022-2027**
- Air Quality Action Plan (2015 – 2026)
- ~~Draft Local Transport Plan (2022)~~
- **Leicester Transport Plan (LTP3) 2011-2026**
- Leicester Cycling and Walking Improvement Plan (2019)
- Leicester and Leicestershire Tourism Growth Plan (2019)

Duty to Co-operate

1.12 Satisfying the council's responsibilities through the Duty to Co-operate is vital to the delivery of an acceptable Local Plan. The councils of Leicester and Leicestershire have a strong and long-established record of commitment to joint working with each other and with other public bodies. The preparation of the plan has involved engaging constructively, actively and on an ongoing basis with neighbouring authorities, key stakeholders and public bodies with regards to planning and economic matters.

1.13 The process relating to Duty to Co-operate (DtC) sets out the need for the councils to work closely together on cross boundary and wider strategic issues and to assess the critical interdependencies, such as transport, housing and employment needs, retail and waste. To demonstrate effective and on-going joint working strategic plan-making, authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in co-operating to address these matters.

The Leicester and Leicestershire Strategic Growth Plan

1.14 The eight local authorities in Leicester and Leicestershire Housing Market Area (HMA) together with Leicestershire County Council and the Leicester & Leicestershire Local Enterprise Partnership (LLEP) have prepared a Strategic Growth Plan (SGP) that sets out the aspirations for delivering growth in the Leicester and Leicestershire HMA. It sets out, in broad terms, the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050. The **SGP**~~Plan~~ and supporting evidence is available on the website. (llstrategicgrowthplan.org.uk)

1.15 To ensure that the Leicester and Leicestershire HMA housing and employment need is fulfilled up to 2036 a Statement of Common Ground (SoCG) has been sought with each local authority within the Leicester and Leicestershire HMA. This sets out how the Leicester and Leicestershire HMA employment and housing need will be met, including how any need that cannot be accommodated within individual local authorities will be dealt with.

How to use this Plan

1.16 The plan should be regarded as one comprehensive publication and it is important that individual policies contained within the Local Plan are not viewed in isolation. For example, health and wellbeing is influenced by many factors such as good design, employment opportunities, open space and sport provision and the availability of quality housing. Policies will therefore be cross

referenced with other policies in the plan where appropriate. Policy objectives may sometimes compete, so their context will be weighed against one another in decision making to secure an optimum outcome.

1.17 ~~An 'Atlas of Proposed Changes' has also been produced, which illustrates the changes that we are proposing to make to the Policies Map that was adopted in January 2006. It comprises changes arising from the Leicester Core Strategy as well as the policies and proposals contained in this draft local plan and proposals map.~~ **An accompanying Policies Map has been produced to illustrate the spatial boundaries of the Plan's policies and constraints. An interactive version of the Policies Map can be viewed on the Council's website and will be kept up to date with regards to constraints boundaries and base mapping.**

1.18 The full evidence and supporting Statements of Common Ground, underpinning this Local Plan and polices are set out on the council's website. ~~This evidence will be kept under review up to adoption of this plan.~~
~~Weblink to be added~~

Review of the Plan

1.19 The NPPF (2021) states that to be effective, Local Plans need to be kept up to date and that strategies and policies should be reviewed, to assess whether they need updating. Local planning authorities must review local plans at least once every 5 years from their adoption date. The council is committed to working in co-operation with partners, stakeholders and the community to continue to review and adapt our planning policies to meet these requirements.

~~Further Information~~

~~1.20 For further information about this document, the Local Plan process or previous consultation documents please contact the Planning Policy team using the details below:~~

~~Planning Policy Team~~
~~City Hall~~
~~115 Charles Street~~
~~Leicester LE1 1FZ~~
~~Email: planning.policy@leicester.gov.uk~~
~~Website: www.leicester.gov.uk/localplan~~

2. A Profile for Leicester: A Spatial Portrait

2.1 This chapter provides a broad overview or ‘snapshot’ of the physical characteristics of the city as well as the current social, economic and environmental conditions in Leicester. These provide the foundation from which the vision and spatial strategy are built. These are set out later in this document.

Location

2.2 Leicester is a predominately urban area located in the centre of the county of Leicestershire. The Leicester Urban Area covers the administrative area of the city, as well as and other settlements such as Thurmaston, Birstall, Glenfield, Leicester Forest East, Braunstone Town, Syston, Anstey, Glen Parva, Oadby, Wigston, and Scraptoft. The population of the area is approximately 650,000. Leicestershire County covers an area of 215,600 hectares and has a population of just over 1 million.

2.3 The administrative area of the city council covers nearly 7,500 hectares, with a population of about 368,300 making it the largest city in the East Midlands (ONS 2022 Census). The area provides housing, employment, shopping, public administration, leisure, ~~health care~~ **healthcare** at three hospitals and further and higher education facilities. Over recent years there has been substantial investment in the Highcross shopping centre, Haymarket, ‘Connecting Leicester’ project, and facilities such as the Curve & Performing Arts Centre and St Margaret’s Bus station and the Railway Station. Other substantial investment has been made at the Phoenix Arts Centre, schools and health centres as well as provision of new housing schemes across the city e.g. Ashton Green and the Waterside Regeneration Area.

2.4 The city’s two universities, University of Leicester and De Montfort University are highly acclaimed nationally and internationally and have a combined total of ~~43,100~~ **46,175** students**,** ~~(~~as registered in the ~~2017/18~~ **2022/23** academic year **(HESA, 2024)**. Also in Leicestershire, there is Loughborough University.

2.5 The city is at the heart of the national road network with quick and easy links to major motorways including the M1, M69, and M6. Leicester is just over one hour away from London via the midland mainline. East Midlands Airport is 30 minutes away and Birmingham airport is approximately a 50-minute drive from the city centre. This makes Leicester easily accessible from all major UK cities, Europe and international locations.

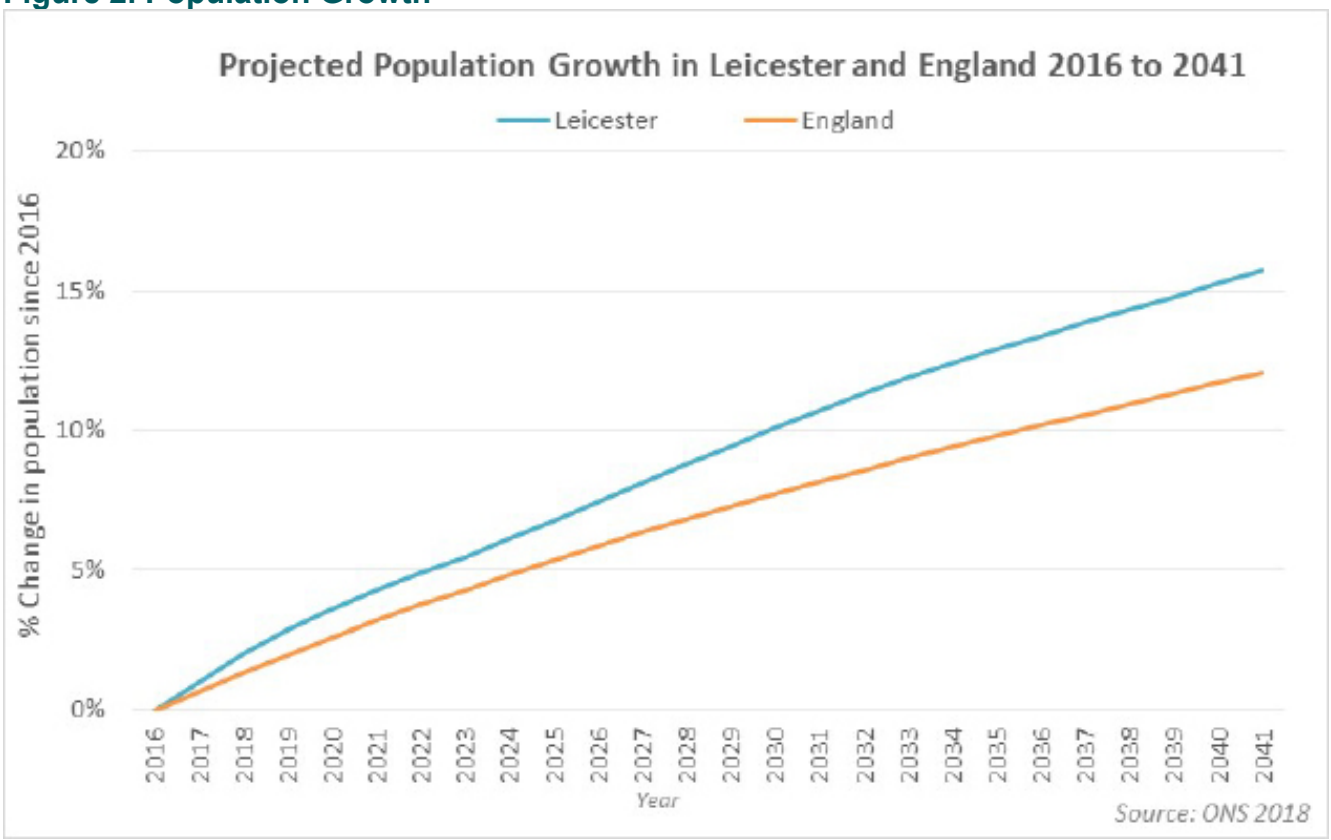
The Community – Population and Demographics

2.6 Leicester is the largest city in the East Midlands with a population of around 368,600 in 2021. The 2021 census data first release shows that Leicester Local Authority area's population grew faster than all the England core cities between 2011-2021 at 11.8% and is one of fastest growing cities in the country. Furthermore, Leicester's population density is now the third highest outside of London (showing the fourth largest increase after Slough, Watford and Cambridge).

2.7 Leicester is also one of UK's most youthful and dynamic populations with a median age that is younger than other major cities including Birmingham, Manchester, Nottingham, Bristol, and Edinburgh. The large proportion of younger people in Leicester reflects the student population attending Leicester's two universities and inward migration to the city.

Population Projections

Figure 2. Population Growth



Source: ONS, 2016-based population projections

2.8 Figure ~~0~~2 shows the projected population growth in Leicester compared to England. The figure anticipates a year-on-year population increase in Leicester over the next 20 years. It estimates a 7.5% increase between 2016 and 2026. In the longer term we estimate a 16% increase by 2041. This rate is higher than that expected for England (12%) over the same period.

Diversity

2.9 Leicester is home to a rich and diverse range of ethnic and faith communities with 28% of the population (Source: Census 2011) born outside of the EU. Almost half of Leicester's residents classify themselves as belonging to an ethnic group that is not white. It is the UK's most diverse city with 240 faith groups and more than 70 languages spoken by the residents. Leicester also has one of the country's largest Asian communities (37% of the population), with 28% of all residents defining themselves as of Indian heritage and 9% as other Asian groups. At 3.8%, Leicester's African community is a notably larger proportion of the population than that for England (1.8%).

People with a Disability

2.10 In 2011 over a quarter (32,447 - Source: Census 2011) of city households included a person with a long-term health problem or disability that limits the persons day-to-day activities and has lasted or is expected to last at least 12 months. This includes problems that are related to old age. A quarter of Leicester households in which at least one person has a long-term health problem or disability (7,909) also includes dependent children. By 2036 there will be an additional 19,361 households either already experiencing health problems or likely to develop health problems within 10 years. As expected, the incidence of disability in the city is highest in areas where the population is older (such as Thurncourt) and lower where the population is younger (for example, the city centre).

Climate Change and Air Quality

2.11 ~~A Climate Emergency Strategy was adopted in 2021~~ **The council's updated strategy to respond to the Climate emergency is Climate Ready Leicester (2023-28).** ~~and the Climate Emergency Action Plan~~ **The Climate Ready Leicester Plan** and Local **P**~~p~~lan implementation will be monitored, to safeguard the future growth of the city. The council has developed a programme of action to reduce greenhouse gas emissions and prepare for changing climate in the ~~Emerging Climate Action Plan~~ **Climate Ready Leicester Plan** for the city. This plan sets out the carbon reduction and climate change actions we are taking, alongside other goals such as increasing levels of walking and cycling, improving air quality, minimising waste, increasing recycling, and protecting and enhancing biodiversity and our open spaces.

2.12 The Local Plan has an important role in helping the council to meet its legal requirement to comply with national and regional targets. Measures need to be put in place to minimise traffic emissions and minimise emissions from new development to assist Leicester to become a low emission city.

Economy

2.13 The local economy is characterised by a very strong and diverse small business community. It has a larger manufacturing sector than the national average. Leicester continues to have a strong manufacturing base compared to the rest of the UK. The city has a high proportion of people employed in the public sector, which is understandable as the city is the natural focus in the sub region for education, health and local government.

2.14 However, the recent pandemic has put immense pressure on local businesses. Therefore, sufficient quality employment land needs to be maintained in the city to ensure that a strong and diverse economy can be sustained.

2.15 The growing confidence and strength of the city economy is well evidenced through major inward investment and a significant number of new jobs including IBM, Hastings Insurance and Mattioli Woods, together with other new office-based businesses such as PPL PRS and Octopus Energy. In addition, the city council developments of the Dock, LCB Depot, Friars Mill, Food Park, Makers Yard and The Gresham have provided much needed new workspaces for small businesses.

Homes

2.16 Leicester has a high number of households that live in rented and overcrowded accommodation. The total social housing stock consists of approximately 20,000 properties city wide, a large proportion of which is made up of 1-3 bedroom properties. Over the past 15 years house price increases in Leicester (189%) have been higher than regional (154%) and national (158%) rates of growth. The city also sees notably higher levels of overcrowded, concealed and shared households, which is in part influenced by its diversity and student population. A net need of 17,871 affordable housing dwellings in the city (over the plan period) has been identified in the Local Housing Needs Assessment (2022), based on new government guidance. Delivery to address the ~~emerging~~ Housing Crises is a key priority.

2.17 A key challenge for the Local Plan is to deliver sufficient housing throughout the plan period. However, due to the constraints and lack of supply of suitable developable land within the city's administrative boundary, the city council will continue to work with the Housing Market Area (HMA) partners to ensure that any housing need that cannot be accommodated in the city can be sustainably located within the HMA as a whole. This is in line with the Strategic Growth Plan (SGP) and the agreed Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022).

2.18 It is also important that the plan responds to the needs of specific groups such as older persons, gypsy and travellers and students.

Transport

2.19 The regional transport strategy context has been established through the 'Midlands Connect Strategic Transport Plan for the Midlands - Fairer, Greener, Stronger' published in April 2022. This identifies key priorities for regional level transport investment to support a more productive, prosperous, and sustainable economic development of Leicester and Leicestershire. Transport for East Midlands (TfEM) provides leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of the Midlands Connect, the Department for Transport and its delivery bodies. TfEM and Midlands Connect have agreed a joint statement of working together to promote eight key investment priorities for the East Midlands.

2.20 A Strategic Transport Priorities document was published in Autumn 2020 which has been developed alongside the Strategic Growth Plan for the city and county which has a plan period to 2050. These plans were prepared together by Leicester City and Leicestershire County Councils to ensure that the long-term development needs and associated transportation requirements are co-ordinated and will also support the future prosperity of Leicester and Leicestershire.

2.21 Leicester City Council has secured £70m from the Department for Transport's Transforming Cities Fund. This is delivering significant improvements to Leicester's transport network. For example, transforming public transport provision and improving and connecting city centre transport interchanges would help support the majority of new growth in Leicester for the next 5 years. In addition, **the Bus Service Improvement Plan (2024-2036) has been refreshed to reflect the significant partnership progress and change that has taken place over the intervening period. It sets out an ambitious yet realistic programme of work** ~~a Leicester Enhanced Partnership Bus Plan published in Spring 2022 sets out an ambitious and inspiring way forward for transport~~, building upon recent and major investments. A new Local Transport Plan (LTP) is also currently in development.

2.22 The Leicester Urban Area faces many different challenges and opportunities for transport over the lifetime of the local plan and beyond. Key issues that will have a significant influence on transport include climate change and air quality, growth and development and its impact on traffic levels, changing population and health.

Heritage

2.23 Leicester is an ancient Iron Age settlement that was held as a high-status tribal centre near the east bank of the River Soar over 2,000 years ago. It became a significant capital city at the time of the Roman Conquest of Britain (around AD43). Much of the city was rebuilt following the arrival of the Industrial Revolution in mid-1700s, and more communities migrated to Leicester after World War II. Leicester has a rich and varied historic environment which contributes to our knowledge and understanding of the past. The historic environment has wider social, cultural, economic and environmental benefits to the city. It helps define an area, creates a sense of place and serves as a focal point for civic pride, tourism, inward investment and the creation of jobs.

2.24 Leicester has a rich history from Roman, Saxon and Norman times and in more recent centuries became one of the most significant centres for textile and hosiery manufacture in the UK. It has 11 Scheduled Monuments, over 397 Listed Buildings of special architectural or historic interest and 25 Conservation Areas.

2.25 Careful management of the historic environment is necessary to ensure its importance is recognised and that it can continue to contribute to the success and growth of the city.

Changing City Centre and Retail

2.26 Technology is changing the way we shop. We are now buying goods more frequently online and via mobile phones. The Covid-19 pandemic and impact of lockdown measures (both local and nationally) have also added to the pressure that our high streets and operators are facing. This has implications for the type of physical stores we require. Leicester's city centre like many others, is promoted as a destination with a range of shopping and leisure activities. The way that people do their food shopping is also changing.

2.27 These trends raise a series of challenges for how the local plan shapes change and supports our city centre, town centre, district and local centres across the city. The introduction of "Class E" in September 2020 placed a wide range of uses, which included retail, food, financial services, gyms, healthcare, nurseries, offices and light industry into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres that do not require planning permission. In the same way, Class E gives greater flexibility to Class E uses that are located outside of defined shopping centres.

Key issues include:

- How to integrate new retail development with a wider range of uses within the city centre especially in light of the recent changes to the use classes order
- How to balance demand for leisure uses and particularly the night time economy with growing residential use of the city centre

How to support our town centres and district and local centres in providing a range of shops and services that meet the needs of all groups in society

Education

2.28 Leicester's educational attainment is below the UK average 28% of Leicester's residents having no qualifications against a figure of 22% for England (Source: 2011 Census).

2.29 The percentage of people in Leicester with higher education qualifications is lower than in the rest of England. However, there is some evidence that this gap is reducing. Spatially, the areas with lowest educational attainment are the outer estates to the west of the city and the inner-city areas.

2.30 The University of Leicester, De Montfort University, Leicester College and other sixth form colleges including Gateway College play an important role in the city. However, an area of concern is the low retention of graduates, especially medical graduates from the city's two universities. In general, educational attainment can be closely linked to income levels, employment opportunities and deprivation. Improving education and skills is also a priority for the city.

Open Space and Green Infrastructure

2.31 Leicester's open space network consists of a variety of spaces of differing size, quality and function, comprising almost 25% of the city area. Approximately half of the open space network is in the green wedges, which were allocated in 2006.

2.32 The River Soar and Grand Union Canal corridor that flows from south to north through the city centre is an important resource for wildlife and connects many open spaces along its path.

2.33 The city's green infrastructure includes a network of multifunctional open spaces including, waterways, formal parks, gardens, woodlands, street trees, green corridors, nature reserves and links to open countryside. These areas are intrinsically linked and are valuable in the maintenance and enhancement of biodiversity. They also provide opportunities for sport and recreation and contribute to wider environmental benefits, including managing flood risk.

Health and Wellbeing

2.34 Life expectancy in Leicester is lower than the England average. Whilst this has improved over the past decade it has shown a slower improvement than England overall.

2.35 Leicester's diverse population is marked by a greater number of younger people and lower number of older residents than the national average. There is a persistent gap in health between Leicester and England overall. The health gap between the more deprived and the more affluent communities within Leicester has remained unequal.

2.36 New and existing communities need the appropriate health and community infrastructure to support their needs and wellbeing. This is an important issue for the ~~new~~ Local Plan. Environmental issues such as air quality, the provision of open spaces and leisure opportunities, and access to education and employment can all affect health and wellbeing.

Waste and Minerals

2.37 As a unitary authority, Leicester City Council is a waste and minerals planning authority. This responsibility involves identifying waste arising from all sources within the administrative boundary of Leicester and the Leicester Urban Area and requirements for minerals including aggregates and how these will be sourced.

3. Vision For Leicester

3.1 The vision and objectives form the heart of the Local Plan and are built from the foundations laid out in the spatial portrait. They take into account the council's corporate priorities and strategies. The council has utilised a range of previous consultations (See Figure ~~0~~1) and evidence to help formally shape the vision and objectives for the city for the next 15 years.

The Vision

A confident city with a reputation as a cosmopolitan, creative and academically rich place, in which businesses thrive and there is strong sustainable growth in housing, jobs and skills.

Our ambition for sustainable growth will be balanced against the need to combat climate change and protect and enhance the natural environment and biodiversity in our city.

A place where all people who live, work and enjoy the city feel proud to belong to our city and that our city belongs to them.

3.2 Below are the key objectives which inform and support the overarching vision:

Objective 1: Support the delivery of new homes balanced with economic growth to meet the needs of all people.

Objective 2: Prepare for, limit and adapt to climate change.

Objective 3: Support economic growth, maximise employment opportunities and support businesses to grow.

Objective 4: Improve the health and wellbeing of local residents.

Objective 5: Ensure new development is of a high-quality design and layout which reflects local context and circumstances.

Objective 6: Enabling the right infrastructure for the city to grow and thrive.

Objective 7: Conserve and enhance the identity, character and diversity of the city's built and heritage assets.

Objective 8: Protect and enhance the natural environment including green infrastructure and

biodiversity.

Objective 9: Make efficient use of existing transport infrastructure by helping to reduce the need to travel by car and improve accessibility to jobs and services.

Objective 10: Enhance the vitality and viability of our city centre, town centres and district and local centres.

New Objective: To use Brownfield sites, including derelict buildings to deliver a significant part of the new housing and employment requirements of the city to support the growth and regeneration of the city.

Presumption in Favour of Sustainable Development

3.3 The government expects the planning system to actively encourage growth, giving local people the opportunity to shape communities, whilst ensuring sufficient housing to meet local need and support economic activity. This approach is entirely consistent with the council's vision and aspirations for Leicester. In this context it is important that the planning system does everything possible to support economic growth and sustainable development.

3.4 In accordance with the National Planning Policy Framework 2021 (NPPF), all the policies within the local plan have been prepared with a presumption in favour of sustainable development.

Policy VL01. Presumption in Favour of Sustainable Development

a) When considering development proposals, we will apply the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)
b) The city will work pro-actively with applicants to find solutions so that appropriate proposals can be approved wherever possible to secure development that improves the economic, social and environmental conditions in Leicester
c) Planning applications that accord with policies in the ~~local~~ **adopted development** ~~plan~~ will be approved unless material considerations ~~dictate~~ **indicate** otherwise
d) Where there are **no relevant development plan** policies ~~relevant to the application~~, or ~~relevant~~ **the** policies **which are most important for determining the application** are out of date at the time of making the decision, then the council will grant permission unless ~~material considerations indicate otherwise, taking into account whether~~:
    - **the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or**

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole **having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination**; ~~or~~
- ~~Specific policies in the NPPF indicate that development should be restricted~~

4. Strategy For Leicester

4.1 This chapter presents the main components of our Strategy. It contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad locations of where new homes, infrastructure, open spaces, employment uses and shops will be developed in the period up to 2036. ~~See~~ Diagram 2 Growth in the Leicester Urban Area **which identifies the strategic growth locations and transport links within and adjacent to the Leicester City administrative boundary**.

4.2 All aspects of development must meet rigorous standards of social, economic and environmental sustainability. The council has undertaken an appraisal of all the reasonable planning options for the Local Plan assessed against a range of objectives and sustainability criteria and this has guided the draft strategy.

The Leicester and Leicestershire Strategic Growth Plan

4.3 This Local Plan covers the period to 2036 in the context of the Strategic Growth Plan (SGP) which enables effective cooperative working with other local planning authorities in the Leicester and Leicestershire Housing Market Area (HMA) over the plan period.

4.4 The Strategic Growth Plan has been prepared by the ten partner organisations in Leicester and Leicestershire to provide a long-term vision that will address the challenges that the area faces, and the opportunities presented for growth. The plan sets out an agreed strategy for the period to 2050, which will be delivered through Local Plans.

4.5 The key strategic planning issues affecting Leicester and Leicestershire are as follows:

- Securing major strategic infrastructure investment to support planned housing and economic growth
- In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions
- Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes
- Meeting the need for employment land across the Functioning Economic Market Area (FEMA)
- Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods

- Meeting the majority of long-term future housing and employment land needs in strategic growth locations
- Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents

4.6 To ensure that the Leicester and Leicestershire HMA housing and employment need is fulfilled up to 2036, **a** Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) has been produced and agreed by the following local authorities within the Leicester and Leicestershire HMA:

- Oadby and Wigston Borough Council
- North West Leicestershire District Council
- Leicestershire County Council
- Blaby District Council
- ~~Oadby and Wigston~~ **Charnwood** Borough Council
- Melton Borough Council

Sustainability Appraisal

4.7 The city council has carried out a sustainability appraisal process, to assess the social, environmental and economic effects of the plan from the outset. This will help ensure that decisions contribute to achieving sustainable development.

4.8 The sustainability appraisal is integral to the plan making process and performs a key role in providing a sound evidence base for the plan. The sustainability appraisal facilitates the evaluation and choice of alternatives. It also helps demonstrate that the plan is the most appropriate, given the reasonable alternatives.

Strategy for Leicester: How much new development is required?

4.9 A key aspect of the Local Plan is to identify the amount of new jobs and homes needed and translating these into the provision of sufficient land.

1. Housing - Chapter 5

4.10 The National Planning Policy Framework requires councils to calculate their local housing needs based on a standard methodology. For Leicester, the local housing need is 2,464 dwellings per annum (39,424 homes over the plan period) which includes the 35% uplift for large cities. The ~~l~~**L**ocal ~~p~~**P**lan identifies a target **minimum requirement** of ~~1,296 dwellings per annum. About~~ 20,730 **dwellings** ~~homes will be delivered~~ over the plan period **(1,296 dwellings per annum)**,

with the remaining housing need being apportioned as agreed in the **Leicester & Leicestershire** Statement of Common Ground **on Housing & Employment Needs (June 2022)** (SoCG).

Proposed Options for Meeting Housing need in the city

- Prioritisation of new housing development on brownfield sites in the Central Development Area and attracting more people to live in the city centre
- Delivery of housing on sites within the city (outside the Central Development Area) that are housing allocations in the Local Plan or that have current planning consents. This includes the completion of development at Ashton Green
- Ensuring the efficient use of land and seeking to achieve higher densities in the right locations whilst ensuring a suitable mix and type of housing
- Seek development of new strategic locations for housing - former Western Park Golf Course; east of Ashton Green; Land north of the A46 bypass; and land west of Anstey Lane
- Remodelling and improvement of sites in existing residential areas to increase housing supply and create more balanced communities
- To continue working on the SoCG with authorities within the Housing Market Area (HMA) to agree the spatial distribution of housing need that cannot be met in the city

4.11 Even with these sites coming forward there will not be enough housing land in the city given its tightly drawn administrative boundaries and lack of developable and viable sites. The spatial distribution of the city's housing need that cannot be met, in addition to any other unmet need arising within the Housing Market Area (HMA) has been agreed in the Leicester & Leicestershire Statement of Common Ground on Housing and Employment Need (June 2022).

2. Employment - Chapter 12

4.12 As well as providing new homes it is vitally important that the city's economy is supported and able to grow, providing new jobs and investment into the city. For a number of years, the surrounding areas have grown jobs faster than the city. Increasingly, industrial land is being redeveloped for alternative uses. Prior to the employment land at Ashton Green no significant new employment land has been provided within the city's boundaries for many years. Fourteen hectares at Bursom Business Park (around Hoods Close and Ashton Close) was the last significant addition over 25 years ago. Appropriate provision is needed, in order to augment the city's economy.

4.13 The 2020 Economic Development Needs Assessment (EDNA) identified the city as needing 65 hectares of employment land. Therefore, the council is fully supportive of the following

economic growth projects:

- Continued delivery of offices - A priority for the city centre with two proposed office allocations around the railway station and at Southampton Street
- Pioneer Park (at Abbey Meadows) - Science, research and innovation building, adjacent to the new University of Leicester Space centre
- Cultural Quarter - Business start-ups and creative industries
- New Manufacturing - High quality new employment areas at former Western Park Golf Course, Beaumont Park, and land east of Ashton Green
- Retention of existing employment land that is 'fit for purpose', including textile areas and neighbourhood employment areas

4.14 Provision of housing sites is a priority, so 23 hectares of employment need will be met outside the city boundary as agreed in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022).

4.15 Leicester City Council has been working, and will continue to work, collaboratively with Charnwood Borough Council to seek agreement on the accommodation of the requirement for Strategic Logistics & Warehousing floorspace as evidenced by the Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing & Logistics Need (September 2021). This work is still ongoing; however, it should be noted that there have been no suitable sites identified within the city of Leicester due to the specific requirements of the logistics sector, notably in terms of site size and access to the Strategic Road Network.

3. Central Development Area - Chapter 9

4.16 The aim of the Central Development Area (CDA) is to enable the city council to direct, optimise and encourage investment, whilst managing development appropriately within a local context so that it delivers high quality design. This in turn creates certainty and developer confidence. Nine important distinctive character areas (see Diagram 5) have been identified with a specific vision for each.

4.17 The overall objectives for this area are:

- Promoting the growth of the city centre as the sub-regional focus for commerce, retailing, culture, leisure and entertainment
- Providing around ~~6,286~~ **6,178** dwellings
- Enriching the retailing experience by protecting and enhancing the historic environment through heritage led regeneration

- Promoting tourism - this plays an important role in the city's economy and there are significant opportunities to grow both the visitor and business tourism markets in the coming years
- Enabling and facilitating the provision of top-grade offices
- **Promoting and working with landowners to facilitate development on brownfield land for new homes and businesses to meet the city's needs.**

4. Infrastructure - Chapter 18

4.18 Our planned growth must be supported by infrastructure and facilities which are deliverable at the appropriate time and in the right locations. An Infrastructure Assessment covering the city has been undertaken to establish infrastructure needs resulting from planned growth, the costs and sources of funding, and responsibility for delivery. The city council will work closely with neighbouring authorities on needs arising from growth and development beyond the city boundary. This requires consideration of interdependent infrastructure and critical dependencies beyond the city's administrative boundary.

5. Retail and Leisure Growth - Chapter 13

4.19 The city council commissioned a new retail & leisure study in 2021 to establish the need for new comparison and convenience shopping floorspace. The study also considers future leisure needs.

4.20 There will always be a need for new shops and leisure facilities to accommodate increased demand, or to replace outdated facilities. As shops adapt to the convenience of internet shopping through innovation, experience and technology, it will become more important than ever that such developments are in the right locations.

4.21 The ~~new local plan~~ **Local Plan** ~~will~~ support**s** shopping centres in the retail hierarchy as the most sustainable location for retail development and other main town centre uses. The city centre will be the preferred location for retail, cultural and leisure uses. Beaumont Leys town centre has a role serving retail and leisure needs in the north-west sector of the city. District and local centres can meet more local needs.

6. The Green Infrastructure Network – Chapters 14 and 15

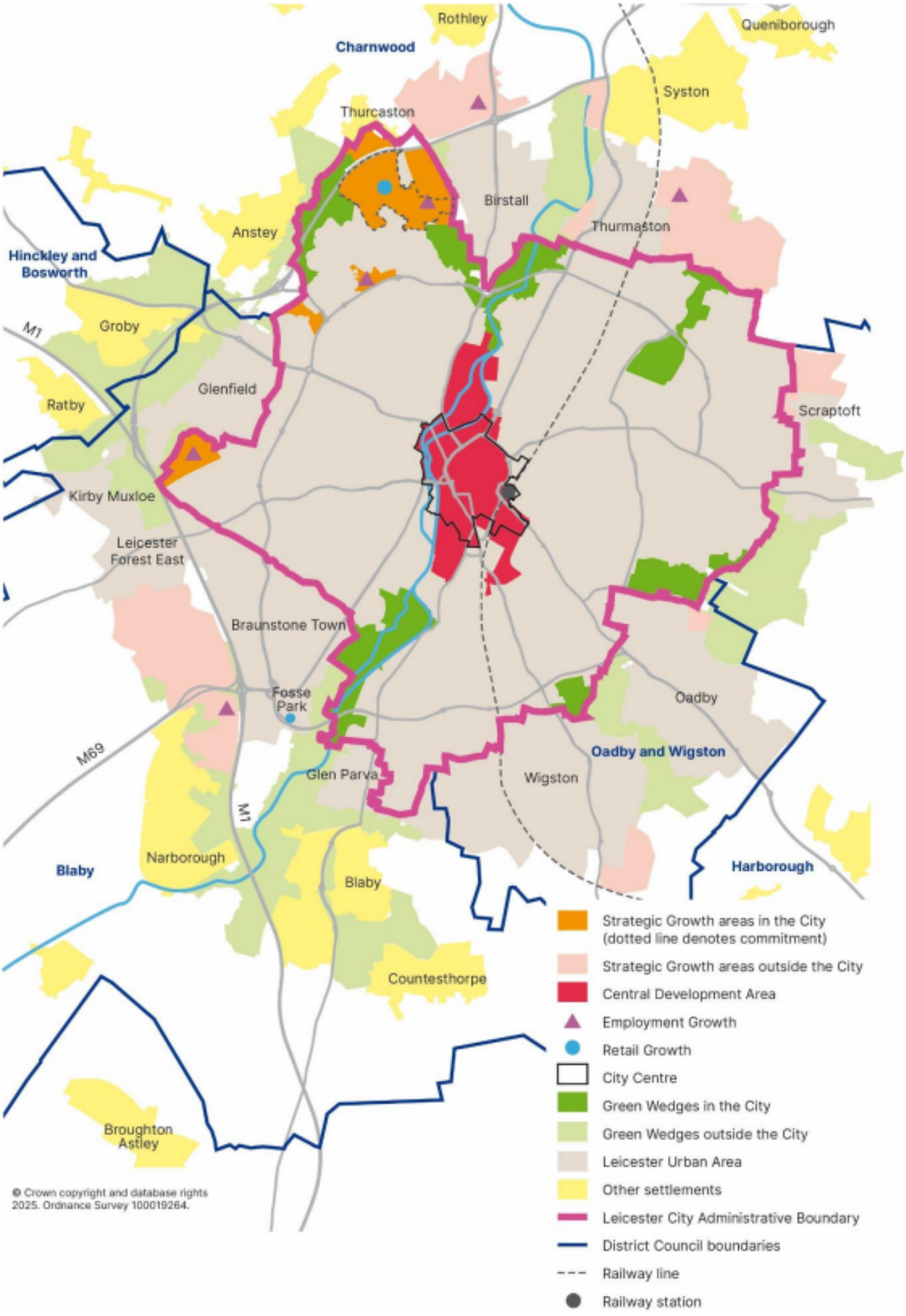
4.22 Throughout the city and in the wider Leicester area there is a network of open spaces, parks, wildlife areas, nature reserves, greenways, rivers and waterways that connect the heart of the urban area to the wider countryside. This green network provides walkways, leisure routes,

cycleways, places for formal and informal play, recreation, a place for people to see and experience wildlife and natural places on people's doorstep. The network also includes areas for flood alleviation, Sustainable ~~Urban~~ Drainage Systems (SuDS), allotments, sports pitches and plays a key part in helping to improve air quality and reduce water pollution. It consists of green wedges and open spaces. The River Soar and Grand Union Canal have an important role in providing a strategic green/blue infrastructure corridor that runs through the city.

4.23 Notwithstanding the pressures to deliver growth in the city and wider area, protection and enhancement of this green network is an important element of this plan's strategy.

4.24 The ~~plan~~ **Local Plan** will position the city's response to The Environment Act 2022, in terms of policy to support delivery of Biodiversity Net Gain and work on the Leicester and Leicestershire Nature Recovery Network.

Diagram 2. Growth in the Leicester Urban Area.


Rothley
Charnwood
Queniborough
Syston
Thurcaston
Birstall
Thurmaston
Anstey
Hinckley and Bosworth
M1
Groby
Glenfield
Ratby
Scraptoft
Kirby Muxloe
Leicester Forest East
Braunstone Town
Fosse Park
Oadby
M69
Oadby and Wigston
Glen Parva
Wigston
M1
Narborough
Blaby
Blaby
Harborough
Countesthorpe
Broughton Astley
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Strategic Growth areas in the City (dotted line denotes commitment)
Strategic Growth areas outside the City
Central Development Area
Employment Growth
Retail Growth
City Centre
Green Wedges in the City
Green Wedges outside the City
Leicester Urban Area
Other settlements
Leicester City Administrative Boundary
District Council boundaries
Railway line
Railway station

Location of Development

- The city centre will continue to be designated as a strategic location for housing. This creates greater opportunity for a range of housing densities as described in the housing chapter (Chapter 5)
- The development of strategic housing sites at the former Western Park Golf Course, land east of Ashton Green, land north of the A46 bypass, and land west of Anstey Lane will be brought forward so that they can provide a readily developable alternative location for new housing. Housing development at Ashton Green will continue to be built out during the plan period
- To build on Leicester's economic growth and competitiveness, a priority will be to ensure a balanced supply of employment land and premises is available to meet the needs of local and new business and to attract inward investment
- The development of strategic employment provision will be included, at the former Western Park Golf Course, east of Ashton Green, and the Beaumont Park site will be brought forward so that they can provide a readily developable alternative location for new employment and for existing business to expand sustainably. Development at Ashton Green's Business Park will continue to be built out during the plan period
- The city centre will also be the preferred location for retail, cultural and leisure uses that serve the city and the wider Leicester Urban Area, and for professional offices
- **Policy SL01 will help Leicester tackle the key strategic planning issues set out in paragraph 4.5 of the Plan and also help to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF.**

Policy SL01. Location of Development

Development **within the Leicester City administrative boundary** will be located in accordance with the spatial strategy outlined below and as shown on Diagram 2 Growth in Leicester.

Housing

The Government's standard methodology identifies the amount of new housing that should take place in Leicester by 2036. An overall housing need of 39,424 homes across the plan period has been identified for Leicester. The city council will work with districts within the Housing Market Area (HMA) and with partners in the public, private and voluntary sectors, to ensure the delivery of housing as part of sustainable mixed communities.

Leicester City Council will work towards a target of providing **a minimum requirement of** 20,730 dwellings over the plan period from 2020-36 (1,296 dwellings annually) to contribute towards identified need within the city.

Residential development will take place in the following locations in the city:

- ~~6,286~~ **6,178** homes in the Central Development Area (CDA)
- 1,838 Homes ~~in~~ **on** the following strategic sites
    - Former Western Park Golf Course
    - Land East of Ashton Green
    - Land north of the A46 bypass
    - Land west of Anstey Lane
- The remaining ~~1,230~~ **1,524** homes will be built on smaller non-strategic sites elsewhere in the city ~~(see Appendix 6)~~
- **The Council expects 1,875 dwellings via windfall and will support applications on windfall sites in accordance with Policy Ho02 and DQP05**
- ~~The city council will continue to work with authorities within the Housing Market Area(HMA) to agree the spatial distribution of housing need that cannot be met in the city.~~ **The remaining unmet housing need will be redistributed as agreed in the Leicester and Leicestershire Housing and Employment Needs Statement of Common Ground (June 2022).** About 18,694 homes from our identified housing need will be accommodated in the neighbouring districts as part of their targets through their local plans
- **The Council will support applications for student accommodation that help to meet the City's ongoing need for purpose built accommodation over the plan period where appropriate in accordance with Policy Ho09**

Employment

Evidence in the 2020 Economic Development Needs Assessment (EDNA) 2021 identifies the amount of new employment development that is needed in Leicester by 2036 as being:

- 46,000 sqm offices
- ~~67~~ **65**ha land **(253,683sqm floorspace)** for light/general industry and small scale storage and distribution use
- Additional land for Strategic distribution uses (over 9,000 sqm in size) will not be provided within the city's boundary

High Quality Economic Development Areas

Recognising the priority of residential development, to minimise unmet housing need, only around ~~44ha~~ **36.7ha** of land **(147,578sqm floorspace)** is proposed for allocation within the city's boundaries, including new employment development (light industry (E(g)iii), general industry (B2) and small scale storage and distribution (B8) uses) in the following three strategic employment sites - former Western Park Golf Course, east of Ashton Green and Beaumont Leys Park and other local sites**, including the Ashton Green (Leicester Road) site via a Section 73 application. To achieve the overall floorspace need, the non-strategic sites will be**

developed at higher density (See Table 9 in Chapter 12).

The remaining **23ha (107,540sqm floorspace) of** unmet employment need will be redistributed **to Charnwood Borough Council** as agreed in the Leicester and Leicestershire Housing and Employment need Statement of Common Ground (June 2022).

New Office Development

Land will be allocated for new offices at two sites:

- The station car park and former Campbell Street sorting office for major office development providing a minimum of 20,000 sqm of new offices
- Land around Phoenix Square (between Burton Street, St George's Way, Southampton Street and Morledge Street) being mixed-use office led development, with some residential use, providing a minimum of 20,000 sqm office floorspace and a maximum of 200 residential units (Use Class E(g)i/C3)

Additional office growth will be supported within the Waterside Regeneration area where it compliments the existing residential led regeneration.

Former Western Park Golf Course

4.25 The Local Plan identifies ~~52.1~~ **52.85**ha of land in the western part of the city within the Leicester city administrative boundary. This land forms part of a larger area which lies within Blaby District Council but is owned by LCC. The two councils plan to work together in bringing the wider piece of land forward for development.

4.26 The former Western Park Golf Course (FWPGC) is one of the five strategic key sites and will help to bring forward ~~approximately~~ **at least** 412 houses, provision for self-build/custom-build plots, ~~about 3.48~~ **approximately 4.5 ha** of open space and **approximately 32,300sqm** ~~9.74 ha~~ of employment land. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**

- **Meeting the need for employment land across the Functioning Economic Market Area (FEMA)**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.27 ~~A Masterplan will be required to develop the site for housing, employment, household waste recovery centre, green infrastructure, Biodiversity Net Gain and open space that is in keeping with the character of the surrounding area. Due regard will need to be given to the surrounding green wedge and will need to be in compliance with the rest of the policies in this plan.~~ **The site is located in an area that was previously designated as part of the Kirby Frith Green Wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource.** The site will be brought forward for development through joint working with agents, builders, developers, infrastructure providers and Blaby District Council. The city council owned land in the district of Blaby has been promoted through Blaby's 'call for sites' as part of their ~~l~~**L**ocal ~~p~~**P**lan evidence.

4.28 Development of infrastructure on the site should be cohesive with the neighbouring Blaby district, and a joint masterplan should be prepared to deliver such infrastructure taking into account the provisions of the Blaby Local Plan. Agreement with Blaby District Council and Leicestershire County Council will be required to ensure the necessary enhancements to Ratby roundabout which will serve as the main access to the site.

4.29: To support the application process the following assessments will be required:

- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Building for Healthy Life Assessment (with regards to residential development)**
- **Delivery and Phasing Plan**

- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Lighting Assessment**
- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plan**

Policy SL02. Strategic Site 1: Former Western Park Golf Course

Leicester City Council will work in partnership with developers and partners to deliver former Western Park Golf Course, identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 412 homes, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes, in accordance with Policy Ho03
- High quality design, in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06
- Gypsy and Traveller pitches (7 permanent pitches) in accordance with Policy Ho1**3**

Employment

- **10.75 ha of employment development within the wider 52.85 ha site**
- ~~11.24 ha~~ **Approximately 32,200sqm** of employment ~~land~~ **floorspace** for Class E (g)iii , B2 and B8 uses
- ~~Household Waste Recycling Centre, around 1.5 ha~~

Retail

- **Small scale retail where required and justified**

Facilities and Services

- **New health, education and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services provides and adjacent local authorities.**

Open Space

- ~~3.48 ha of public open space~~ **Approximately 4.5 ha of new informal open space, parks & gardens on site, which will be expected to meet the criteria of Policy OSSR03;**

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **retain approximately 19 ha of existing natural green space, including priority trees, hedgerows and woodland**
- **seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy;**
- **be informed by a landscape plan;**
- **provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **provide SuDS on site in accordance with Policy CCFR06;**
- **seek to retain on-site waterbodies and protect them from any contamination;**

Biodiversity and Ecology

The development should be designed to deliver a biodiversity net gain in accordance with Policy NE02, taking account of existing biodiversity on site and the findings of a Biodiversity Assessment and ecological information submitted with planning applications

- **Any proposal for development of the site must seek to protect the Local Wildlife Site located at the site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, the Green Infrastructure Strategy, and be in accordance with Policies NE01 and NE03;**
- ~~Measures to achieve Biodiversity net gain~~

Transport Infrastructure

The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications**
- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas**

- **to provide new or connect to existing bus routes serving the whole of the development**

Heritage Mitigations

- **Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications.**

Delivery

- Leicester City Council as landowner will work jointly with the promoters, development partners and Blaby District Council to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site;
- **A Masterplan will be required to be submitted with planning applications to develop the site for housing, employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure, and ensure that it is in keeping with the character of the surrounding area.**
- **The Masterplan should have regard to the indicative diagram below** ~~Delivery of the site must be based on a master plan~~ with an associated delivery and ~~a~~ phasing plan.



Land to the east of Ashton Green

4.30 The Local Plan identifies about 53 hectares of land to the east of Ashton Green. This site comprises two sites which are land to east of Leicester Road adjacent Ashton Green (49.85 hectares) and land north of Birstall Golf Course (4.55 hectares). The larger site has been identified for residential development and a secondary school. **In total, this strategic site has an** ~~The~~ indicative capacity **of at least** ~~is that~~ 670 dwellings ~~can be accommodated on the site~~. The smaller parcel has been identified for employment use. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**

- **Meeting the need for employment land across the Functioning Economic Market Area (FEMA)**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.31 The site will require a masterplan to develop the housing, **employment uses,** green infrastructure, Biodiversity Net Gain, open spaces, sustainable ~~urban~~ drainage systems (S~~U~~**u**DS) **and other associated infrastructure** and **to ensure it is** ~~be~~ in keeping with the character of the surrounding area. **The site is located in an area that was previously designated as part of the Thurcaston Road green wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource.** ~~Due regard will need to be given to the surrounding green wedge and be in compliance with the rest of the policies of this plan.~~ The site will be brought forward for development through joint working with agents, builders, developers, **neighbouring local authorities** and infrastructure providers.

4.32 To support the application process the following assessments will be required:

- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Building for Healthy Life Assessment (with regard to residential development)**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Lighting Assessment**

- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plans**

Policy SL03. Strategic Site 2: Land to the east of Ashton Green

Leicester City Council will work in partnership with developers and partners to deliver land to the east of Ashton Green identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Green and Blue Infrastructure
The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **retain approximately 5 ha of existing natural green space, including priority trees, hedgerows and woodland**
- **seek to maintain important elements of the former Green Wedge, as informed and supported by a Green Infrastructure Strategy, to be prepared in consultation with Charnwood Borough Council, including ensuring that the effect on the identities and landscape setting of distinct settlements is mitigated and that linked areas of open space into the urban area of Leicester are maintained;**
- **be informed by a landscape plan;**
- **provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **provide SuDS on site in accordance with Policy CCFR06;**
- **integrate and connect new and existing green infrastructure throughout the site to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of the development, the developer should make appropriate provision for its long term management and maintenance.**

Biodiversity and Ecology

- **The development should be designed to deliver a biodiversity net gain in accordance with Policy NE02, taking account of existing biodiversity on site and any findings of a Biodiversity Assessment and ecological information submitted with planning applications;**
- ~~Measures to achieve Biodiversity Net gain~~

Transport Infrastructure
The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the**

findings of any transport assessments submitted with planning applications;

- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas;**
- **to provide new or connect to existing bus routes serving the whole of the development;**

Heritage Mitigations

• Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications.

Northern Zone

Housing

- **At least** 670 homes, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06

Facilities and services

- A secondary school with about 1,200 students capacity and any associated infrastructure
- **New health and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers and adjacent local authorities.**

Open Space

- ~~Around 4.94 ha of open space~~ **Approximately 5ha of new informal open space, parks & gardens to be provided on site, which will be expected to meet the criteria of Policy OSSR03;**

Southern Zone

Employment

- **2.4ha of employment development within the wider 4.58ha site, providing** ~~Although this site is 4.55 ha gross, most of this will needed to provide the green infrastructure. 2.4 ha~~ **approximately 11,200sqm of** ~~will be built out as~~ employment **floorspace** ~~land~~ for Class E~~)~~**(**g)iii, B2 and B8 uses

Delivery

- Leicester City Council as landowner will work jointly with the promoters and development

partners to ensure the timely delivery of the site, establishing the mechanisms for securing the infrastructure needed to enable the development of this site

- **A Masterplan will be required, to be prepared in consultation with Charnwood Borough Council in relation to green infrastructure matters, and submitted with planning applications to develop the site for housing, employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure, and to ensure that it is in keeping with the character of the surrounding area.**
- ~~Delivery of the site must be based on a master plan~~ **The Masterplan should have regard to the indicative diagram below** with an associated delivery and ~~a~~ phasing plan


Leicester Western Bypass (A46)
Great Central Railway
Ashton Green Road
Greengate Lane
Bennion Road
Land East of Ashton Green
Indicative Land Use Masterplan
Residential Area
Education Area
Green Infrastructure
Existing High Value Trees and Woodland
Proposed Green Infrastructure
Employment Area
SUDs Locations

Land to the north of the A46 Bypass

4.33 The Local Plan identifies about 33 ha of land to the north of the A46 Bypass. A capacity of **at least** 420 dwellings has been identified on this site. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester as set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth location.**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.34 The site will require a masterplan to develop the housing and green infrastructure, open spaces and sustainable ~~urban~~ drainage systems (S~~U~~**u**DS) **and other associated infrastructure, and to be** in keeping with the character of the surrounding area **and the adjacent Thurcaston Conservation Area. The site is located in an area that was previously designated as part of the Castle Hill green wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource** ~~with due regard to the surrounding green wedge and in compliance with the rest of the policies of this plan~~. The site will be brought forward for development through joint working with agents, builders, developers and infrastructure providers **including neighbouring authorities**.

4.35 To support the application process the following assessments will be required:

- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**

- **Building for Healthy Life Assessment**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Lighting Assessment**
- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plans**

Policy SL04. Strategic Site 3: Land north of the A46 Bypass

Leicester City Council will work in partnership with developers and partners to deliver land to the north of A46 Leicester Western Bypass, identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 420 homes**,** ~~in total have been identified at this location~~. 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies
- Self-build/custom build plots in accordance with Policy Ho06
- ~~Retention of the on-site pond~~

Facilities and Services

- **New health, education and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers and neighbouring local authorities**

Open Space

- ~~To be defined in combination with environmental and biodiversity enhancements through the masterplanning process~~ **Approximately 12 ha of open space, parks & gardens, retained**

natural green space, retained priority trees and retained woodland to be provided on site, which will be expected to meet the criteria of Policy OSSR03

Green and Blue Infrastructure
The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy and a Landscape and Visual Assessment and Heritage Appraisal, having particular regard to its functions in separating Thurcaston and Leicester and preserving the settings of the adjacent designated heritage assets in Thurcaston;**
- **minimise impacts on the adjacent Local Wildlife Site;**
- **be informed by a landscape plan;**
- **provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **provide SuDS on site in accordance with Policy CCFR06;**
- **seek to retain on-site waterbodies and protect them from any contamination;**

Biodiversity and Ecology

- **The development should be designed to deliver a Biodiversity Net Gain in accordance with Policy NE02, taking account of existing biodiversity on site and any findings of a Biodiversity Assessment and ecological information submitted with planning applications.**

Transport Infrastructure
The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications**
- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas**
- **to provide new or connect to existing bus routes serving the whole of the development**

Heritage Mitigations
Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, including the setting of the Thurcaston Conservation Area, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications.

Delivery

- Leicester City Council ~~as landowner~~ will work jointly with the promoters and development partners to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site
- **Masterplan will be required to develop the site for housing, green infrastructure,**

Biodiversity Net Gain, Sustainable Drainage Systems (SuDS) and open space and other associated infrastructure, and ensure that it is in keeping with the character of the surrounding area

- ~~Delivery of the site must be based on a master plan~~ **The masterplan should have regard to the indicative diagram below** with an associated delivery and ~~a~~ phasing plan **and be prepared in consultation with Charnwood Borough Council in relation to heritage matters**



Land west of Anstey Lane

4.36 The Local Plan identifies 17 hectares of land at this strategic location which comprises three parcels of land. The parcels of land are land north of Billesdon Close (12.8 hectares) with a site capacity of 240 homes; The Paddock (4.5 hectares) with a capacity of 84 dwellings; and a small parcel of land to the south of Gorse Hill Hospital (0.5 hectares) with a capacity of 12 dwellings. In total, this strategic site has an indicative capacity of **at least** 336 dwellings. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester as set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very**

low carbon dioxide emissions

- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.37 The site will require a masterplan to develop the housing, green infrastructure, open spaces, and sustainable ~~urban~~ drainage systems (S~~U~~**u**DS)**, and other associated infrastructure,** and be in keeping with the character of the surrounding area. **The site is located in an area that was previously designated as part of the Anstey Lane Green Wedge. As such due regard will need to be given to mitigate the loss of the four functions of the Green Wedge: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource.** ~~Due regard will need be given to the surrounding green wedge and be in compliance with the rest of the policies of this plan.~~ Subject to a comprehensive access solution **to be agreed with neighbouring highways and planning authorities**, ~~including~~ **that includes** adjacent sites in Charnwood and Blaby, the site is suitable for housing.

4.38 To support the application process the following assessments will be required:

- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Building for Healthy Life Assessment**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Lighting Assessment**

- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plans**

Policy SL05. Strategic Site 4: Land west of Anstey Lane

Leicester City Council will work in partnership with developers and partners to deliver land west of Anstey**,** Lane identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 336 homes across three parcels, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06

Facilities and services

- **New health and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers**
- Cross boundary co-operation between key stakeholders will be needed around education provision on this site **and adjacent sites in Blaby and Charnwood.**

Open Space

- ~~To be defined in combination with environmental and biodiversity enhancements through the master planning process~~
- **Approximately 1.8 ha of new informal open space, parks & gardens to be provided on site, which will be expected to meet the criteria of Policy OSSR03;**

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **Retain approximately 2 ha of existing natural green space, including priority trees, hedgerows and woodland;**

- **Seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy;**
- **Minimise impacts on the adjacent Local Nature Reserve and Local Wildlife Site;**
- **Minimise impacts on TPO trees on site;**
- **Be informed by a landscape plan;**
- **Provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **Provide SuDS on site in accordance with Policy CCFR06.**

Biodiversity and Ecology

- **The development should be designed to deliver a Biodiversity Net Gain in accordance with Policy NE02, taking account of any existing biodiversity on site and the findings of any Biodiversity Assessment and ecological information submitted with planning applications.**

Transport Infrastructure

The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications;**
- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas, including the wider allocation in Blaby and Charnwood;**
- **to provide new or connect to existing bus routes serving the whole of the development;**

Heritage Mitigations

- **Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, including the setting of the former Leicester Frith Farm and Gilroes Cemetery, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications**

Delivery

- Leicester City Council ~~as landowner~~ will work jointly with the promoters and development partners to ensure the timely delivery of the site establishing the mechanisms for securing the infrastructure needed to enable the development of this site, including transport and access in an integrated and comprehensive manner, with emerging sites in Blaby and Charnwood
- **A Masterplan will be required to be submitted with planning applications to develop the site for housing, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure and to ensure that it is in keeping with the character of the surrounding area**

- ~~Delivery of the site must be based on a master plan~~ **The Masterplan should have regard to the indicative diagram below** with an associated delivery and ~~a~~ phasing plan

Beaumont Park

4.39 The Local Plan identifies about 20 hectares of land within Beaumont Park, ~~the eastern portion of~~ which is suitable for employment development. The site will be brought forward for development by the city council. **The site will require a masterplan to develop the employment uses, Gypsy and Traveller site, green infrastructure, open spaces, and sustainable drainage systems (SuDS) and be in keeping with the character of the surrounding area. This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system, as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester, as set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**
- **Meeting the need for employment land across the Functioning Economic Market Area (FEMA)**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents.**

4.40 To support the application process the following assessments will be required:

- **Landscape and Visual Impacts Assessment with Accurate Visual Representations**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**

- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Ground and Land Contamination investigation and works report**
- **Lighting Assessment**
- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Play space and playing pitches assessment of loss and mitigation**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plan**

Policy SL06 Strategic Site 5: Beaumont Park

Leicester City Council will work to deliver employment development, on land within Beaumont Park, identified as a strategic location, in the spatial strategy. The development will provide:

Employment

- ~~7.14 hectares~~ **6.64 ha** of employment **land** ~~development~~ within the wider 19.72 ha site **providing** approximately 25,000 sqm of floorspace for light Industry (E(g)(iii)), general industry (B2) and storage and distribution (B8) uses (with ancillary offices only).
- ~~In addition to the general planning requirements, development will need to address, ecology, trees, land contamination, design quality and sports provision.~~
- ~~Gypsy and traveller transit site that could accommodate 12 caravan spaces~~

Gypsy and Traveller Transit Site

- **A Gypsy and Traveller transit site that could accommodate at least 12 caravan spaces in accordance with Policy Ho13**
- **The design and location of the transit site would also need to address compatibility with surrounding land uses, including nearby sports facilities and employment uses, the amenity of neighbouring users, land contamination and air quality and noise impacts on its future residents**

Biodiversity and Ecology

- **The development should be designed to deliver a Biodiversity Net Gain in accordance**

with Policy NE02, taking account of any existing biodiversity on site and the findings of any Biodiversity Assessment and ecological information submitted with planning applications;

Transport Infrastructure

The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications;**
- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas;**
- **to provide new or connect to existing bus routes serving the whole of the development to maximise sustainable transport modes;**

Delivery

- **Leicester City Council as landowner will work jointly with the promoters and development partners to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site;**
- **A Masterplan will be required to be submitted with planning applications to develop the site for employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space, and other associated infrastructure, and to ensure that it is in keeping with the character of the surrounding area;**
- **The Masterplan should have regard to the indicative diagram below with an associated delivery and phasing plan.**


Leycroft Road
Beaumont Leys Lane
Knitting Way (A563)
Buttermick Drive
Beaumont Park
Indicative Land Use Masterplan
Employment Area
Including provision for a Gypsies & Travellers site within a location to be determined
Green Infrastructure
Retained High value trees and woodland
Site wide green infrastructure including retained trees and woodland
SUDs Locations

5. Housing

Evidence Base

5.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Local Housing Needs Assessment 2022
- ~~Gypsy and Traveller Accommodation Needs Assessment (2017)~~
- ~~Gypsy and Traveller Accommodation Needs Assessment (Partial Update 2019)~~
- **Gypsy and Traveller Accommodation Needs Assessment (2024)**
- Strategic Housing and Economic Land Availability Assessment (SHELAA) (2022)
- National Space Standards Local Evidence (2022)
- Central Development Area (CDA) Capacity Study (2022)
- ~~Leicester and Leicestershire wide Housing and Employment Needs Assessment (2022)~~

Background

5.2 The NPPF suggests that local planning authorities should deliver a wide choice of high-quality homes that widen opportunities for home ownership and create sustainable, inclusive, and mixed communities. To achieve this, it is necessary to ensure that new housing developments are well designed, sustainably located, contribute to a good quality of life and meet the needs of the city's residents.

Strategic Growth Plan

5.3 The Strategic Growth Plan (2018) sets out the aspirations for delivering growth in the Leicester and Leicestershire Housing Market Area (HMA). ~~It sets out, in broad terms~~ **In broad terms, it sets out** the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050.

5.4 To ensure that the Leicester and Leicestershire HMA housing need is fulfilled up to 2036, a Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) has been agreed by each local authority within the HMA, ~~with the exception of Hinckley & Bosworth Borough Council and Harborough Borough Council~~. The SoCG sets out how the Leicester and Leicestershire HMA housing need will be met, including how need that cannot be

accommodated within Leicester will be dealt with. The Statement of Common Ground will be updated as appropriate.

Housing Requirements and Supply

5.5 In accordance with the Spatial Strategy (policy SL01) provision needs to be made for a minimum of 39,424 dwellings during the plan period 2020 - 2036 (2,464 dwellings per year). The Local Plan housing target is 20,730 homes over the plan period or 1,296 dwellings per annum.

5.6 The Local Plan will seek to deliver this through a variety of options, in accordance with the NPPF including existing commitments, housing allocations including strategic sites, capacity within the Central Development Area (CDA), suggested by an appropriate windfall allowance and the distribution of the remainder of the housing need within the HMA, which has been agreed in the Statement of Common Ground (SoCG).

5.7 Extant outline and full planning permissions up to 31st March **2024** ~~2022~~ have been included in the commitments. This includes the student and older people's housing with the appropriate conversion rate applied. A total of ~~9,410~~ **7,188** dwellings (about ~~45~~ **32**%) will be met through commitments. Depending upon the status of a consent, these are likely to come forward within the first five years, or between 6-10 years.

5.8 A range of sites have been assessed and identified in the plan as new allocations. These include four strategic sites where around 1,838 (~~9~~**8**%) dwellings will be developed. The plan also allocates other smaller sites (outside the Central Development Area) which have a capacity of ~~1,230~~ **1,524** (~~6~~**7**%) dwellings.

5.9 The NPPF prioritises local planning authorities to promote the effective use of land in meeting the need for homes and other uses by making as much use as possible of previously developed land (brownfield land), while safeguarding and improving the environment. Based on the Central Development Area Capacity Study, the plan identifies the Central Development Area as a significant location for housing development with the majority being on brownfield land. About ~~6,286~~ **6,178** dwellings (~~30~~**27**%) is proposed in this area.

5.10 The NPPF also supports the development of windfall sites through planning policies as long as it is realistic and historic windfall rates have been considered along with expected future trends. It is estimated that about ~~2,354~~ **1,875** (~~11~~**8**%) dwellings will contribute towards the city's housing supply through the development of windfall sites.

5.11 The council will also seek to achieve its overall housing need through joint working with

neighbouring districts within the Leicestershire HMA. The remainder of the need of 18,694 homes will be met within the HMA as agreed in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) under Duty to Cooperate.

5.12 Table 1 shows how the council's housing requirement will be met over the plan period.

Table 1: Housing provision from 2020-36 ~~(this is subject to change)~~

	~~**Component**~~	~~**Dwellings**~~
~~**A**~~	~~Housing Need 2020-36 (Standard Method 2021)~~	~~39,424 (2,464 dwellings per annum)~~
~~**B**~~	~~Completions 2020-21~~	~~1,050~~
~~**C**~~	~~Completions 2021-22~~	~~842~~
~~**D**~~	~~Total completions 2020-22 (B + C)~~	~~1,892~~
-	~~**Commitments**~~	-
~~**E**~~	~~Commitments: detailed and outline permissions~~	~~9,410~~
~~**F**~~	~~Saved previous Local Plan allocations~~	~~0~~
~~**G**~~	~~Windfall allowance~~	~~2,354 (214 dpa for 11 years)~~
~~**H**~~	~~Allocations identified in the draft plan~~	~~1,230~~
~~**J**~~	~~Central Development Area capacity work~~	~~6,286~~
~~**K**~~	~~Strategic sites~~	~~1,838~~
~~**L**~~	~~Total anticipated supply within the city~~	~~21,118~~
~~**M**~~	~~Overall supply (anticipated supply + completions) – D + L~~	~~21,118 + 1892 = 23,010~~
~~**N**~~	~~Local Plan Housing Target (2020-36) (Approximate 11% buffer)~~	~~20,730~~

	~~Component~~	~~Dwellings~~
~~O~~	~~Unmet need~~	~~18,694~~

	Component	Dwellings
A	Housing Need 2020-36 (Standard Method 2021)	39,424 (2,464 dwellings per annum)
B	Completions 2020-24	4,129
	Commitments	
C	Commitments: detailed and outline permissions	7,188
D	Saved previous Local Plan allocations	0
E	Windfall Allowance (2027/28-2035/36)	1,875 (between 200 – 214 for 9 years to avoid double counting)
F	Non-strategic allocations	1,524
G	Central Development Area capacity	6,178
H	Strategic sites	1,838
I	Total anticipated supply within the city	18,603
J	Overall supply (anticipated supply + completions)	18,603 + 4,129 = 22,732
K	Shortfall (overall need – overall supply)	39,424 – 22,732 = 16,692
L	Local Plan Housing Target (2020-36) (10%)	20,730
M	Unmet need	18,694

5.13 Housing provision in the early years of the plan will largely rely on existing housing sites being delivered through current planning permissions and allocations. Development of the strategic sites will happen towards the later years of the plan, which is mainly due to the infrastructure needed to support new housing.

5.14 A detailed trajectory showing this is included in Appendix 1.

5.15 To maintain supply and delivery of housing, the NPPF requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of housing against their housing requirements with an additional buffer depending on local circumstances.

5.16 In accordance with the NPPF and the Planning Practice Guidance, the city council has applied a buffer of 20% to address the past under delivery of housing for the purposes of calculating the 5YHLS position as at 1st April 2024.

5.17 Using the Sedgefield method, the council is able to demonstrate 5.2 years of supply as at 1st April 2024, as shown in Table 2: Housing Land Supply Position below, and a rolling supply position of under 5 years for most years of the Plan period.

Table 2: Housing Land Supply Position as at 1st April 2024 (Sedgefield Method)

a.	**Annual housing requirement**	**1,296**
b.	**Shortfall from previous years 2020-2024**	**1,055**
c.	**Dwellings per annum from shortfall (1,055 / 5)**	**211**
d.	**Annual housing requirement including shortfall as per Sedgefield method (1,296 + 211)**	**1,507**
e.	**Number of dwellings required for five years 1 April 2024 to 31 March 2029 (1,507 x 5)**	**7,535**
f.	**20% buffer to address past under delivery**	**1,507**
g.	**Total number of dwellings required for five years 1 April 2024 to 31 March 2029 (e + f).**	**9,042**
h.	**Estimated supply of deliverable sites for five years 1 April 2024 to 31 March 2029**	**9,341**
i.	**Surplus over requirement (h – g)**	**299**
j.	**Annual housing requirement (g / 5 years)**	**1,808**
k.	**Number of years supply (h / j).**	**5.16 (5.2) years supply**

5.18 The council's applied method is the Sedgefield approach to address the past backlog of under delivery in the next five years. With improvement in future delivery and commitments, the overall supply position will improve, so that the council will be able to demonstrate a rolling 5YHLS.

Housing Allocations

5.19 A systematic assessment of a range of sites was carried out in order to identify draft housing allocations. The sites were identified through the Strategic Housing & Economic Land Availability Assessment (SHELAA 2022). Sites capable of accommodating 5 or more units or that had an area of 0.25 hectares and above were considered and appraised before being allocated-. The sites

were assessed for their suitability, availability and achievability, with a reasonable prospect that they will come forward for development at specific points in time within the plan period.

~~5.16 The non-strategic allocations are listed in Appendix 6.~~

Policy Ho01. Housing Allocations

New housing will be delivered within the Local Plan on sites as identified **below and on the Policies Map** ~~in Appendix 6~~. Housing proposals will be supported where they:

a) Provide an appropriate mix of housing as identified in Policy Ho03

b) Provide affordable housing in accordance with Policy Ho04

c) Provide infrastructure required to support the proposed development in accordance with Policy DI01

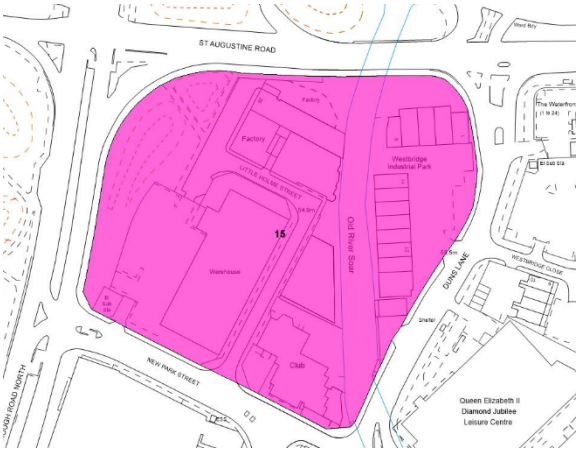
d) Achieve high quality design as set out in Policy DQP01 and other design policies

e) Respect the character of the area in compliance with the environmental, design and heritage policies in the Local Plan

f) Deliver Biodiversity Net Gain in accordance with Policy NE02

~~f)~~ **g)** Address **the constraints and mitigations for each site set out below** ~~site specific issues as set out in the Site Allocations document~~

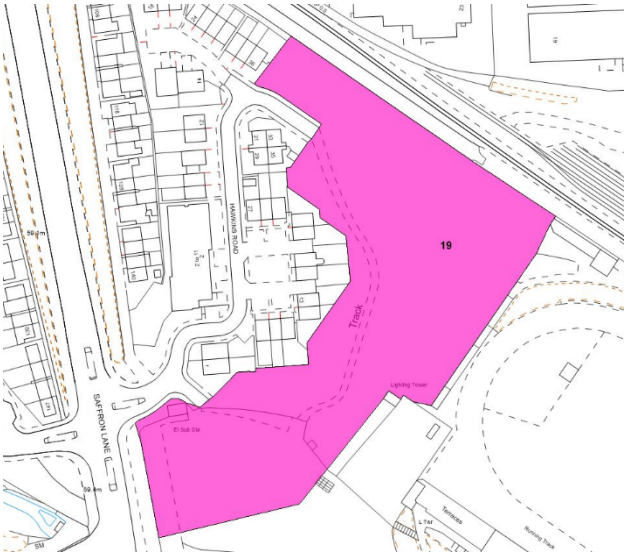
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
15	**Land to south of St Augustine Road/west of Duns Lane**	**2.02**	**349**	**Approved permission for 349 student units (20221898)**



Site constraints and mitigations:

- **The River Soar is designated as a Local Wildlife Site and a key ecological corridor. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.**
- **A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses trees that align the site boundary at Narborough Road, St Augustine Road and the Old River Soar which act as a buffer from the roads and encourage wildlife. These boundary trees and other landscape features on the site are expected to be retained in the first instance. Where loss of trees is needed for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **Small areas of the site are in Flood Zone 3b, and are susceptible to surface water and fluvial flood risk. A Flood Risk Assessment is required to be submitted with any application to address these sources of flood risk and identify safe access points (CCFR06).**
- **The site is within an air quality management area, so an Air Quality Assessment will be required setting out necessary mitigations for the air quality impacts of the development, in line with Policy T02.**
- **As there is evidence of some cemetery and settlement archaeology present in this area, an Archaeological Assessment and Heritage Impact Assessment will be required to assess the likely impacts of development on any such remains and identify any design or other mitigations needed to preserve or enhance their significance, in line with Policy HE01.**
- **The design of the site should consider impacts on surrounding uses including the leisure centre and events spaces, in line with Policy DQP01.**
- **A Transport Assessment will be required showing two access points and addressing the transport implications of development, including on both the safety and capacity of the surrounding road network.**

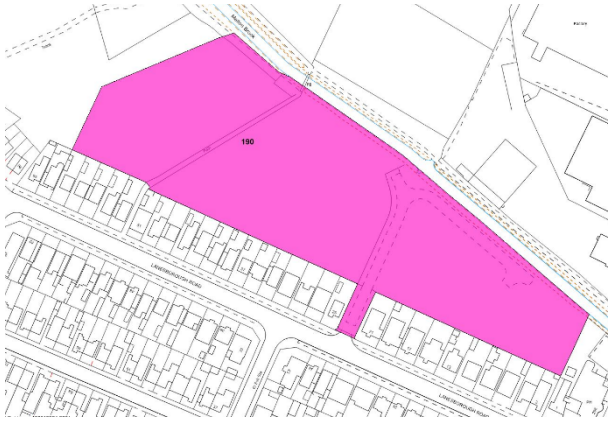
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
19	Velodrome, Saffron Ln	1.38	38	Approved permission for 38 Dwellings



Site constraints and mitigations:

- As this site falls within a critical drainage area, which is a surface water hotspot and Saffron Brook Culvert is near to the site, a Flood Risk Assessment will be required that complies with Policy CCFR06.
- The site lies adjacent to Saffron Lane AQMA and within a 250 metre buffer from Sturgess Body Craft Coating/Vehicle. Therefore, an Air Quality Assessment will be required that addresses these impacts and set outs appropriate mitigations, as per Policy T02.
- The site is adjacent to a Local Wildlife Site, therefore, an Ecological Assessment will be required to establish any adverse impacts on biodiversity and identify ecological mitigation measures, in line with Policy NE01.
- Adjacent uses include an athletics stadium and railway line, so the design should consider appropriate landscape or development buffers between these uses and future residential uses on the site.

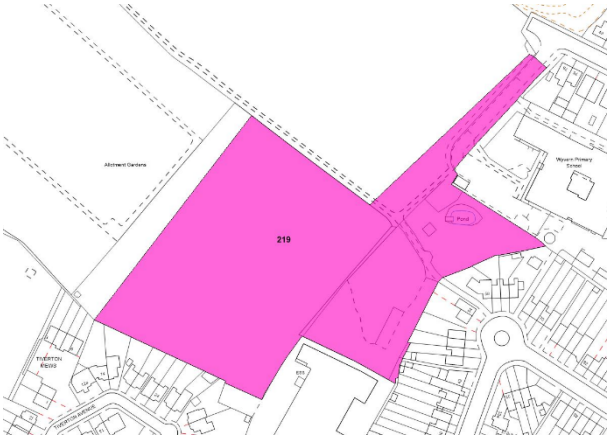
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
190	Lanesborough Road - Former Allotments	2.3	37	Approved permission for 37 Dwellings.



Site constraints and mitigations:

- The site lies adjacent to Melton Brook so some flood risk and potential runoff is present on the site. Therefore, a Flood Risk Assessment and Drainage Strategy will be required that adequately addresses the potential flood risk on the north west side of the site and potential runoff into the Melton Brook, in line with Policy CCFR06.
- There is a Local Wildlife Site on northwestern section of the site, with mature trees and indications of protected species present. Any proposal for development of the site must seek to protect the Local Wildlife Site and protected species, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.
- A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the tree groups across the site. These trees and other landscape features on the site are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Sandringham fuel station is within 250m of the site and there is some historic landfill within the site. A Contamination Assessment will be required that considers and appropriate buffer for these constraints.
- The Public Right of Way across the north-western part of the site should be retained and incorporated into the proposed layout and design for development.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
219	Land rear of Rosedale Avenue/Harrison Road allotments	1.83	53	Development of 82.5% of total site area at 35dph.

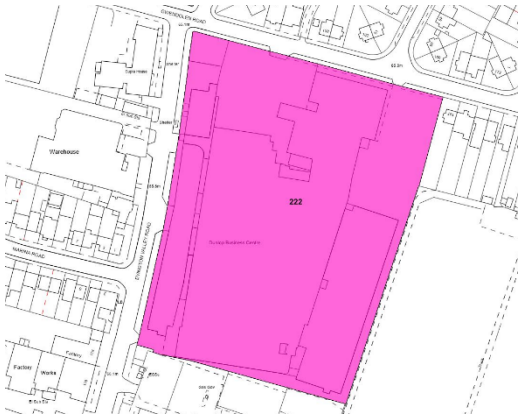


Site constraints and mitigations:

- Site has some surface water flood risk, which will require a Flood Risk Assessment to identify suitable mitigations, and a Sustainable Drainage Strategy, in line with Policy CCFR06.
- The site is a former Biodiversity Enhancement Site, which is proposed to be de-designated as part of its allocation for housing. Any impacts on biodiversity will need to be assessed through an Ecological Assessment, with offsite enhancements provided in order to achieve a BNG in line with Policy NE02.
- A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the value of tree groups to the northwest of Rosedale Avenue and other trees across the site. These trees on the site are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Access to the site would be via Wyvern Avenue, which also provides access to Wyvern Primary School. Therefore, a Transport Assessment will be required to ensure access can be achieved whilst maintaining safe access to the school.
- The site lies adjacent to Harrison Road allotments. Development should consider impacts on the allotments through design, layout and landscaping, in line with Policy DQP01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capaci	Capacity evidence

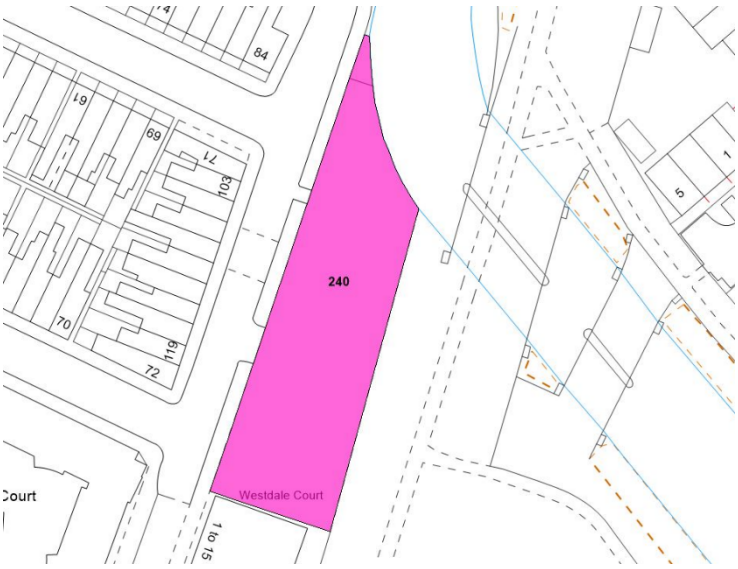
			ty (Units)	
222	Evington Valley Road (Former Dunlop Works) (PS09b18) (Northern half of PSO area)	2.37	48	Floodzone 3b discounted from site development area (around 30%). Standard development ratio of 82.5% applies on remaining site area (70%, or around 1.66Ha) at 35dph.



Site constraints and mitigations:

- As around 30% of the site is within Flood Zone 3b, a Flood Risk Assessment is required that demonstrates a reduction of flood risk on site to comply with Policy CCFR06, particularly from Ethel Brook. This has been factored into the overall site capacity, and it is expected that there would be no development on this part of the site.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of boundary trees bordering onto Evington Valley Road and Gwendolen Road and the tree subject to the TPO in the north west of the site. These trees on the site are expected to be retained in the first instance, particularly the tree protected by a TPO. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- The Former Dunlop Works is a locally listed building which would need careful consideration, with appropriate mitigation measures required to be identified through an Archaeological Assessment and Heritage Impact Assessment (In accordance with Policy HE01).
- The design of development should take account of existing employment uses and nearby sports pitches, as per policy DQP06.

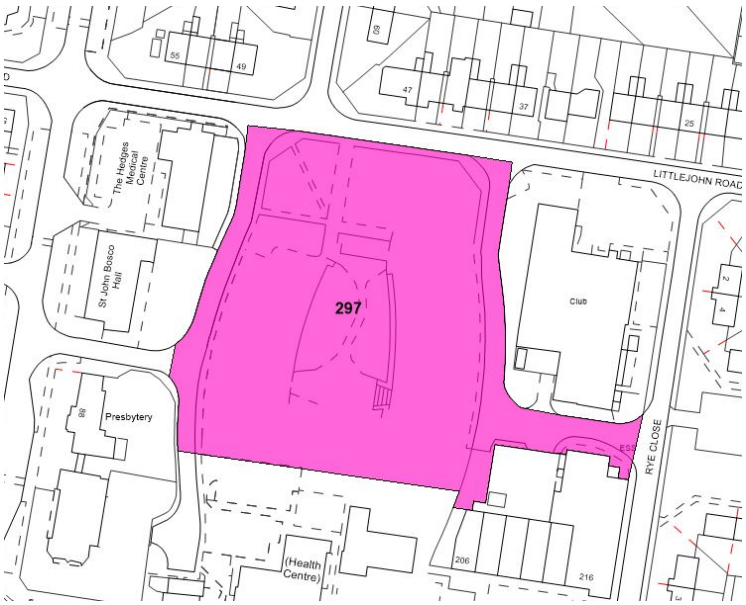
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
240	114-116 Western Road	0.14	5	Development of site at 35dph.



Site constraints and mitigations:

- Around 12.5% of the site is within Flood Zone 3a and there is a risk of some surface water flooding. To comply with Policy CCFR06, a Flood Risk Assessment and Drainage Strategy will be required that show that the River Soar will not be impacted or impact on development.
- The site has been cleared and now scrubbed over. There is a Local Wildlife Site in the northeastern corner of the site, towards the River Soar catchment, with notable species. Any proposal for development of the site must seek to protect the Local Wildlife Site and notable species, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment and be in accordance with Policies NE01 and NE03.
- Great Central Bridges, a Locally Listed building is to the north of the site. A Heritage Impact Assessment should be submitted which considers any impacts of development on this non-designated heritage asset and how these would be mitigated through the design of the scheme, as per Policy HE01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
297	Sturdee Road - The Exchange	0.7	20	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

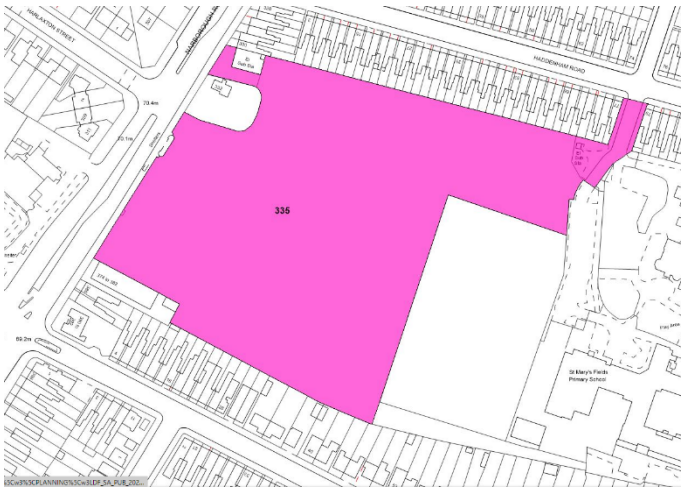
- The Public Right of Way on site should be incorporated into the design and layout through a Landscape Plan prepared in line with Policy DQP04.
- A Heritage Impact Assessment will be required to consider the impact of development on the Locally Listed St Hugh's Church to west of site to ensure that the setting and visibility of this asset is not adversely affected. This should be completed in accordance with Policy HE01.
- Sustainable Drainage Systems will be needed as part of the design.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
307	Mary Gee Houses - 101-107 Ratcliffe Road	1.37	40	Development of 82.5% of total site area at 35dph.

Site constraints and mitigations:

- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of the trees across the site and the group of trees subject to TPOs in the north east of the site. These trees are expected to be retained in the first instance, particularly the group of trees protected by a TPO. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Site is within Stoneygate Conservation Area and adjacent Grade II listed buildings. A Heritage Impact Assessment will be required to consider the effects of the proposed development on the heritage significance of these assets and identify measures to avoid or mitigate harm, in accordance with Policy HE01.
- If the existing buildings are to be demolished as part of any future development of the site, appropriate mitigations should be put in place to ensure minimal adverse impacts on neighbouring properties and the Conservation Area.

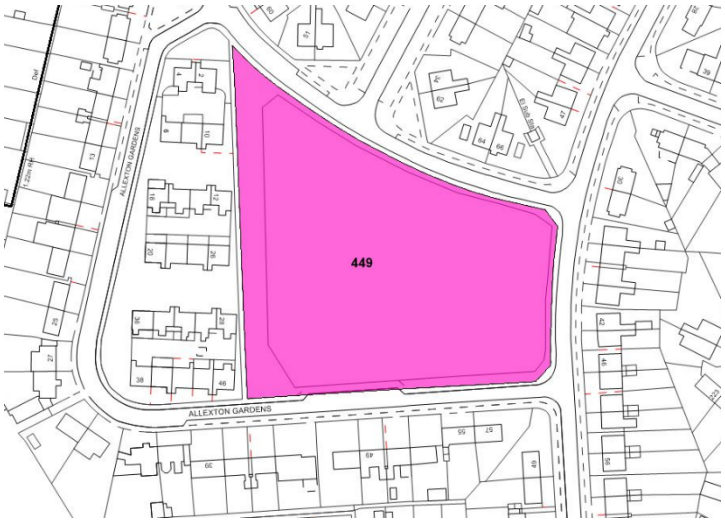
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
335	Manor House Playing Fields - Narborough Road	2.24	14	Development of only 0.4ha at 35dph.



Site constraints and mitigations:

- Only 0.4Ha of the site fronting onto Narborough Road should be developed. The remainder of site should be retained and enhanced as open space to serve St Mary's Fields Primary School.
- Any loss of sports fields associated with St Marys' Fields Primary School should be mitigated by enhancements to nearby sports facilities, such as at Braunstone Park.
- The locally listed Tram Shelter on Narborough Road should be retained and the effects of development on its setting considered as part of a Heritage Impact Assessment to be submitted with any planning applications, in line with Policy HE01.
- Field study and evaluation are required as part of an Archaeological Assessment to ensure any impacts to the Roman Road to west of the site are assessed and avoided or mitigated, in line with Policy HE01.
- Vehicular access is likely to be achieved via Narborough Road or Compton Road which shares access with the school. A Transport Assessment will be required to show that safety access to the school for all forms of transport would be maintained.
- There would be some surface water flood risk arising from the development of greenspace and consequent loss of surface water drainage capacity. A Flood Risk Assessment and Drainage Strategy is required to be submitted with any planning applications to show that development would not increase the risks of flooding elsewhere.

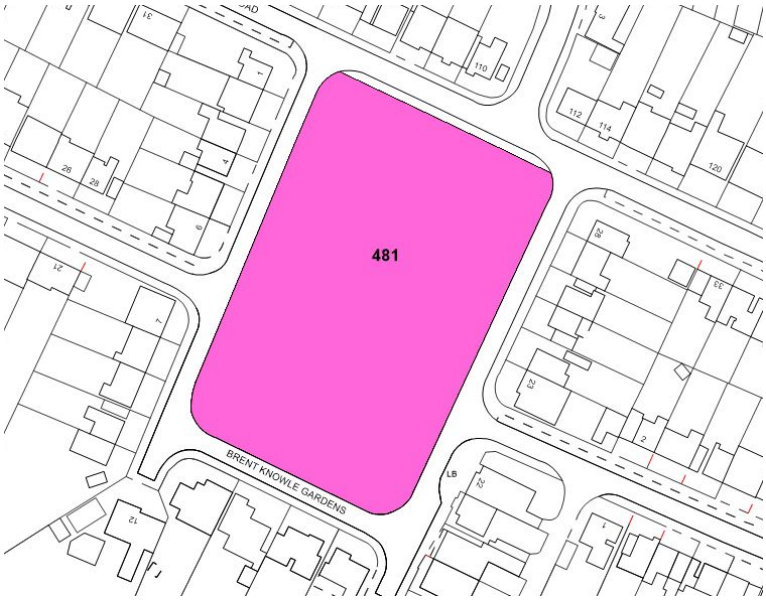
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
449	Allexton Gardens Open Space	0.86	25	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

- As housing development on this site is close to locally listed New Parks Reservoir to immediate south and Western Park to east (which contains the Grade II Listed Pavilion and Open-Air School), a Heritage Impact Assessment will be required to consider and mitigate as necessary the impact of development on their settings and views, in accordance with Policy HE01.
- An Archaeological Assessment is also required to assess the likely effects on the Roman Road on the south-western corner of the site, and identify measures to mitigate adverse impacts.
- Offsite enhancements to nearby open spaces will be required, including Western Park, to mitigate the loss of informal open space on this site.
- A Transport Assessment will be required to determine the means of access to the proposed development and identify any mitigation measures required.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, including mature trees and a street tree group to the west of the site. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.

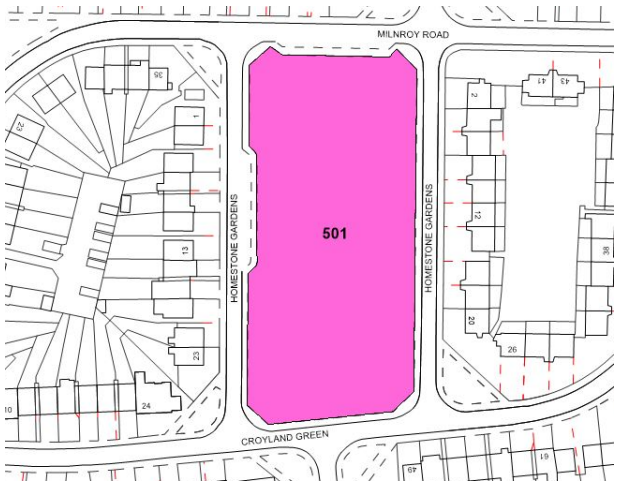
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
481	Brent Knowle Gardens	0.68	12	Development of only 0.34ha at 35dph.



Site constraints and mitigations:

- Partial development of site, with only half of the site to be developed, and the remainder to be retained and enhanced as informal open space.
- A Drainage Strategy will be required to be submitted with any planning applications, to address and mitigate the loss of surface water drainage capacity from the development of open space, through SuDS measures.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, particularly the trees in the south west, which have moderate ecological value. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- As no direct vehicular access is available to Brent Knowle Gardens, a Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity.

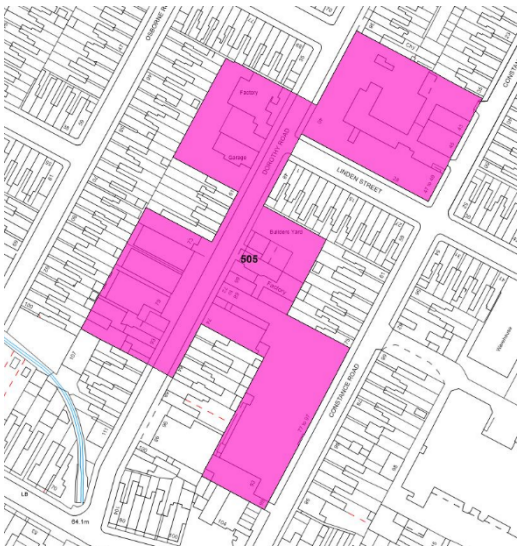
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
501	Croyland Green	0.51	9	Development of only 0.25ha at 35dph.



Site constraints and mitigations:

- Partial development of site, with only half of the site to be developed, and the remainder to be retained and enhanced as informal open space. Consideration should be given to off-site enhancements to nearby play provision.
- A Drainage Strategy will be required, to be submitted with any planning applications to address and mitigate the loss of surface water capacity from the development of open space, through SuDS measures, in line with Policy CCFR06.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Development has potential to impact on views of the Locally Listed Willowbrook Primary School, so a Heritage Impact Assessment should be submitted with any planning applications, to consider the effects of the proposed development on the heritage significance of this asset and identify measures to avoid or mitigate harm, in accordance with Policy HE01.
- As no direct vehicular access is available to Croyland Green, a Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
505	Dorothy Road/ Linden Street/ Constance Road	1.07	31	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

- There is potential for surface water flood risk in the south-eastern part of the site. Therefore, a Flood Risk Assessment should be submitted with any planning applications with flood resilience and protection measures to be implemented and a Drainage Strategy that demonstrates the development would not increase flood risk elsewhere, in line with Policy CCFR06.
- There are locally listed buildings nearby - the Former Heel Factory and 55 Linden Street. To comply with Policy HE01, a Heritage Impact Assessment should be submitted that considers and provides mitigations for any impacts to their settings. An Archaeological Assessment is also required to evaluate potential remains on the south east part of the site.
- A management plan for pollution mitigation measures will be required considering the proximity of the site to an area of pollution control due to processing of waste oil.
- A Transport Assessment will be required to establish where a safe point of access to the site can be achieved, and determine any increase in traffic arising from residential development, its effects on the operation and safety of the highway network, and appropriate sustainable transport mitigation measures.

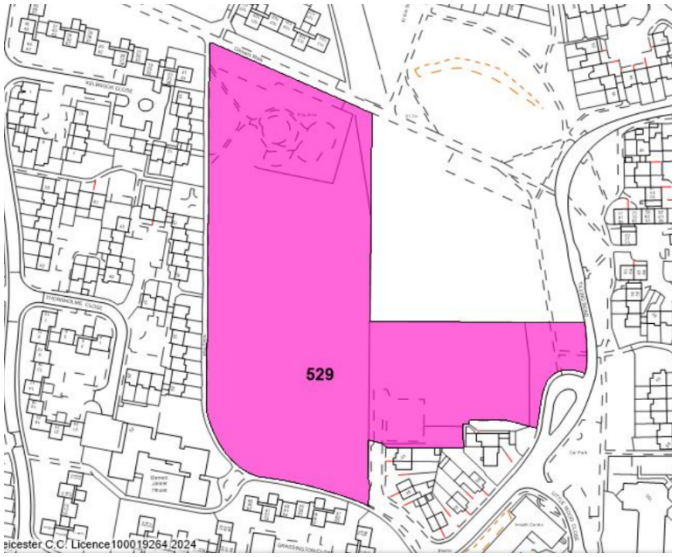
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
525	Fulford Road Open Space	2	58	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

- A drainage strategy is required, with inclusion of SUDs and design for exceedance.
- A Local Wildlife Site is present on the northern part of the site with possible protected species, including Great Crested Newts. Any proposal for development of the site must seek to protect the Local Wildlife Site and protected species, and adequately mitigate and compensate for any harm. This should be informed by a Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.
- A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees and other landscape features on the site are expected to be retained in the first instance. In particular, the group of trees protected by a TPO in the north of the site, the trees that align Scudamore Road and the pond. A green buffer along Scudamore Road between housing and industrial units will be required, to encourage biodiversity linkages and minimise noise and air pollution. Where loss of any other landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- An Air Quality Assessment is required considering the quantity of residential development and adjacent industrial uses, in line with Policy T02.
- Access options will need to be adequately considered via a Transport assessment, which should also ensure sustainable transport options to reduce the need for car journeys. Direct access from Scudamore Road should be avoided due to heavy good vehicles and road safety.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
529	Glovers Walk Open Space	2.36	34	Development of 82.5% of 1.18Ha (half of the site) area at 35dph.



Site constraints and mitigations:

- Only half of the site is to be developed (around 1.18Ha), with the rest of the site retained for open space. The play area on the northern part of the site should be retained and enhanced, ensuring surveillance and safety as good design practice, in line with Policy DQP01. The remainder of the site should be informal open space to be retained and enhanced.
- A number of landscape features are present on the site, including trees and mature hedgerows, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees and other landscape features on the site are expected to be retained in the first instance. In particular, trees and mature hedgerow towards the centre and on the eastern edge of the site should be prioritised for retention due to their strong biodiversity value. Trees and hedgerow around the play area to the north should also be retained to provide good design. Where loss of any landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- The potential impact of development on the setting to Listed buildings Beaumont Leys House and Home Farm should be considered through a Heritage Impact Assessment, in line with Policy HE01.
- Existing highways access via Tilling Road spur may need to be enhanced. A Transport Assessment should be submitted, to demonstrate safe access can be achieved and to consider sustainable transport measures.
- A Flood Risk Assessment and Drainage Strategy are needed to address some surface water flood risk, in line with Policy CCFR06.

Site No.	Address/Description	Site Size	Indicative	Capacity evidenc

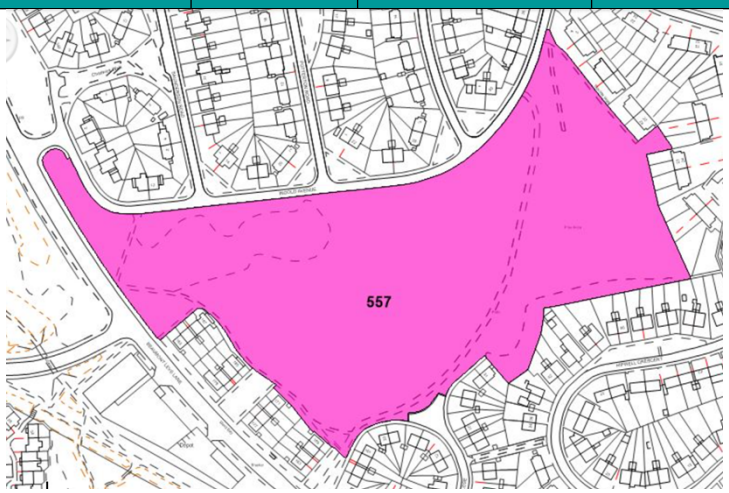
		(Ha.)	capacity (Units)	e
549	Hockley Farm Road Open Space	0.66	8	Development of 0.22Ha of site at 35dph.



Site constraints and mitigations:

- There is a surface water flood route through the site. Therefore, a Drainage strategy and Flood Risk Assessment will be required, to be submitted with any planning applications, that mitigates the loss of surface water drainage capacity, to ensure no increase in flooding elsewhere, in line with Policy CCFR06.
- As a large proportion of the site is made up of a group of street trees, it is expected that only around 0.22Ha of the site is developed which fronts onto Hockley Farm Road. A Landscape Plan should be submitted with any planning applications, accompanied by an Arboricultural Assessment which assesses the trees across the site. All trees are expected to be retained in the first instance, particularly to the north of the site to provide a green buffer against Hinckley Road to minimise noise and air pollution and encourage biodiversity linkages. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- An Ecological Assessment is required to assess potential impacts on habitats and protected species on the site and identify mitigations, in accordance with Policy NE01.
- A Heritage Impact Assessment is required to assess the effects of development on the site on the setting to Locally Listed Braunstone Park nearby and identify any design mitigations, as set out in Policy HE01.
- The site is adjacent to an Air Quality Management Area along Hinckley Road which constrains the site to the north. Therefore, an Air Quality Assessment will be required to address these impacts, in accordance with Policy T02.
- A Transport Assessment will be required to demonstrate a safe access to the site and assess the need for any off-site highway works to address traffic impacts.

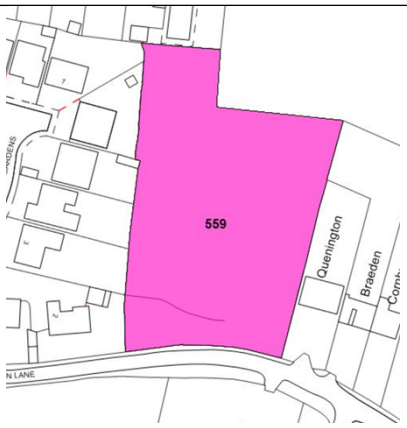
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
557	Ingold Avenue Open Space	3.69	54	Development of 62.5% of 2.46Ha (half of the site) area at 35dph.



Site constraints and mitigations:

- **Only two thirds of the site (2.46 ha) should be developed. The remainder of the site should be retained and enhanced as informal open space, including the existing play area, which should be enhanced to improve surveillance.**
- **There is a surface water flow route from the eastern to the western boundary. To accord to Policy CCFR06, a Flood Risk Assessment to be submitted that addresses this flood risk, and recommends suitable mitigation measures as part of the development.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. All trees are expected to be retained in the first instance, particularly to the west of the site to encourage biodiversity linkages and retain larger groups. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **Ecological value and connectivity on site should be assessed through an Ecological Assessment, to accord with Policy NE01.**
- **The small sports pitch on site should be retained, unless its loss can be mitigated by contributions to enhance other nearby sports facilities.**
- **Access to be achieved off Beaumont Leys Close or along Ingold Avenue. Appropriate Transport Assessment will be required to ensure that access is acceptable in highway safety terms.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
559	Judge Meadow Community College Open Space	0.54	13	Development of 0.28Ha of site at 35dph.



Site constraints and mitigations:

- **Development of 0.28Ha of the site only, as the western part of the site to be safeguarded for a potential route for the Eastern District Distributor Road to connect Stoughton Lane and Biggin Hill Road.**
- **A Drainage strategy required that considers greenfield runoff rate and Sustainable Drainage Systems in the design of the scheme, in line with Policy CCFR06, with runoff into Evington Brook to be considered.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment, which assesses the boundary trees both along Biggin Hill Road and Stoughton Lane. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **As the allocation of the site for housing will de-designate its status as part of the Evington green wedge, green infrastructure improvements will be required to mitigate the loss of green wedge and ensure that the wider green infrastructure network is maintained.**
- **The site is adjacent to the Evington Village Conservation Area and Listed Church of St Denys, so a Heritage Impact Assessment should be submitted with any planning applications, to consider the effects of the proposed development on the heritage significance of these assets and identify measures to avoid or mitigate harm, in accordance with Policy HE01.**
- **As the site is close to historic village centre of Stoughton and associated earthworks, a full Archaeological Assessment will be required, in line with Policy HE01.**
- **A Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity, in particular with regard to the adjacent school.**
- **Development of the site may result in loss of sports pitches, and, if so, the loss must be adequately mitigated.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
569	Krefeld Way, Darenth Drive Open Space	1.13	33	Development of 82.5% of total site area at 35dph.

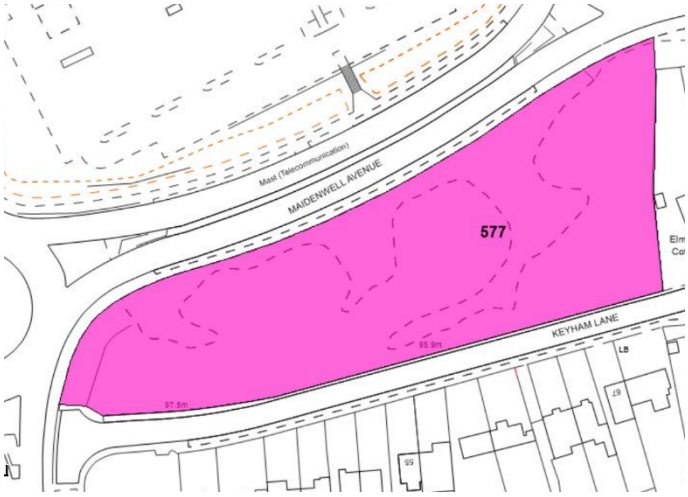


Site constraints and mitigations:

- The site contains a small area of modelled surface water flood risk in western part. In accordance with policy CCFR06, a Flood Risk Assessment will be required that provides adequate mitigations for this. A Drainage Strategy should be submitted which provides adequate drainage for the site.
- Some amenity grassland and woodland species of lower ecological value are present on the site. A Biodiversity Assessment will be required to provide mitigation against any adverse impacts.
- A Landscape Plan should be submitted with any planning applications, in particular regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree groups on the northern boundary of the site facing onto Krefeld Way. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Landscape Plan and design should take account of the Public Right of Way running through the site from south west to north of the site and the bund that faces onto Krefeld Way.
- As this is within an area of pollution control, an Air Quality Assessment will be needed that addresses the impact of nearby printing manufacturing, in line with policy T02.
- Noise from Krefeld Way should be mitigated in the design and layout to avoid any impacts to new residents, in line with Policy DQP06.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence

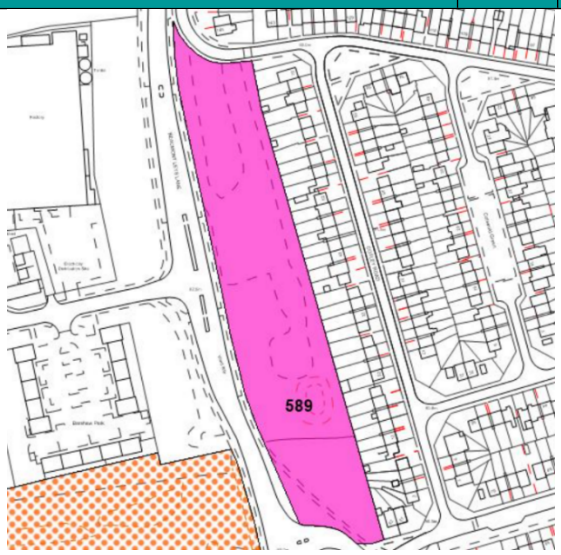
577	Land Adjacent to Keyham Lane/Preston Rise	0.8	23	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

- As development would result in loss of open space, contributions to enhancing nearby open spaces is expected.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Due to evidence of potential Roman Field system on northern part of the site, an Archaeology Assessment will be required to provide potential mitigations, in line with policy HE01.
- Access to the site to be established from Keyham Lane, Maidenwell Avenue or Hungarton Boulevard. A Transport Assessment should assess potential access options and associated impacts.
- A Drainage Strategy is required which considers greenfield runoff rates. This should include SuDS and design for exceedance to make allowance for the loss of permeable surface during development.
- A flood risk assessment will also be required, which is to address surface water flooding near the site, in line with Policy CCFR06.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
589	Land to East of Beaumont Leys Lane	1.18	34	Development of 82.5% of total site area at 35dph.

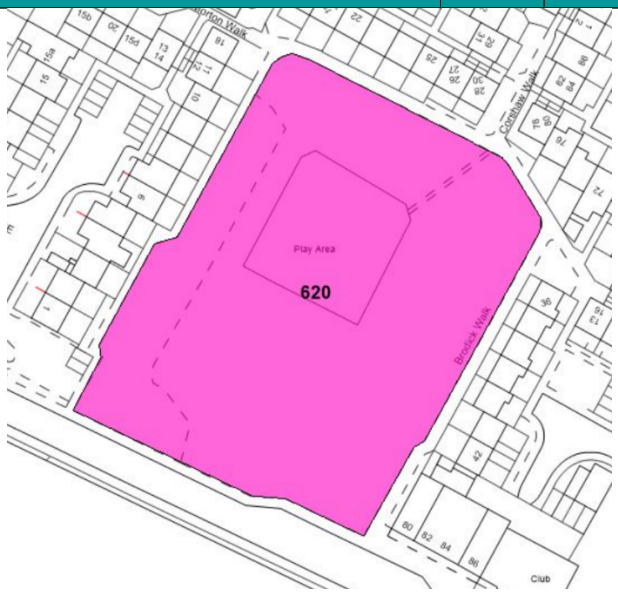


Site Constraints and Mitigations:

- **An Ecological Assessment will be required to establish the habitats and species present on the site and will be expected to provide mitigations necessary to protect them.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree groups on the boundary to Beaumont Leys Lane, including mature trees. A green buffer from the employment area opposite should be considered. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **A drainage strategy will be required for the site this should include SuDS and design for exceedance. A flood risk assessment will also be required to comply with Policy CCFR06, with mitigations for drainage and surface water flooding issues.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
620	Morton Walk Open Space	0.76	9	Development of 0.25Ha of

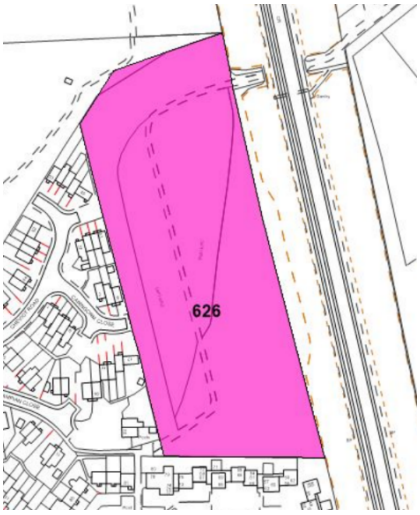
				the site at 35dph.



Site Constraints and Mitigations:

- **Only 0.25Ha fronting onto Hastings Road should be developed, in order to minimise the loss of open space.**
- **Development should retain and enhance the existing play area on the site, and be designed to provide improved access arrangements and natural surveillance to it, in accordance with Policy DQP01.**
- **A Drainage Strategy will be required to be submitted with any planning applications for the site to address and mitigate the loss of surface water capacity from the development of open space, to include SuDS and design for exceedance, in line with Policy CCFR06.**
- **As the site is opposite an industrial area, design should consider a landscape buffer along Hastings Road, to ensure any future residents are not adversely impacted and comply with Policy DQP06.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
626	Neston Gardens green space/Mud Dumps	1.63	47	Development of 82.5% of total site area at 35dph.

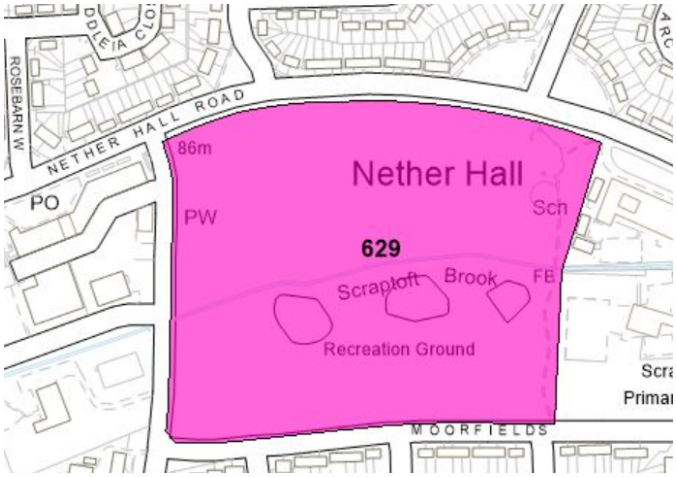


Site Constraints and Mitigations:

- Development will result in a loss of open space in an area with sufficiency. However, some open space should be provided as part of the remaining non-developed capacity (on at least 17.5% of the site area) as well as enhancing connections to nearby open spaces.
- Road access to the site would have to be established for development to be brought forward. A Transport Assessment is required to provide detail of access points and any necessary highway safety mitigations.
- A Public Right of Way connects from Cairngorm Close to Knighton Lane East. This footpath should be retained and enhanced as part of the design, in accordance with DQP01.
- As the development would de-designate land as a Biodiversity Enhancement Site, an Ecological Assessment will be required that provides mitigations for the impacts on grassland species, to ensure a Biodiversity Net Gain in line with Policy NE02.
- Due to the loss of greenfield land, a Drainage Strategy will be required, with inclusion of SUDs and design for exceedance to mitigate for the runoff from the development.
- A Flood Risk Assessment will be required to address surface water flow routes and associated drainage, in accordance with Policy CCFR06.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence

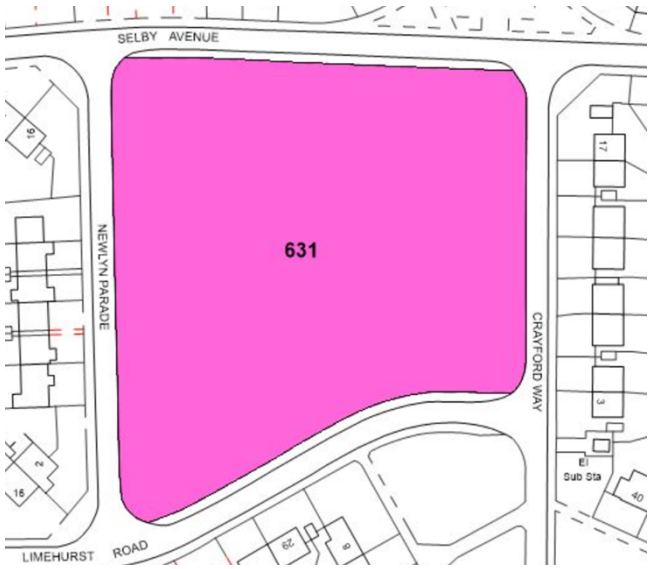
629	Netherhall Road Open Space	7.06	77	Development of 62.5% of 3.48Ha (half of the site) area at 35dph.



Site Constraints and Mitigations:

- Development should take place on only the half of the site, with the remainder to be retained as part of the informal open space provision for the ward. As part of this, the outdoor play area on Netherhall Road should be retained and enhanced.
- A number of landscape features are present on the site, including a number of trees and Scraptoft Brook which runs through the centre of the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, particularly tree groups around the brook and boundary trees. Development around Scraptoft Brook should have mitigations to protect the brook from any harm from development and encourage renaturalisation of the channel to provide a wildlife buffer and prevent flood risk. The trees and other landscape features on the site are expected to be retained in the first instance. Where loss of any landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- A Flood Risk Assessment and Drainage Strategy should be submitted with any planning applications to assess the impact of development on the Scraptoft Brook, inform where surface water runoff should be directed, and mitigate for the reduction in natural surface water drainage capacity resulting from the development of open space, through measures such as Sustainable Drainage Systems.
- Existing Public Rights of Way through the site should be retained and enhanced through good quality design, in line with Policy DQP01.
- Remnant Ridge and Furrow are present on the southern part of the site. Therefore, an archaeological field evaluation is required to be submitted with any planning applications to inform the design of development to mitigate any adverse effects on this, in line with Policy HE01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
631	Newlyn Parade/ Crayford Way	0.72	13	Development of 0.36ha of the site at 35dph



Site Constraints and Mitigations:

- **Only half of the site (0.36 ha) is expected to be developed for new housing, with the remainder to be retained and enhanced as informal open space.**
- **The site is within a critical drainage area, so a Drainage Strategy will be required, to be submitted with any planning applications, to include SuDS and design for exceedance, in order to mitigate for surface water runoff created by the development, in line with Policy CCFR06.**
- **In accordance with Policy HE01, an Archaeological Field Evaluation is required to establish the effects of development on remnant ridge and furrow within the site, and wider archaeological landscape.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
646	Rancliffe Gardens	1.8	52	Development of 82.5% of total site area at 35dph.



Site Constraints and Mitigations:

- Development of the site will result in loss of green space. Sufficient provision is provided nearby in Braunstone and Western Park.
- Site is currently listed as a Biodiversity Enhancement Site. An Ecological Assessment will be required to establish the mitigations for loss of habitats including hedges and trees. This should demonstrate the enhancement of important ecological corridor along railway line. It is expected that Policy NE01 is considered within this site.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- A Drainage Strategy for the site is required to mitigate for the increased runoff created by development. This should include SuDS and design for exceedance.
- As some surface water flooding is present on the site, a Flood Risk Assessment should provide mitigations for this, in accordance with Policy CCFR06.
- An Archaeological Desk Based Assessment and Field Evaluation should be undertaken to establish how development may impact nearby Neolithic and Iron Age settlement site and any other historic assets. This should be considered in accordance with Policy HE01.
- A Transport Assessment is required to inform appropriate road access to the site.

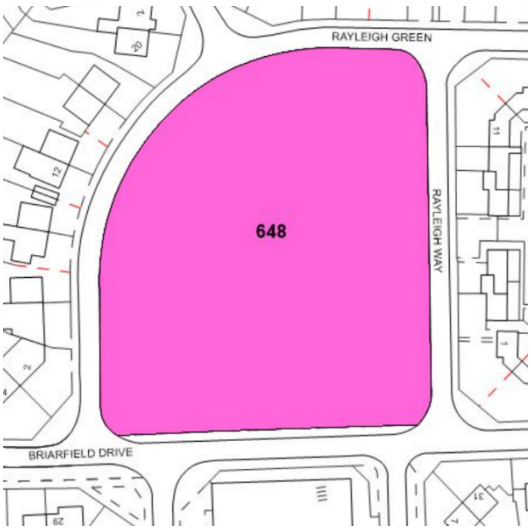
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
647	Ranworth Open Space	1.23	36	Development of 82.5% of total site area at 35dph.



Site Constraints and Mitigations:

- Site development will result in loss of open space although there's sufficient alternative provision locally.
- Hedgerow and trees on site as well as mature scrubland have potential ecological value. An Ecological Assessment is required to be submitted with any planning applications to establish the impacts of development on species and habitats, and to recommend mitigation measures to ensure Biodiversity Net Gain, with regard to Policies NE01 and NE02.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, including mature street tree groups and scrubland in the western side of the site. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- As the east of the site is in a surface water hotspot, a Flood Risk Assessment, compliant with Policy CCFR06, is required to be submitted with any planning applications to provide mitigations for flood risk. A Drainage Strategy is required to be submitted with any planning applications, informed by the recommendations of the Flood Risk Assessment, to mitigate for runoff created by the development, including SuDS and design for exceedance.
- Archaeological Field Evaluation is required to be submitted with any planning applications to establish archaeology present in the vicinity and necessary protections from the impacts of development, in line with Policy HE01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
648	Rayleigh Green	0.64	18	Development of 82.5% of total site area at 35dph.

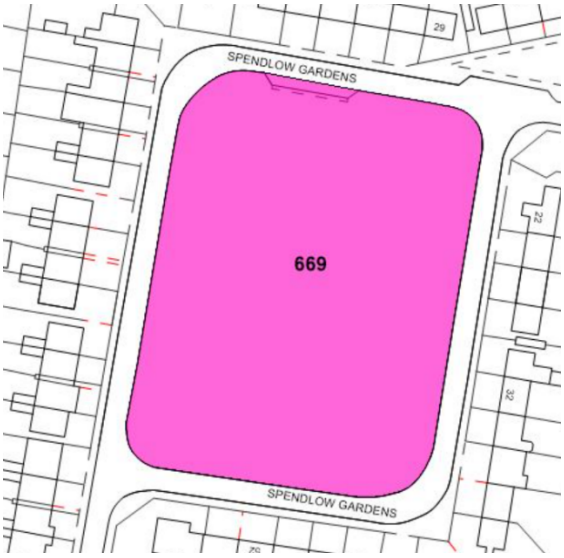


Site Constraints and Mitigations:

- Site is proposed for full development of green space. Sufficient open space of this type and overall open space in this area of the city. Half of the open space at site 629 is proposed to be retained and enhanced as part of the development which will provide an alternative open space provision. Any development would need to be in compliance with Policies OSSR02 and OSSR03.
- A Drainage Strategy is required to be submitted with any planning applications to mitigate the runoff created by the development, including Sustainable Drainage Systems and design for exceedance.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, in particular on the northern part of the site. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Due to Iron Age and Medieval landscape features in close proximity, an Archaeological Field Evaluation is required to establish whether there are archaeological remains present within the site that need to be protected from the effects of development, as set out in Policy HE01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
669	Spendlow Gardens	0.61	11	0.3ha to be developed

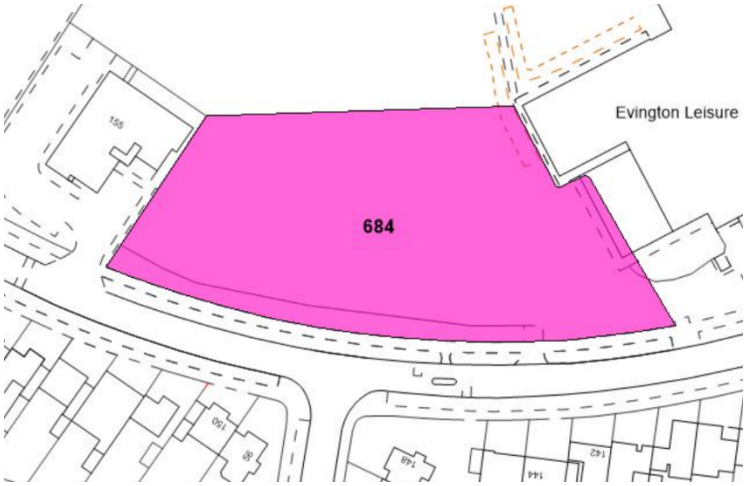
				at 35dph



Site Constraints and Mitigations:

- **Only half of the site (0.3 ha) is expected to be developed for new housing, with the remainder to be retained and enhanced as informal open space.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, including mature trees. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **A Flood Risk Assessment will be required, to be submitted with any planning applications, to consider surface water flood risk to the north west of the site and appropriate mitigations, in line with Policy CCFR06.**
- **A Drainage Strategy is required to mitigate for the runoff caused by the development. This should include SuDS and design for exceedance, in accordance with Policy CCFR06.**

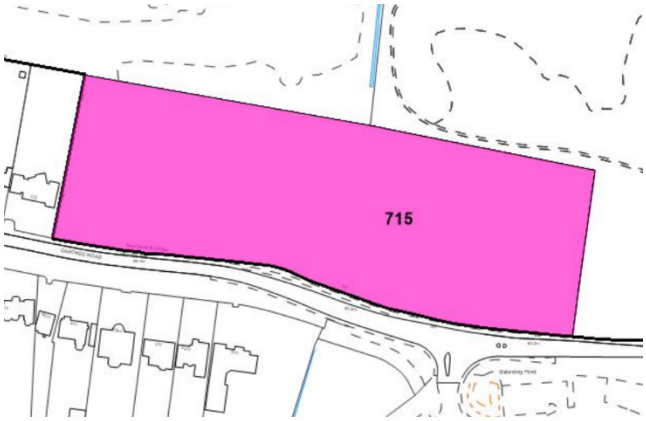
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
684	Land adjacent to Evington Leisure Centre	0.5	15	Development of 82.5% of total site area at 35dph.



Site Constraints and Mitigations:

- Site development will result in loss of open space in an area of sufficient alternative provision. Design should account for the land to the rear of the site to be retained as accessible open space.
- A Drainage Strategy will be required to mitigate against the runoff from the development. This should include SuDS and design for exceedance.
- Transport Assessment should be submitted which appropriately sets out highway's mitigations on site.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
715	Land North of Gartree Road	2.36	35	1.2ha to be developed at 35dph

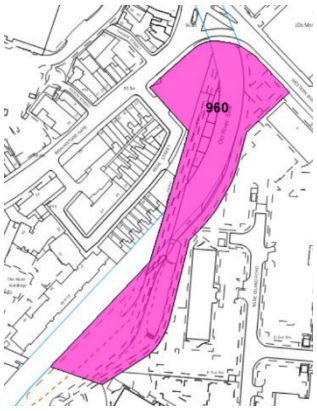


Site Constraints and Mitigations:

- Only part of the site (around 1.2Ha) is developable due to restrictive covenants.
- Partial development of the site for housing will result in the loss of land from the larger Evington Green Wedge. Therefore, development will be expected to integrate new green infrastructure into the design to help mitigate the loss, in accordance with Policy NE03.
- The site is part of a Local Wildlife Site. An Ecological Assessment will be required to establish the location of any protected species and habitats on site and to identify appropriate mitigations. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, the Ecological Assessment, and be in accordance with Policies NE01 and NE03. Mitigations should include the retention and enhancement of boundary hedgerows and improved ecological connectivity between the undeveloped area of the site and the remainder of the Local Wildlife Site.
- A Gas pipe buffer runs through the site. Design will have to take into account an easement required for accessing the gas mains.
- An Archaeological Impact Assessment, including Desk Based and Field Evaluations will be required to establish the extent of archaeological remains within and around the site, including the Roman Road running through it, and to establish the measures to avoid or mitigate harm to these heritage assets being caused by development.
- The site is within close proximity of Evington Village Conservation Area. Therefore, a Heritage Impact Assessment should be submitted with any planning applications to consider the potential for harm through setting and identify suitable mitigations to be incorporated into the design of the development, as required by Policy HE01.
- A transport assessment will be required to establish options for vehicular access to the site. Due to the site access likely being from highways land within Oadby and Wigston Borough Council area, county highways should be consulted on this.

- **A Drainage strategy will be required to include SuDS and design for exceedance to mitigate for the loss of surface water drainage capacity and increased runoff from the partial development of the site.**
- **A Flood Risk Assessment should inform how development can be protected against flood water from nearby Evington Brook, as stipulated in Policy CCFR06.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
960	Land West of Bede Island Road (Braunstone Gate)	0.85	20	Development of 0.15Ha of the site only. Capacity based on pre-application indicative capacity.

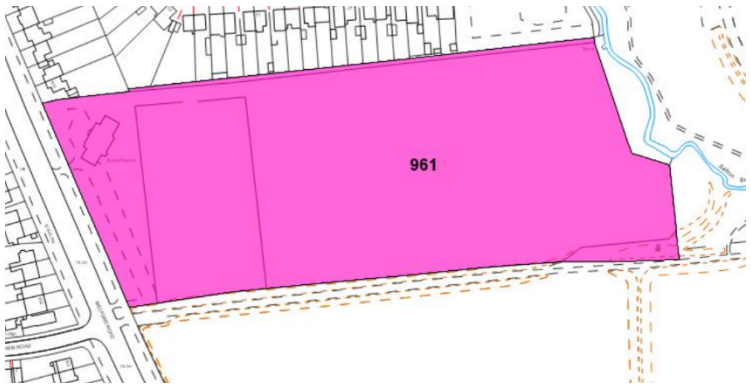


Site Constraints and Mitigations:

- Partial development of 0.15Ha of the site only, with the remaining 0.7 ha to be retained and enhanced as public open space.
- The River Soar runs directly through the site. Where this runs through the site, the area is in Flood Zone 3b. The majority of the rest of the site is within Flood Zone 2. A Flood Risk Assessment is required to inform the mitigations for flooding on this site, in compliance with Policy CCFR06. It is expected that development would only take place on land adjacent to the River Soar or the existing viaduct structure and an easement from the river is provided.
- A Flood Resilience & Protection Strategy and Drainage Strategy will be required to be submitted with any planning applications, with inclusion of SuDS and design for exceedance.
- The Great Central Railway Bridge over the River Soar is locally listed. Development would be expected to preserve and enhance the railway arches, in accordance with Policy HE01. A Heritage Impact Assessment should be submitted with any planning applications, which identifies mitigation measures to preserve and enhance this and other nearby heritage assets.
- Requirement for an Archaeological Assessment and Desk Based Assessment to be submitted with any planning applications, which take account of assets including the Great Central Way scheduled monument. This should provide mitigations for adverse impacts of development on the assets.
- The River Soar catchment is a Local Wildlife Site, which forms part of a larger ecological river corridor. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies

	NE01 and NE03. • Any impacts to the existing open space at Bede Park should be considered as part of the scheme design. As this is an area of open space deficiency, enhancements may be required for local open spaces. • Design should take neighbouring uses including a leisure centre, events venue and office park into account, as per Policy DQP01. • A Transport Assessment should be submitted with any planning applications to inform the access options for the site and specify mitigations for associated impacts of development on highway safety and operation.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
961	Welford Road Playing Fields, After 614 Welford Road	3.8	14	Development of 0.5Ha at 35dph



Site Constraints and Mitigations:

- Partial development site, with only 0.5Ha fronting Welford Road to be developed. The remainder of the land to be retained and enhanced as informal open space or for sports use. Potential for improvements to, and reopening of, existing outdoor sports facility and replacement of the existing pavilion.
- Part of the site is within Flood Zones 3a and 2, a Flood Risk Assessment will be required for mitigations around development in these flood zones, in line with policy CCFR06. A Flood Resilience & Protection Strategy is required to inform mitigations against flooding from nearby Saffron Brook
- A Landscape Plan should be submitted with any planning applications, in particular regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly trees protected by a TPO which line the site boundary on Welford Road. Where loss of trees is needed for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- The site borders onto Knighton Park which is proposed to be de-designated as a Biodiversity Enhancement Site. Green infrastructure will be required that enhances the ecological network (in accordance with policy NE03) and

	a Biodiversity Assessment undertaken which provides mitigations for development impacting on this biodiversity. • **An Archaeological Assessment and Desk Based Assessment needed that takes account of the Ridge and Furrow and all other archaeological assets on site. This should provide any necessary mitigations in line with policy HE01.** • **This site allocation will de-designate a small portion of the Knighton Green Wedge. It is expected that green infrastructure should be incorporated into development design to help retain some of the function of this green wedge, in compliance with policy NE03.** • **A Transport Assessment is also necessary to inform options for vehicle access to the development.** • **A Drainage Strategy is required, with inclusion of SuDS and design for exceedance**

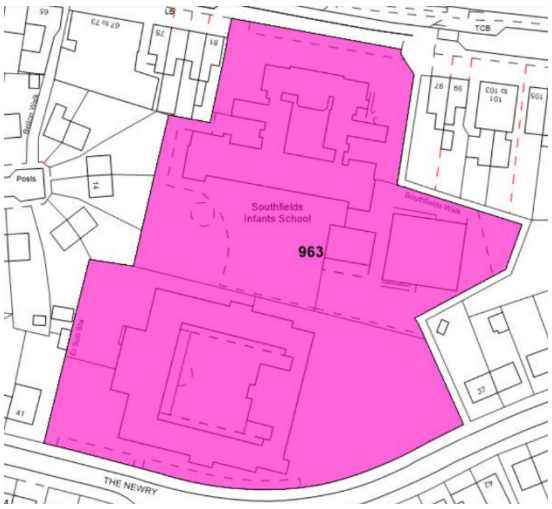
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
962	Amenity Land Between Coleman Road and Goodwood Road (East of Hazelnut Close and Ellwood Close)	0.26	9	Development of all of site area at 35dph.



Site Constraints and Mitigations:

- Development on the portion of the site fronting Goodwood Road will need to be set back to provide space for improvements to existing road infrastructure, as part of the Eastern District Distributor Road.
- A Drainage Strategy is required, with measures to mitigate the loss of surface water drainage capacity, including SuDS and design for exceedance.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, including mature trees, a large street tree group and the trees to the western boundary of the site which are subject to TPOs. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- The north western part of the site contains a Biodiversity Enhancement Site, which is notable for broadleaf woodland and some priority habitats. An Ecological Assessment is required to establish what protected species or priority habitats may be present on the site and to identify the mitigation measures necessary to avoid adverse harm arising from the development, in line with Policy NE01.
- An Air Quality Assessment is required in compliance with Policy T02, with measures to mitigate the effects of the development on air quality, as Goodwood Road is an Air Quality Management Area.
- A Heritage Impact Assessment is required to establish the effects of the development on any nearby heritage assets and any measures necessary to mitigate harm to heritage significance, as set out in Policy HE01.

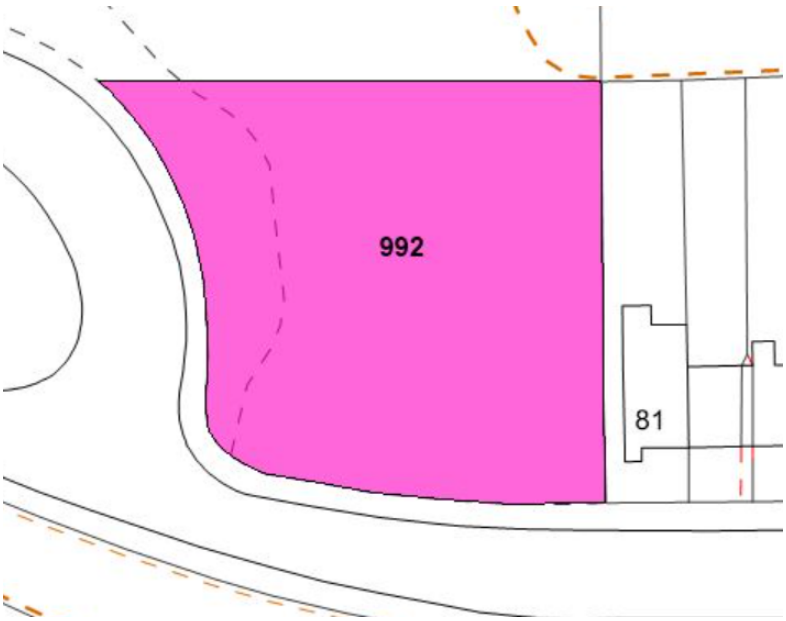
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
963	Southfields Infant School and Newry Specialist Learning Centre	1.2	53	Approved permission for 53 Dwellings.



Site Constraints and Mitigations:

- A Drainage Strategy is required for the site to mitigate for runoff from the development. This should include SuDS and design for exceedance.
- The site has some risk of pluvial flooding, a flood Risk Assessment, which complies with Policy CCFR06 is required to demonstrate how impacts to flooding are mitigated. A Flood Resilience & Protection Strategy is required.
- A Heritage Impact Assessment is required to establish what heritage assets are present in the vicinity and how these can be protected from the impacts of development, in line with Policy HE01.
- An Air Quality Assessment is required for the site as Atlee Way adjacent is an Air Quality management Area. This should inform how impacts of the development on air quality can be mitigated, in accordance with Policy T02.

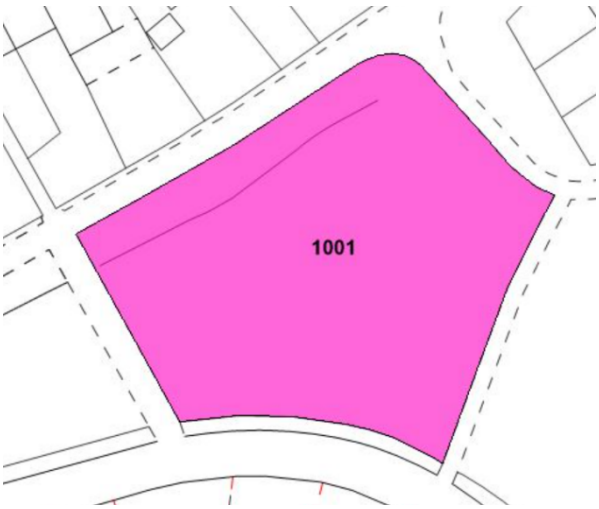
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
992	Woodstock Road	0.15	5	Development of all of site area at 35dph.



Site Constraints and Mitigations:

- Site development will result in loss of open space. However, adequate alternative provision locally at Ingold Avenue Open Space and Hefford Gardens.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- A Drainage Strategy is required, this should include of SuDS and design for exceedance. The site is adjacent to a surface water flow route and the Drainage Strategy should mitigate the impacts of surface water from the development.
- A Transport Assessment is required to assess options for vehicle access to the site.

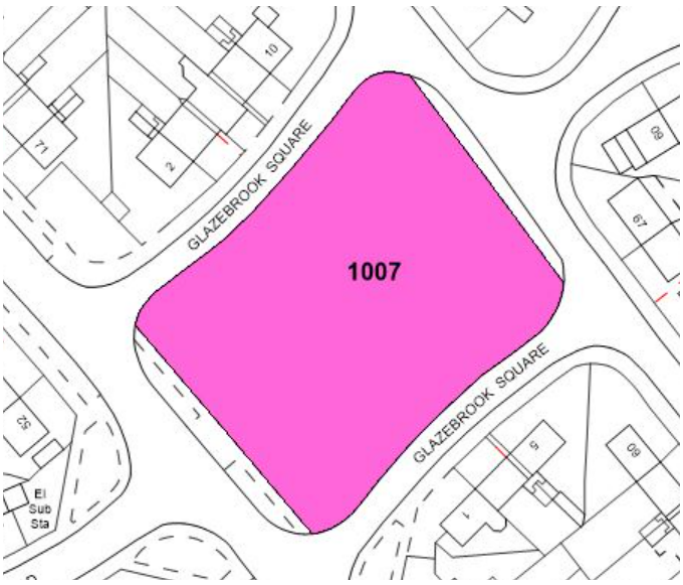
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1001	Phillips Crescent	0.14	5	Development of all of site area at 35dph.



Site Constraints and Mitigations:

- Site development will result in loss of open space. However, alternative provision is available nearby at Astill Lodge Park.
- A Drainage Strategy is required for the site including SuDS and design for exceedance to mitigate for runoff from the development.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the tree subject to TPO to the east of the site and street tree group on the northern section. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Public Rights of Way to be considered in the Landscape Plan, to comply with Policy DQP04.
- Mitigation should be made if development exacerbates any issues with of the nearby landfill.
- Transport Assessment to be submitted which appropriately assesses and provides mitigations for the impact of development on both highways and footway access.

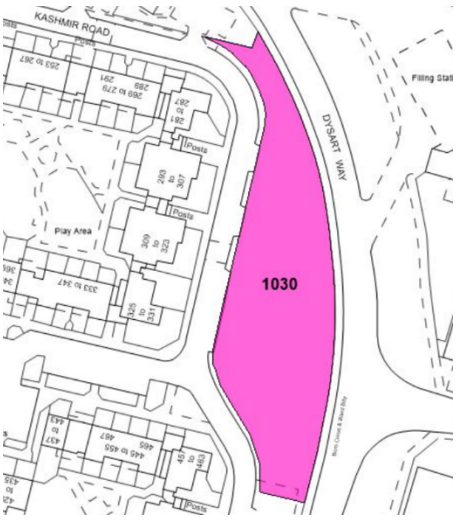
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1007	Glazebrook Square	0.33	12	Development of all of site area at 35dph.



Site Constraints and Mitigations:

- Development will result in loss of open space although there's sufficient alternative provision locally, including at Stokeswood Park and Western Park.
- A Drainage Strategy is required, this should include SuDS and design for exceedance to mitigate runoff from the development.
- An Archaeology Desk Based Assessment and evaluation is required due to an indicative medieval park in the area. This should be done in compliance with Policy HE01.
- A Transport Assessment is required to inform how vehicle access to the site will be provided.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1030	Land the to the west of Dysart Way	0.25	9	Development of all of site area at 35dph.



Site Constraints and Mitigations:

- A Drainage strategy is required, with measures to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees are expected to be retained in the first instance, particularly trees which are on the eastern section of the site, which border Dysart Way to provide a noise and pollution buffer from employment uses opposite. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- An Air Quality Assessment is required for the site, in accordance with Policy T02, as Dysart Way is in an Air Quality Management Area, This should inform how the impacts of the development on air quality should be mitigated and how the development should be designed to mitigate pollution from air quality.
- Development of the site will result in a loss of amenity open space in area of deficiency. However, alternative provision available at Kamloops Crescent Open Space. Proposals should include measures to mitigate the loss of open space.
- Access to be determined by a Transport Assessment, to be submitted with any planning applications in accordance with Policy T03, with appropriate mitigations incorporated into the design of the development.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1034	Forest Lodge Education Centre, Charnor Road	0.91	33	Application for 33 dwellings.

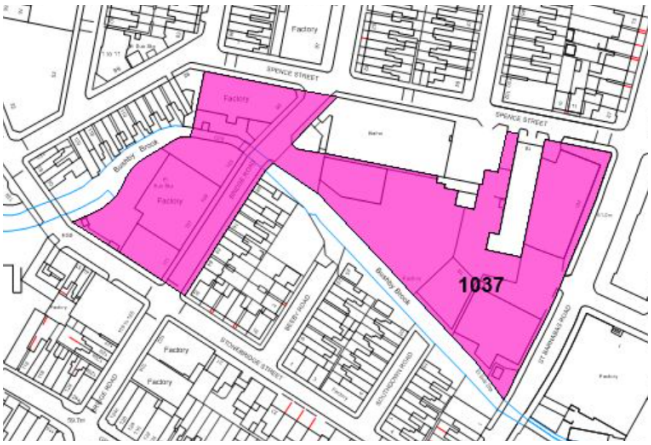


Site Constraints and Mitigations:

- Demolition of the existing building needed as per an approved planning permission.
- The site has some surface water flood risk. Therefore, a Flood Risk Assessment is required which addresses mitigation for flood risk, as set out in Policy CCFR06.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree group in southern section of the site. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- An Ecological Assessment and associated habitat surveys are required to establish any species that need conservation, in accordance with Policy NE01.
- New Parks Way lies within short proximity east of the site and is an Air Quality Management Area. An Air Quality Assessment is required which should inform how impacts of the development on air quality can be mitigated, as set out in Policy T02.
- A desk based Archaeological Report should be submitted which outlines any future works to be completed, to ensure archaeological remains have appropriate mitigations during development, in line with Policy HE01.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity	Capacity evidence

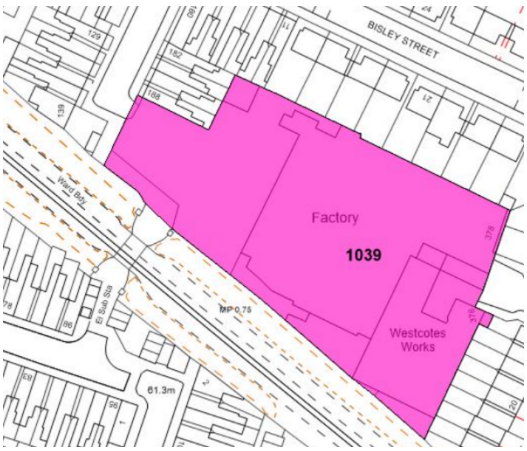
			(Units)	
1037	Spence Street	1.12	22	Development of 82.5% of 0.77Ha at 35dph.



Site Constraints and Mitigations:

- Partial development of the site, due to restrictions of Flood Zone 3 alongside the Bushby Brook and on western section of the site. A Flood Risk Assessment is required to inform mitigation from flooding from Bushby/Willow Brook, to address Policy CCFR06. This should include a flood plan and evacuation procedures where appropriate in consultation with the Environment Agency.
- A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SUDS and design for exceedance, as well as exploring the potential naturalisation of the Brook.
- A Biodiversity Assessment should be provided which considers the ecological corridor on the Willow/Bushby Brook corridor with necessary mitigations to accord with Policies NE01 and NE03.
- A Heritage Impact Assessment is required to establish the effect of development on the setting of nearby adjacent heritage assets, and how these should be mitigated through design and layout, in accordance with Policy HE01.
- An Air Quality Assessment is required for the site as Uppingham Road, which is to the north of the site, is an Air Quality Management Area. This should inform how impacts of the development on air quality can be mitigated, in compliance with Policy T02.

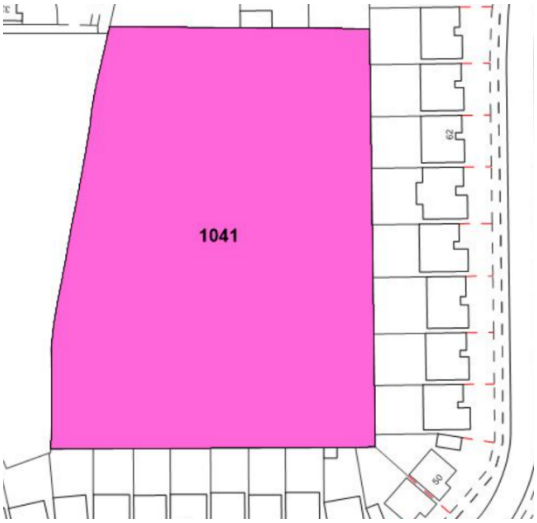
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1039	Bisley St/Western Rd	0.6	17	Development of 82.5% of total site area at 35dph.



Site constraints and mitigations:

- A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SUDS and design for exceedance.
- A Flood Risk Assessment is required which takes into account the surface water flow route running through the site. This should meet the requirements of Policy CCFR06.
- The former Ivanhoe Line is to the rear of the site. This is an operational railway line currently used only for freight transport. Appropriate noise and air quality buffers will be required. This should be considered through Noise and Air Quality Assessments.
- The railway line is also an ecological corridor and the effects of development on this should be assessed through an Ecological Assessment and mitigated through a potential green buffer, in line with Policy NE03.
- To comply with Policy T02, an Air Quality Assessment will also be required for the site as nearby Narborough Road is an Air Quality Monitoring Area. This should inform how impacts of the development on air quality can be mitigated.
- Transport Assessment needed to establish site access and suitable mitigations.
- The site has some potential contaminative uses, so development should not have any pollution risk to the water environment. A Contamination Risk Assessment should be submitted that outlines these issues and provides any relevant mitigations.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1041	Land off Hazeldene Road Adj. Kestrel's Field Primary School	0.74	21	Development of 82.5% of total site area at 35dph.

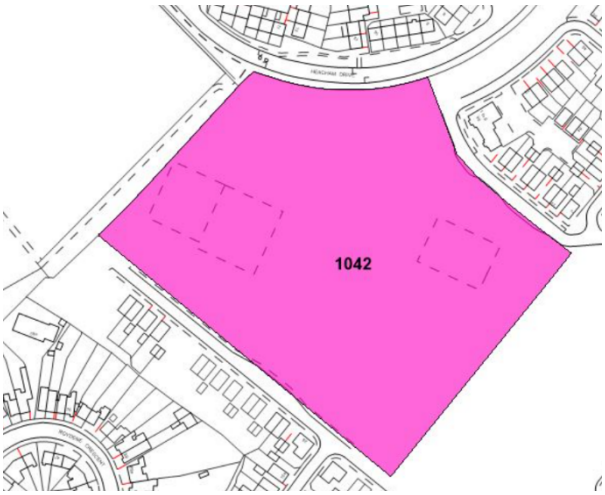


Site Constraints and Mitigations:

- A Drainage strategy is required with measures to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees and hedgerows on site. This should be accompanied by an Arboricultural Assessment which assesses the value of the trees on the site. The trees and hedgerows are expected to be retained in the first instance, particularly the street tree group on the western boundary of the site and trees subject to TPOs in the west. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Due to adjacent land having known Late Iron Age and Roman settlement activity, an Archaeological Assessment including a Desk Based and Field Evaluation is required, in accordance with Policy HE01.
- An Air Quality Assessment is required to assess likely effects on local air quality arising from the development of the site and identify suitable mitigation measures.
- Site access to be determined by a Transport Assessment and suitable mitigation included to ensure no harm to highway safety.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence

1042	**Land off Heacham Drive (Phase 2) (former playing fields)**	**2.3**	**53**	**Development of 62.5% of total site area at 35dph.**



Site Constraints and Mitigations:

- **A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.**
- **A flood Risk Assessment is also required for the site to inform how the site will be protected from surface water flooding, to comply with Policy CCFR06. This should include a flood resilience and protection strategy.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **An integrated approach is needed with the delivery of Phase 1 of the Heacham Drive development in regard to infrastructure, including green infrastructure as outlined in Policy NE03.**
- **The site is part of a medieval Deer Park. Therefore, an Archaeological Assessment is required to establish the necessary mitigations for development impact. This needs to be completed in accordance with Policy HE01.**

Housing Development on Unallocated Sites

5.19 Other sites such as infill and backland development sites have not been allocated for residential development in the Local Plan but will come forward as windfall development sites. Over the last few years an average of 214 dwellings per year has been provided on such sites.

5.20 Housing development may be supported on sites that are not identified as allocations in the Local Plan where they are considered to be suitable and contribute towards meeting the city's

housing need.

Policy Ho02. Housing Development on Unallocated Sites

The council will support proposals in accordance with Spatial Strategy Policy SL01 which contribute towards meeting the local development needs. Planning permission will be granted for new residential development on unallocated sites where:

a) The proposals comply with relevant policies in this **P**~~p~~lan and **take account of the guidance contained in** any relevant supplementary planning documents
b) The proposals will be supported by existing infrastructure or provide new infrastructure as part of the development **in compliance with Policy DI01**.
c) The proposals are in accordance with **the** design principles set out in Policy DQP01~~,~~ **and** other design policies in the plan, and **take account of relevant** design guides/codes **which may be published as supplementary planning documents,** in order to provide a high-quality living environment and create sustainable communities
d) **The proposal respects** ~~Respect~~ the character of the area in compliance with the **Plan's** environmental, design and heritage policies

Meeting a Range of Housing Needs

5.21 In order to meet the variety of needs in the city, a range of housing must be provided. This includes affordable housing, student housing, older people's housing, houses in multiple occupation (HMOs), self-build/custom build housing and accessible housing **as evidenced by the up to date Local Housing Needs Assessment produced by the Council.**

Housing Mix

5.22 The Local Plan seeks to achieve a mix of balanced communities through the provision of a range of housing mix and types to ensure that new housing development meets the current and future needs of the city's population. A range of homes including family homes, student housing, **older persons' housing,** supported living and self-build/custom-build will be supported through the Local Plan policies.

Table 3 shows the recommended mix of market housing and affordable housing for the city. Table 4 shows the housing mix as percentages.

Table 3: Overall need for Market and Affordable Dwellings excluding impact of Right to Buy Sales (including affordable home ownership products) by property size

Number of bedrooms	Affordable Dwellings Unable to afford market rents	Able to afford 50% First Homes, but not 70% First Homes	Able to afford 70% First Homes	Total Affordable Housing	Total Market Housing	Total Housing
1 bedroom	1,702	95	521	2,318	1,948	4,266
2 bedrooms	4,231	200	587	5,019	4,782	9,800
3 bedrooms	7,312	262	599	8,173	13,076	21,249
4+ bedrooms	2,276	56	29	2,361	1,431	3,792
DWELLINGS	**15,522**	**613**	**1,736**	**17,871**	**21,237**	**39,108**
C2 Dwellings	-	-	-	-	316	316
LHN	**15,522**	**613**	**1,736**	**17,871**	**21,~~237~~553**	**39,424**

Source: ORS Housing Model July 2022 – Note: Figures rounded up.

Table 4: Overall need for Market and Affordable Dwellings excluding impact of Right to Buy Sales (including affordable home ownership products) by property size as percentages

Number of bedrooms	Affordable Dwellings Unable to afford market rents	Able to afford 50% First Homes, but not 70% First Homes	Able to afford 70% First Homes	Total Affordable Housing	Total Market Housing	Total Housing
1 bedroom	9.5%	0.5%	2.9%	13.0%	9.0%	10.8%
2 bedrooms	23.7%	1.1%	3.3%	28.2%	22.2%	24.9%

3 bedrooms	40.9%	1.5%	3.4%	45.9%	60.7%	53.9%
4+ bedrooms	12.7%	0.3%	0.2%	13.2%	6.6%	9.6%
DWELLINGS	86.9%	3.4%	9.7%	100.0%	98.5%	99.2%
C2 Dwellings	-				1.5%	0.8%
LHN	86.9%	3.4%	9.7%	100.0%	100.0%	100.0%

Source: ORS Housing Model July 2022 - Note: figures rounded up.

Accessible and Adaptable dwellings

5.23 For many years the council had sought a proportion of new affordable housing to be built to its own wheelchair accessible standard, a standard which allows for immediate occupation by a wheelchair user. It currently seeks a proportion of new affordable housing dwellings to be built to the nationally described wheelchair accessible standard.

Nationally described accessibility standards.

5.24 These are split into three levels – M4(1), M4(2) and M4(3):

- Standard M4(1) is the default level and is the standard that every new home across the country should be built to, unless an individual council decides to adopt a higher standard
- Standard M4(2) is similar to the Lifetime Homes standard and was previously included in the city council's Core Strategy (2014). It requires homes to be designed in a way that makes them accessible and inclusive to meet the changing needs of the user over their lifetime for example, by ensuring step-free access
- Standard M4(3) is a wheelchair accessible standard able to either be adaptable for occupation by a wheelchair user, or fully accessible for use immediately by a wheelchair user ~~(M4(3) (2)(b) wheelchair accessible~~

5.25 Government guidance states that where an identified need exists, councils should clearly state in their local plan the proportion of new dwellings which should comply with these requirements. **The council acknowledges the split between M4(3)(2)a and M4(3)(2)b standard needs, however this will be dealt with on a site by site basis.**

5.26 To seek a balanced mix of housing to meet the needs of the community the council intends to apply the housing mix policy to all residential development, except

the requirement of at least 10% affordable housing which will be expected to meet the M4(3) technical standards.

Policy Ho03. Housing Mix

The Local Plan will seek to achieve a mix of house types, tenures and sizes, taking into account the evidenced needs, market conditions, viability, site specific circumstances and the housing mix as identified in Table 2 and Table 3, or in any future update of housing mix evidence **published by the council**.

a) Proposals for residential development should seek to provide an appropriate mix and size of dwellings to meet the needs of current and future households in the city including family housing, extra care and accessible housing, **and self-build / custom-build plots** having regard to the latest evidence of housing need **published by the council**
b) Proposals for supported living including retirement homes, sheltered homes and care homes will be supported and expected to meet the technical standard for access of Building Regulations 2015 Part M4(2) or any subsequent revisions
c) Proposals for wheelchair accessible dwellings will be expected to meet the technical standard for access of Building Regulations 2015 Part M4(3), or any subsequent revisions. At least 10% of affordable housing will be expected to meet the M4(3) technical standards. All homes will be expected to ~~be~~ **meet** accessible and adaptable standards (M4(2) technical standards)

Affordable Housing

5.27 **The** NPPF requires that affordable housing should be sought from all major schemes (10 dwellings or more) which should be provided on site. Only in exceptional circumstances will off-site contributions be acceptable. **The exceptional circumstances are likely to be limited. They are likely to occur in two particular situations. Firstly, where there are very small parcels of affordable homes. These can be less attractive to housing associations than larger parcels. Rather than forego provision it is preferable to collect a commuted sum towards off site provision. This can be aggregated to facilitate the delivery of affordable housing elsewhere – for example in the CDA. Secondly, in flatted schemes, particularly schemes of specialist older peoples housing that may be subject to significant levels of service charges. Service charges do not sit comfortably in the affordable sector. As above, rather than forego provision it is preferable to collect a commuted sum towards off site provision. This can be aggregated to facilitate the delivery of affordable housing elsewhere.**

5.28 The Local Housing Needs Assessment 2022 states that Leicester has a total affordable housing need of 1,117 dwellings per annum for the period 2020-36 (17,871 affordable homes over the plan period). The LHNA also notes that Leicester has a notably high level of overcrowded, concealed and shared households.

5.29 The Local Plan will seek to achieve an affordable housing mix in accordance with the housing mix policy, or any subsequent evidence update, as mentioned in the housing mix section above.

5.30 In line with government requirement, we will require 25% of affordable housing to be first homes. The remaining 75% will be for social/affordable rent as informed by the evidence or any future supplementary planning documents. The council will also achieve the affordable housing target through the delivery of schemes through private registered providers and the council's own delivery programmes.

Commuted Sums

5.31 The preference is for affordable housing to be delivered on-site in line with the NPPF. However, it is sensible for councils to also set out how a commuted sum would be calculated to provide transparency and clarity to developers. **Commuted sums are considered in the Whole Plan Viability Study (EB/DI/3). The study concluded that NPPF Para 63 is clear that off-site provision or financial contribution in lieu 'can be robustly justified'. On this basis, the calculations provide a sound basis for determining a commuted sum figure. The council will work to a published 'standard commuted sum payment' of £100,000/unit payment per affordable unit not delivered on-site on greenfield sites and £58,000/unit on brownfield sites. Separate guidance will be prepared as part of the Affordable Housing SPD setting out the amount of commuted sums payable taking into consideration any changes in viability. This will be prepared within 6 months of the Plan adoption.** ~~Separate guidance will be prepared setting out the amount of commuted sums payable taking into consideration any changes in viability. Until such time as the guidance is prepared, the council will calculate the commuted sum in line with current evidence (Affordable Housing SPD 2011) on a scheme-by-scheme basis.~~

Policy Ho04. Affordable Housing

a) The council will require 30% affordable housing of the total number of dwellings to be provided on all greenfield sites involving a major scheme (10 dwellings or more).
b) **On brownfield sites involving a high-density major scheme** in the south east, and the **brownfield elements of the** Ashton Green areas shown on diagram 3 the Council will require 10% affordable housing of the total number of dwellings to be provided ~~on~~

~~brownfield sites involving a high- density major scheme~~.

c) The council will expect ~~this~~ **the above** requirement**s** to be met. Any proposal below the percentage indicated will need to be fully justified through clear evidence set out in a viability assessment produced by the applicant. This assessment will need to demonstrate that grant funding sources have been fully explored.

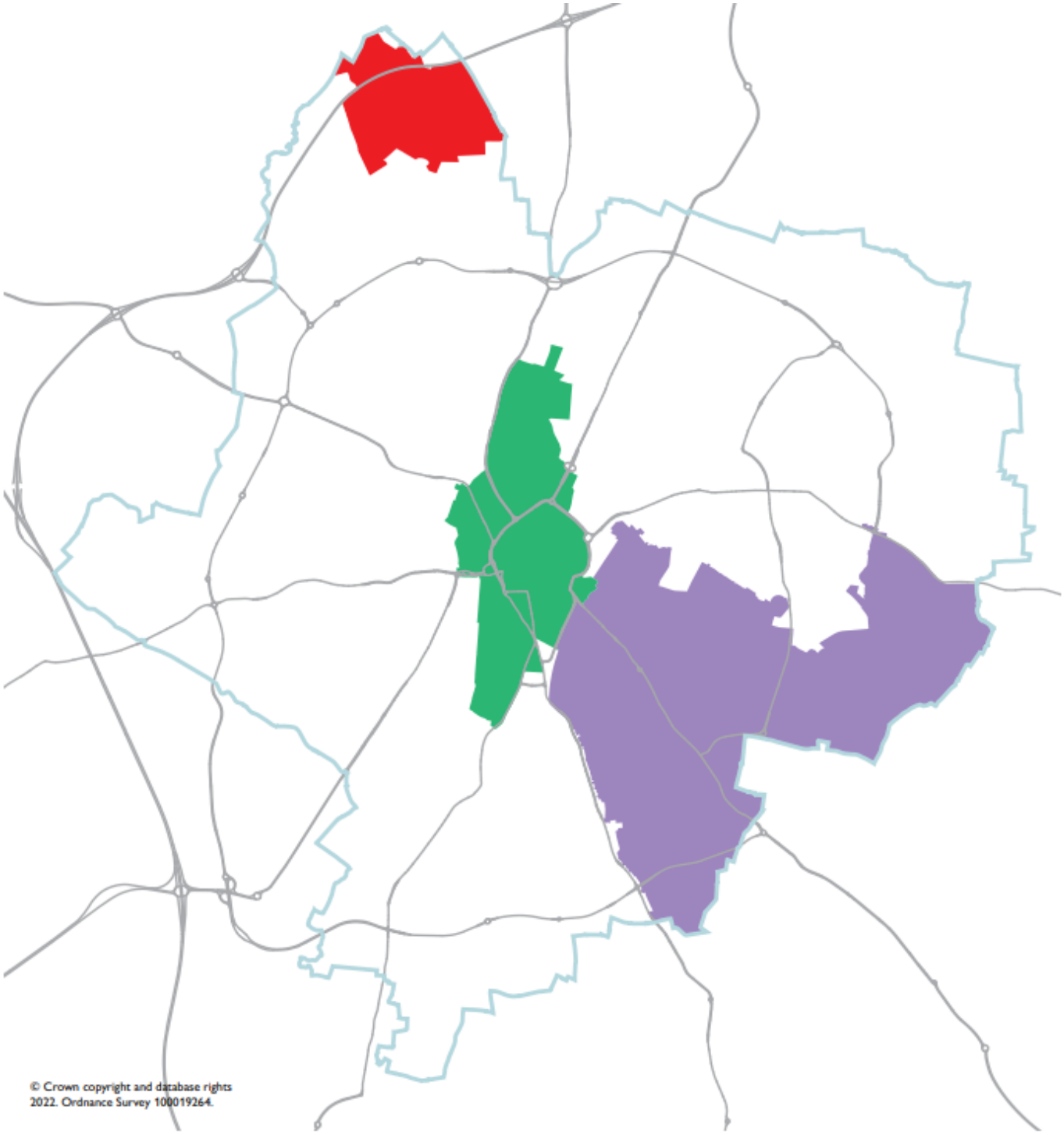
d) The type and mix of affordable housing sought will reflect Policy Ho03 or any other subsequent housing needs evidence. Each site will be expected to provide 10% of the affordable housing requirement to fully wheelchair accessible standards. **C2 dwellings will not require affordable housing contributions.**

e) Developers should not circumvent this policy by artificially subdividing sites and are expected to make efficient use of land. If a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.

f) Affordable housing should be provided on site and only in exceptional circumstances will contributions to make an equivalent provision elsewhere be acceptable. Affordable housing should be available to those in housing need in perpetuity.

g) The council will seek to achieve 25% of the overall affordable housing target as First Homes in compliance with the national policy. Remaining 75% should be provided as social rent or affordable rent, in line with the evidence most recently published by the city council.

Diagram 3. Affordable housing



Housing Densities

5.32 In considering the most appropriate and efficient density for a site, it will be necessary to consider the site and the context of the surrounding area. The use of innovative design and layout

can enable higher density housing to be achieved without compromising the overall quality of the scheme. In seeking to achieve higher densities developers must have regard to creating good quality environments in accordance with Policy DQP01.

5.33 The city council will be looking to achieve a higher density in the Central Development Area (CDA) of 75+ dwellings per hectare. Outside of the CDA, we will be seeking to achieve a minimum density of 35 dwellings per hectare. Schemes over 55 dwellings per hectare will be considered as high density. However, it is recognised that the achievable density of development proposals may vary, depending on site environmental and other constraints and therefore they will be assessed on their individual merits.

Policy Ho05. Housing Densities

The city council will support proposals that reflect the existing character of the areas, as well as which meet the locally identified needs of the city. The following density targets will be expected to be met:

Central Development Area – minimum of 75 dwellings per hectare

Rest of the city – minimum of 35 dwellings per hectare

Policy Ho06. Older Persons' Housing

Older persons' housing will be supported and encouraged as evidenced by the Local Housing Needs Assessment or any subsequent updated evidence produced by the Council. The proposals for older persons' housing will need to be in compliance with Housing Mix Policy Ho03 and other policies of the plan.

Self-build/Custom Build

5.34 Custom build housing is where a developer with a site undertakes most of the design and building work in order to create a 'custom built' house on behalf of an individual. Self-build is where a private individual acquires a plot of land and organises the design and construction of their own home, either building it themselves or contracting a builder to undertake the work.

5.35 Local authorities are now required to keep a register of individuals and groups who are seeking to acquire serviced plots of land in order to build houses for both of these house types. A self-build/custom build register has been established in order to provide evidence of demand. The city council will support self-build and custom-build housing as evidenced by the local housing

needs study. Sites proposed for 100% affordable housing will be exempt from the provision of self-build/custom-build.

Policy Ho07. Self-build/Custom Build

The council will support self-build and custom build developments for residential accommodation to deliver high quality development and to meet housing needs.

Where sites provide for 10 or more homes consideration should be given to ~~including~~ **the provision of** either ~~provision of~~ serviced plots for self or custom builders, and/ or the provision of custom homes by other delivery routes ~~subject to viability considerations and site-specific circumstances~~. **Where plots have been made available and marketed appropriately for at least 12 months without being sold, the plots can be reverted back to deliver general market housing.**

Internal Space Standards

5.36 The council recognises the importance of decent space standards to enable homes to be fully fit for purpose. For many years the council set out its own minimum floor areas for new build affordable housing.

5.37 In March 2015 the government introduced a new Nationally Described Space Standard (NDSS) which deals with internal space within new dwellings regardless of tenure. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. Details of the space standards can be found on the Government website.

5.38 Evidence demonstrates that some new homes that have been built in the city have been very small (some rooms providing as little floorspace as 13 sqm). To ensure good quality homes the council requires all new dwellings (Use class C3) to meet the National Described Space Standards, including conversions and change of use . New dwellings should provide a satisfactory environment for occupants and will be expected to meet the Government's standard unless there is clear evidence to demonstrate that this would not be viable or technically feasible, and that a satisfactory standard of accommodation can still be achieved.

Policy Ho08. Internal Space Standards

All proposals for new dwellings (Use Class C3) must meet the Nationally Described Space Standard (NDSS) as a minimum. **This requirement will come into force 3 months after the**

Plan adoption.

Purpose Built Student Accommodation (PBSA)

5.39 Leicester is home to two major universities, De Montfort University (DMU) and the University of Leicester (UoL). The universities and their students have a positive impact on the local economy, boosting Leicester's national and international profile, providing local companies with skilled graduates and seasonal/part-time workers as well as purchasing local goods and services. ~~To address the needs of the students the Local Housing Needs Assessment 2022 identifies a further need of 4,800 bedspace to be provided over the plan period. However,~~ **The 2022 LHNA Addendum indicates a reduced demand but an ongoing need for purpose built student accommodation, albeit** the full impact of Covid and Brexit on the **precise quantum of** ~~future student housing~~ need is not yet known.

5.40 The construction and occupation of student accommodation also creates employment opportunities, supports local businesses and can deliver physical regeneration on disused sites and buildings. In recent years there has been a growth in the amount of purpose-built student accommodation (PBSA) schemes completed in the city. Evidence suggests that second and third year students (as well as first years) are now more likely to stay in PBSA. In general, there tends to be less disturbance to local residents reported (due to noise and litter) from purpose-built accommodation than student accommodation in Houses in Multiple Occupation (HMO's).

5.41 The council seeks to meet the housing needs of both the student population and local residents. High-quality purpose-built accommodation provides an alternative to the Houses in Multiple Occupation (HMO's) that students have traditionally occupied and releases it to the general housing stock. This continues to form an important element of the council's housing policy. However, if PBSA is to continue to be successful in the longer term, it needs to be in appropriate locations which will remain attractive to students and are sustainable. **Purpose built student accommodation should be built to the same standards expected for other housing types.**

5.42 The main facilities e.g. temporary work, shops, bars and public transport interchanges that will be accessed by students are generally in the city centre and at the two main university campuses. To encourage sustainable travel new ~~purpose-built student accommodation~~ PBSA should be located within walking distance of the city centre and at least one of the campuses, or on a major public transport route which accesses these locations. A walkable neighbourhood typically has a range of facilities within a 10-minute walk, around 800m. However, this is only a general guide and has potential to be extended where good quality pedestrian or cycle routes are available.

~~DM~~ Policy Ho09. Student Residential Accommodation Development

New student development will be supported where:

a) It is accessible by sustainable means from the city centre and is within reasonable walking and cycling distance of at least one of the two main university campuses (**Policy** ~~S~~T01)
b) It lies outside and does not abut an Article 4 direction area, controlling HMO conversions
c) A travel plan manages beginning/end of term traffic
d) A parking management plan specifies the level of parking provision which is acceptable for all forms of vehicles including bicycles and powered two wheelers (**Policy** T07)
e) It includes communal facilities which are appropriate to the scale of development
f) A mix of uses is encouraged on the ground floor

~~Where necessary o~~**O**ccupation will be limited to students in perpetuity.

5.43 The council has sought to protect existing family accommodation across the city for which there is an identified need and regulate the over provision of HMOs in any one area. This has been by setting up Article 4 direction areas to restrict further HMOs within it. To ensure that PBSA contributes positively towards maintaining sustainable communities, the council will encourage student accommodation to be in appropriate locations outside of Article 4 direction areas.

5.44 Achieving well-managed student accommodation can help to minimise potential negative impacts on surrounding neighbourhoods. The council will therefore expect all new student accommodation to have a robust management plan, along with a car parking management plan and a travel plan that addresses issues such as the beginning and end of term traffic.

Retention of Family Housing

5.45 It is the council's aim to retain good quality existing family housing. This will be informed by the Local Housing Needs Assessment 2022 or any future update to housing need evidence. Where the proposal is for the conversion of a residential property, which has 2 or 3 bedrooms to flats the council will not support the proposal subject to the new evidence provided by the study.

Policy Ho10. Retention of Family Housing

Planning permission will not be granted for the conversion of 2 or 3 bedroom houses into flats. Conversion of any properties with 4 or more bedrooms will be assessed on the following basis:

- Outside Article 4 HMO Control Areas, proposals will be assessed on their individual merits subject to compliance with Local Plan policies
- Within any Article 4 HMO Control Areas, proposals for conversion of family housing into flats will not be supported

Houses in Multiple Occupation (HMO's) Class C4

5.46 Conversion to shared houses for between 3 and 6 unrelated people, known as smaller HMOs currently has permitted development rights except in the defined areas of the city where an Article 4 Direction applies and permission will be needed. The ~~current~~ extent of the **Article 4 Direction** areas **can be seen in Appendix 8 of this Plan and can also be viewed** ~~is shown~~ on the council's website.

5.47 In all areas, planning permission is required for all shared houses for more than 6 unrelated people, known as large HMOs. There continues to be a demand for HMOs and problems can arise when HMOs become concentrated in any one area, especially when combined with other existing non-family housing. This can detract from the amenity of neighbouring residential properties and have an adverse impact on the balance of the community.

Policy Ho11. Houses in Multiple Occupation (HMOs)

Planning permission will be granted for houses in multiple occupation if:

a) The proposal will not have an adverse impact on the character of the area and a mixed and balanced community can be maintained
b) The existing proportion of HMOs and other non-family housing within the area in which the proposed development is located does not amount to a significant concentration

Large HMOs
In addition, for larger HMOs, conditions will be imposed on planning permissions so that the number of occupants cannot be increased without a further consent.

5.48 There are other issues that cannot be addressed directly by planning policy, such as policing matters or environmental nuisance. The city council will therefore continue to work with the shared housing landlords and local residents, the Universities and student accommodation providers to try to manage any conflicts between various sections of the community.

Hostels

5.49 There continues to be an occasional need for new hostels. Within the powers available to it, the city council aims to facilitate the provision of a range of accommodation to meet the special housing needs of all city residents. However, problems can arise when hostels become concentrated in any one area of the city.

5.50 The following policy is aimed at protecting the residential character of an area and the amenity of neighbours, whilst providing a suitable living environment for occupiers.

Policy Ho12. Hostels

Planning permission will be granted for new hostels and extensions to hostels provided that:

a) This would not result in a concentration of such uses to the detriment of the character of the area, depending on the range of housing available, and there would be no unacceptable impact on the amenity of neighbouring residential properties

b) Special consideration is given to the construction and internal arrangement of the premises to minimise potential noise disturbance to and from adjacent properties

c) Adequate accommodation, including garden and amenity space is provided to meet the needs of the residents

d) A suitable management plan is included as part of the proposal

Gypsies and Travellers and Travelling Showpeople

~~5.48 In helping to provide decent residential accommodation for all, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople.~~

5.51 The Government's Planning Policy for Gypsy and Traveller Sites (PPTS ~~2015~~ **2023**) indicates that the council, in preparing their Local Plan, should:

- Set pitch targets for gypsies and travellers and plot targets for travelling show people, which address the likely permanent and transit site accommodation needs of travellers in their area
- Identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets for travelling showpeople
- Identify a supply of specific developable sites, or broad locations for growth for years 6 to 10 and where possible for years 11-15

5.52 The ~~Joint~~ Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople

Accommodation Assessment ~~2017~~ **2024**(~~Joint~~ GTAA ~~2017~~ **2024**) provides the evidence base for current and future need for gypsy, traveller and travelling showpeople accommodation in the city. **The study was undertaken due to the change in planning definition of "Gypsies and Travellers" in the government guidance "Planning Policy for Traveller Sites", December 2023 (PPTS 2023).**

~~5.51 An Addendum Report (September 2019) to the 2017 study has been undertaken for Leicester to review the outcomes of the main report and provide an update in respect of transit provision and the need for gypsy and traveller sites.~~

~~5.52 These assessments identified the accommodation needs in the city as shown in Table 4.~~

~~Table 4. Gypsy and Travellers: Identified need for additional gypsy and traveller households broken down by potential delivery method~~

~~Site Status~~	**~~GTAA~~**				**~~HNA~~**				**~~TOTAL~~**
	~~2016-21~~	**~~2021-26~~**	**~~2026-31~~**	**~~2031-36~~**	**~~2016-21~~**	**~~2021-26~~**	**~~2026-31~~**	**~~2031-36~~**	
~~Met Planning Definition (+25% Undetermined)~~	~~4~~	~~1~~	~~2~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~	~~7~~
~~Did not meet Planning Definition (+75% Undetermined)~~	~~0~~	~~0~~	~~0~~	~~0~~	~~9~~	~~3~~	~~4~~	~~5~~	~~21~~
									~~28~~

~~5.53 The table above sets out the total need and the number of pitches that will need to be addressed for gypsies and travellers that meet or are likely to meet the "planning definition" and for those who do not meet or are unlikely to meet the "planning definition".~~

~~5.54 We need to plan to accommodate 7 permanent gypsy and traveller pitches in the city over the plan period to 2036. A site has been identified on Western Park Golf course in accordance with Policy SL02 to accommodate this need.~~

~~5.55 There is a need for 21 pitches coming from gypsy and traveller households that did not meet or are unlikely to meet the planning definition, but these needs will be assessed through the Plan Policies, to deliver on the Local Housing Needs Assessment.~~

Gypsy and Traveller – Permanent provision

Table 5: Need for Gypsy and Traveller households broken down by Local Plan Policy Type

Delivery status	Gypsy & Traveller Policy				Total
	24-28	29-33	34-36	37-38	24-38
Meet Planning Definition	3	2	1	1	7
	Housing Policy				
Do not meet Planning Definition	17	4	5	2	28
Total	20	6	6	3	35

5.53 Table 5 above shows that in the first five years (up to 2028/ 29) there is a total need for 20 pitches. This need is made up from 3 Gypsy and Traveller households that "meet" the 2023 PPTS planning definition and 17 that "do not meet" the planning definition. Over the Local Plan period to end of 2036 the total need increases to 32 pitches. This consists of 6 Gypsy and Traveller households that meet the planning definition and 26 that do not meet the planning definition. The table also covers the GTAA study period (up to 2038/ 39), which shows an overall need of 35 pitches. No pitches are required to meet the needs of "undetermined" households.

5.54 The Planning Policy for Traveller Sites, 2023 states that "in producing their Local Plan, local planning authorities should identify and update annually, a supply of deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets". The Strategic Site allocation for Western Park Golf Course (Policy SL02) includes provision for a permanent Gypsy and Traveller site of 7 pitches. This leaves a shortfall of 13 pitches in the first five years.

5.55 The Western Park Golf Course allocation in the Local Plan makes partial provision for the identified need from the GTAA 2024 for Gypsy and Traveller permanent pitches in the next 5 years. The council has committed to undertake an immediate review of the Local Plan. The council will address the remaining need for pitches in the city through considering options to intensify, reconfigure or expand existing sites, or whether a new public site/s would be needed through this review process.

5.56 For planning policy purposes, the definition of “gypsies and travellers” is set out in Annex 1 of the ~~PPTS 2015~~ **Planning Policy for Transit Sites, 2023**.

~~**Table 5. Travelling Showpeople: identified need for additional plots**~~

~~**Type**~~	~~**2016-21**~~	~~**2021-26**~~	~~**2026-31**~~	~~**2031-36**~~	~~**TOTAL**~~
~~Travelling~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
~~Unknown~~	~~0~~	~~1~~	~~1~~	~~1~~	~~3~~
~~Non-travelling~~	~~0~~	~~0~~	~~0~~	~~0~~	~~0~~
~~TOTAL~~	~~0~~	~~1~~	~~1~~	~~1~~	~~3~~

Gypsy and Traveller - Transit Sites

5.57 Transit sites help to address the level of unauthorised encampments in a local authority area. They are for short stays, contain a range of facilities and there is normally a limit on the length of time residents can stay. The ~~2017~~ GTAA **2024** identified a current need for a transit site with a minimum of 12 caravan spaces (or managed equivalent) in Leicester City. ~~The 2019 Addendum Report reviewed this need and confirmed support for the recommendation in the 2017 study.~~ The council will also consider temporary seasonal arrangements to meet any additional transit needs during the summer months.

5.58 Two sites have been ~~identified~~ **allocated** that ~~are capable of accommodating~~ **can each accommodate** the **identified** need for a transit site ~~that could accommodate a site~~ of up to 12 caravan spaces. These are the strategic site at Beaumont Park (See **Policy** SL06) and a smaller non-strategic site at Thurcaston Road/Hadrian Road open space (See **Policy** E01). Both the sites are also allocated for employment uses but it would also be possible to deliver transit sites within these allocations.

~~5.59 In summary, the evidence base shows an identified need for:~~

- ~~Seven permanent gypsy and traveller pitches over the plan period (up to 2036)~~
- ~~A minimum of 12 caravan spaces (or managed equivalent) in respect of transit provision~~
- ~~Two additional show people plots (over 10 years)~~

~~5.60 The city council will review the level of need periodically during the plan period.~~

Table 6: Travelling Showpeople

Delivery status	Travelling Showpeople				Total
	24-28	29-33	34-36	37-38	24-38
Meet Planning Definition	4	2	0	0	6
Undetermined	1	1	0	0	2
Do not meet Planning Definition	0	0	0	0	0
Total	5	3	0	0	8

5.59 Table 6 above shows that in the first five years (up to 2028/ 29) there is a total need for 5 plots. This is made up from 4 travelling showpeople households that "meet" the 2023 PPTS planning definition and 1 "undetermined" household that they meet the planning definition. Over the Local Plan period to end of 2036 the total need increases to 8 plots. This consists of 6 households that meet the planning definition and 2 "undetermined" households that may meet the planning definition. The table also covers the GTAA study period (up to 2038/ 39), which shows an overall need of 8 plots. There were no travelling showpeople households that did not meet the planning definition.

5.60 The level of need identified in the new 2024 GTAA increases the need for additional travelling showpeople plots from 3 plots identified in the previous 2017 and 2019 GTAA's to 8 plots.

5.61 Through the Local Plan review the council will seek to determine if it is possible to intensify, reconfigure, or expand the existing yard at Bath Lane to accommodate the increased need. If necessary, the council will consider other options to meet this need as part of the review.

5.62 The criteria below will be applied to all applications for new Gypsy, Traveller and Travelling Showpeople sites, **including those who are in need of culturally appropriate housing but do not meet the planning policy definition of Gypsy and Travellers or Travelling Showpeople (as set out in Annex 1 of Planning Policy for Travellers Sites 2024)**. This includes applications for temporary stopping places and transit sites, which will still be required to meet all of the criteria, although the level of facilities provided on site should be appropriate to the type of site proposed. Other relevant policies in this plan will also apply.

~~**Policy Ho12. Gypsy, Traveller and Travelling Showpeople**~~

~~Proposals for new gypsy, traveller and travelling showpeople sites will be supported where they meet the following criteria:~~

~~a) The site should provide a safe environment for intended occupants and adequate on-site facilities should be provided for parking and vehicle manoeuvring, storage, play and amenity space~~

~~b) Sites should be provided with an appropriate level of essential services including access to drinking water, refuse collection and sewage disposal~~

~~c) There should be safe and convenient pedestrian and vehicular access to the site~~

~~d) There should be convenient access to schools, shops and other local facilities, preferably by walking, cycling or by public transport~~

~~e) Appropriate landscaping should be used to maintain visual amenity and provide privacy for occupiers~~

~~f) There should be no significant detrimental impact upon the amenity of nearby residents, businesses or the local environment (DQP06)~~

Policy Ho13. Gypsy, Traveller and Travelling Showpeople Accommodation

Proposals for new Gypsy, Traveller and Travelling Showpeople sites including for those who are in need of culturally appropriate housing but do not meet the planning policy definition of Gypsies and Travellers or Travelling Showpeople (as set out in Annex 1 of Planning Policy for Traveller Sites) will be supported where they meet the following criteria:

a. **The site should be located where it would have**
   i. **safe access to the road network**
   ii. **access to basic services such as schools, shops, pharmacies, health and other local facilities, preferably by walking, cycling or public transport.**
   iii. **access to the public transport network.**

b. **The site should not be located in:**
   i. **areas at high risk of flooding from all sources.**

c. **The site should:**
   i. **provide a safe environment for intended occupants;**
   ii. **provide adequate on-site facilities for parking and vehicle manoeuvring, storage, play and amenity space;**
   iii. **be provided with an appropriate level of essential services including access to drinking water, refuse collection and sewage disposal;**
   iv. **have safe and convenient pedestrian and vehicular access to the site;**
   v. **use appropriate landscaping to maintain visual amenity and provide privacy for occupiers;**
   vi. **address the effect of local environmental quality (such as noise and air quality, pollution, contamination) on the health and well-being of any occupants and provide appropriate mitigation measures; and**
   vii. **where possible, be located on previously developed land.**

d. **Proposals for new Gypsy, Traveller and Travelling Showpeople sites will also be supported where they satisfactorily address:**
   i. **the amenity of nearby uses, including residents, businesses, and the local environment (policy DQP06); and**
   ii. **the impact of proposals on amenity, the natural environment, heritage assets and local infrastructure, which will be assessed against the relevant policies in the Plan.**

6. Climate Change and Flood Risk

Evidence Base

6.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Energy and Sustainable Design & Construction Study (2022)
- Leicester Carbon Neutral Roadmap and Evidence Base (2022)
- ~~Leicester Climate Emergency Strategy (2020-2023)~~ **Climate Ready Leicester Plan (2023-2028)**
- ~~Leicester City Council's Climate Emergency Action Plan (2020-2023)~~
- Strategic Flood Risk Assessment (2021)
- Water Cycle Study (2022)
- **Leicester Transport Plan 3 (2011-2026)**
- Draft Leicester Transport Plan **4** (202~~2~~**1-2036**)

Background

6.2 Climate change represents a grave threat to humanity and biodiversity requiring concerted action both to mitigate the level of future change and to adapt to the changes already taking place. The planning system has a key role in achieving both these goals.

6.3 The 2008 Climate Change Act (as amended) commits the UK government to delivering a 100% reduction in carbon dioxide emissions and other targeted greenhouse gases by 2050 in order to help mitigate future climate change. Energy use from the built environment accounts for a significant proportion of the UK's total carbon emissions.

6.4 Leicester City Council declared a climate emergency in 2019. **A Climate Ready Leicester Plan was adopted in 2024 and includes an updated strategy for responding to the climate emergency and a set of actions to implement the strategy.** ~~It has since developed a Climate Emergency Strategy and an accompanying Action Plan to play its part in tackling climate change.~~ The city council's ambition is for Leicester to become **net zero (as set out in the Climate Ready Leicester Plan)** ~~carbon neutral by 2030 or sooner~~ and to adapt to the climate change that is already happening. However, climate change is not just a city problem. It also affects the wider Leicester Urban Area with more frequent intense rainfall events, heatwaves and drier summers

~~are~~ predicted across the region. A growing population and a need for substantially more housing will also put pressure on the environment. In view of this, the city council will look to work strategically with authorities in the Leicester Urban Area to find joined up solutions to climate change.

6.5 The policies in this chapter are aimed at addressing climate change. However, to be most effective they must be applied alongside policies in other relevant ~~policy areas~~ **chapters of the Plan** such as housing, transportation, the natural environment, open space, sports and recreation, and health and wellbeing which also seek to mitigate and adapt to climate change.

6.6 It is anticipated that policies will be assessed and strengthened at the next plan review, to consider progressively increased levels of greenhouse gas reduction, culminating in a net zero emissions requirement as soon as possible and in alignment with national regulation.

Energy and Carbon Reduction in Development

6.7 The city council's ambition is for Leicester to achieve net zero carbon emissions ~~by 2030~~ **as quickly as realistically possible, with the necessary government support.**~~, which~~ **This** requires greenhouse gas emissions to be reduced as much as possible, with minimised annual and peak energy demand, and net zero carbon future proofed development. Building design will be expected to apply the energy strategy set out in ~~points~~ **stages** i) – iv) of Policy CCFR01. ~~The energy strategy takes a 'fabric first' approach, so that, as far as possible, development 'locks in' low carbon performance.~~ **In 2021, the Government introduced an interim uplift in energy efficiency standards for new domestic and non-domestic buildings. The interim uplift is to act as a stepping-stone to the Future Homes Standard and the Future Buildings Standard. The uplift means that CO2 emissions from domestic buildings must be 30% lower than the standard set in the 2013 Building Regulations and emissions from non-domestic buildings must be 27% lower. The approach taken in Policy CCFR01 is that achievement of this uplift should firstly look to reduce energy demand. Therefore, the policy requires that for domestic buildings, the first 10% of the uplift should be achieved through energy efficiency measures alone and the remaining 20% may be achieved through other measures to reduce carbon emissions, e.g., renewable technologies, connection to a low carbon heat source. Similarly, for non-domestic buildings the policy requires that the first 20% of the uplift should be achieved through energy efficiency measures alone and the remaining 7% may be achieved through other measures.**

Policy CCFR01. Sustainable Design and Construction

All development should be designed, constructed, and maintained to minimise operational energy use and carbon emissions, while also preventing overheating. It should:

i) Minimise energy use, manage demand, and prevent overheating during operation. This should be achieved through passive design measures including optimised site layout, building orientation, form factor, massing, daylighting and control of solar gain, minimised heat loss from the building fabric through reduced U-values and thermal bridges, and increased air tightness; followed by utilising energy efficient lighting and services, including consideration of heat recovery and demand management technologies

ii) Further reduce carbon emissions through the use of zero and/or low emission decentralised energy, prioritising connection to district heating and cooling networks and utilising secondary heat sources

iii) Further reduce carbon emissions by maximising opportunities to produce and use renewable energy on site, utilising storage technologies

iv) Monitor, verify and report on energy performance

All new residential development should achieve a minimum 10% and all new non-residential development should achieve a minimum 20% reduction in carbon emissions beyond the requirement of Part L of the Building Regulations 2013 through passive, fabric, and energy efficient design measures alone. ~~Alternative targets to these will be provided once new National Regulations are adopted.~~ **If new targets relating to the energy efficiency of new development are set at the national level, development will be expected to achieve the higher of either the targets set in this policy or the new national targets.**

Calculation methodology details and those uses which are included as exceptions will be detailed in a supplementary planning document.

All new residential development will meet the Optional Standard of ‘Part G’ of the Building Regulations 2013 (or equivalent future legislation) which is a maximum of 110 litres per person per day. All new non-domestic development will meet the maximum credits available under BREEAM Wat 01 or an equivalent best practice standard.

Measures to address the energy strategy and carbon emissions reduction target should be incorporated at the earliest stage of a development and maintained throughout its design, construction, and operation.

The energy strategy requires that energy performance is monitored and verified. Developers should include a section in the Energy Statement which details how monitoring and reporting will be undertaken. Details and advice on monitoring, verifying, and reporting on energy performance will be provided in a supplementary planning document.

6.8 As well as reducing carbon emissions, development should be adapted to expected changes in Leicester's climate. It should be designed to be resilient to the increased risk of flooding, including measures to sustainably manage drainage from the development, and to the increased likelihood of hotter, drier summers and heatwaves. Application of the energy ~~hierarchy~~ **strategy** should be used both to prevent overheating and to reduce carbon emissions, with ~~the need for~~ air conditioning avoided or kept to a minimum. **Leicester is within an area of serious water stress as determined by the Environment Agency in their report 'Water stressed areas – final classification 2021'. Reducing** water use **in new development is therefore necessary which is why Policy CCFR01 adopts the optional requirement for water efficiency for new dwellings as set in Part G of the Building Regulations 2013 and requires new non-domestic development to meet the maximum credits under BREEAM Wat 01 or an equivalent best practice standard** ~~should also be minimised~~.

6.9 The city council supports reducing the contribution that Leicester's existing buildings make to the city's carbon emissions. Energy efficient retrofitting measures can play a significant role in meeting this reduction. Such measures can include external or cavity wall insulation, loft or roof insulation, solid or suspended floor insulation, and even extend to total retrofit of buildings and their systems. However, any proposed retrofit measures to existing domestic building stock will be considered against the criteria of the design and heritage policies in the Local Plan.

Energy Statement

6.10 Applicants should demonstrate how their proposal will meet the standards set out in policies relating to energy efficiency, overheating prevention, renewable energy generation, and carbon emissions reduction. ~~Energy Statements ensure development follows the energy hierarchy and responds to any other energy and carbon related policy set by the city council.~~ **A supplementary planning document will specify the level of detail expected to be included in an Energy Statement for different types and sizes of development. As a minimum, Energy Statements should contain the following information:**

- **Calculation of the energy demand and carbon emissions covered by the Building Regulations**
- **Proposals to reduce carbon emissions beyond Building Regulations through the energy efficient design of the site, buildings and services, including passive heating and cooling measures, and a calculation of carbon emission reductions from these actions**
- **Proposals to further reduce carbon emissions through the use of zero or low-carbon decentralized energy where feasible, and use of local secondary heat sources**
- **Proposals that connect to or create new heat networks should include details of the design and specification criteria and standards for their systems**

- **Proposals to further reduce carbon emissions by maximizing opportunities to produce and use renewable energy on-site, utilizing storage technologies where appropriate, including details of the size/capacity of the systems and the estimated CO2 savings that will be achieved**
- **Proposals for demand-side response, such as the installation of smart meters, minimising peak energy demand and promoting short-term energy storage, as well as consideration of smart grids and local micro grids where feasible**
- **Cumulative estimated carbon emissions savings from stages i), ii), and iii) of the energy strategy contained in Policy CCFR01**
- **Actions to reduce whole life-cycle carbon emissions. Larger scale development should calculate and demonstrate compliance through the use of a nationally recognized whole life-cycle carbon emissions assessment**

Policy CCFR02. Energy Statement ~~Whole Life-Cycle Carbon Emissions~~

All major development proposals will be required to provide an Energy Statement as described in the supplementary planning document. All other proposals can opt to either submit an Energy Statement or include a relevant section in the Design and Access Statement addressing the relevant policy areas.

All developments shall identify and pursue opportunities to minimise whole life cycle carbon emissions. **The Energy Statement will include details of the energy demand reduction and overheating prevention measures proposed and details of the low and zero carbon energy technologies included. Carbon emissions reduction achieved from each stage of the energy strategy (parts i) to iv) of Policy CCFR01) must be reported.** The following criteria should be considered when aiming to minimise whole life-cycle carbon:

a) Operational Energy – Developments should achieve high levels of energy efficiency, use low carbon heating sources, and be powered by renewable energy generated on site where possible, to minimise operational carbon emissions
b) Embodied Carbon – Developments should ~~meet~~ **adopt** best practice ~~targets~~ **approaches** for reducing embodied carbon. Materials should have a reduced level of embodied carbon, for example through the re-use or recycling of materials, and be designed to be disassembled and re-used or recycled (rather than demolished) in accordance with circular economy principles

~~c)~~

Developments above 1,000 m^2 or 100 dwellings must ~~calculate~~ **include in the Energy Statement a calculation of the** whole life-cycle carbon emissions and demonstrate methodology compliance through a nationally recognised Whole Life-Cycle Carbon Emissions assessment, e.g. BS EN 15978 Sustainability of Construction Works – Assessment of Environmental Performance of Buildings – Calculation Method

~~**CCFR03. Energy Statement**~~

~~All major developments will be required to provide an Energy Statement as described in the supplementary planning document. All other applications can opt to either submit an Energy Statement or include a relevant section in the Design and Access Statement addressing the relevant policy areas. The Energy Statement will include details of the energy demand reduction and overheating prevention measures proposed and details of the low and zero carbon energy technologies included. Carbon emissions reduction achieved from each stage of the energy hierarchy must also be reported along with embodied carbon emissions reductions evidenced through a whole life-cycle carbon emissions assessment.~~

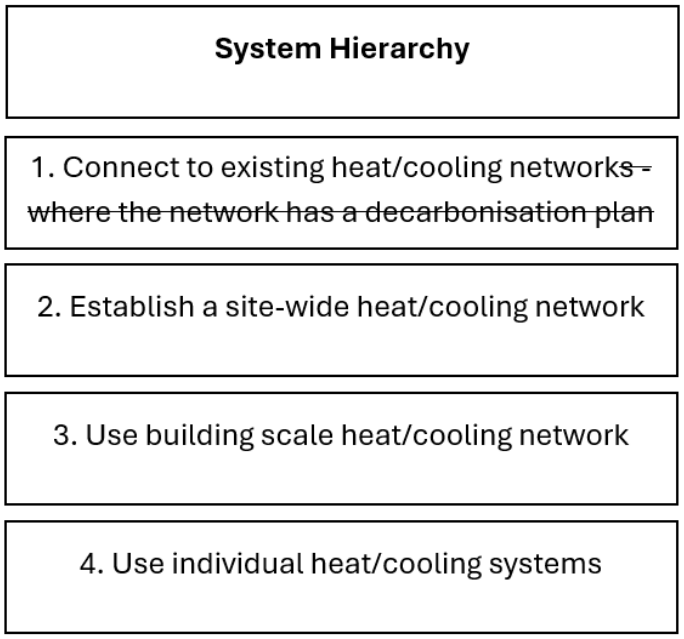
Low Carbon Heating and Cooling

6.11 In order to meet Leicester's heating and cooling needs using low and zero carbon energy it is essential to increase the amount of decentralised and renewable energy technologies within the city. Providing on-site and decentralised energy systems can help to increase the supply of low carbon energy, improve the resilience of the energy network, and decrease pressures on grid infrastructure.

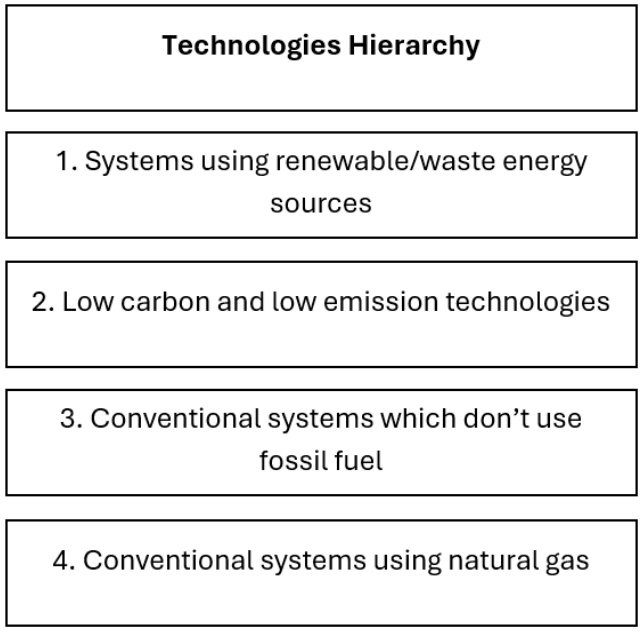
6.12 Figure 3 sets out a heating and cooling hierarchy which prioritises the establishment and integration of future-proofed energy efficient and low carbon heating and cooling systems and technologies. For all major developments, applicants must apply the hierarchy, firstly, to identify the most appropriate heating/cooling system (ordered 1-4, from most preferable to least preferable), and secondly to identify the most appropriate heating/cooling technology (ordered 1-4, from most preferable to least preferable). Applicants will be expected to set out in the Energy Statement how the hierarchy has been applied and to justify the design decisions made in light of this.

Figure 3. Heating and Cooling Hierarchy

First: apply the System Hierarchy

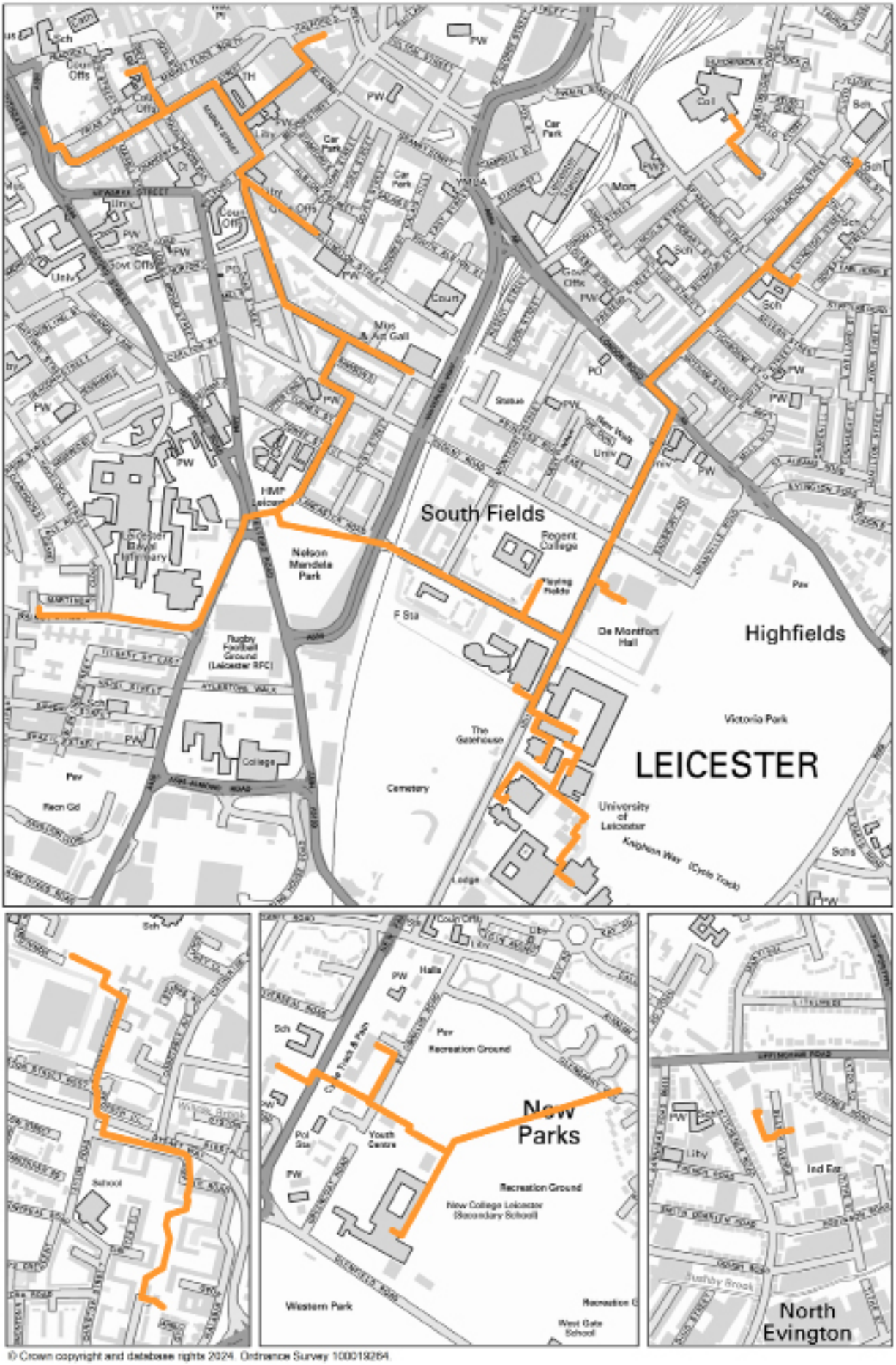


Next: apply the Technologies Hierarchy



6.13 Major development will be expected to connect to ~~both~~ existing ~~and planned~~ district heat~~ing~~ networks (See Diagram 4 ~~for Leicester's existing district heating network~~). If connection to a district heat network is not possible, developers will need to provide evidence as to why this is the case. **Where connection to a district heat network has been demonstrated to not be possible or appropriate, other methods of low carbon heating (e.g., heat pumps) will be expected to be incorporated through the energy strategy set out in Policy CCFR01.** Where a suitable district heat~~ing~~ network is planned or under construction, but it is currently not possible to connect to it, development should be future proofed so that it is capable of connection to the network once it is operational.

Diagram 4. Existing District Heating Network



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6.14 To reach net zero carbon it is essential to remove fossil fuels as far as ~~is~~ possible. Fossil fuels are not a compatible source of energy in a zero-carbon economy. For this reason, avoiding installation of gas heating is preferred. Efficient electric heating is capable of becoming net zero carbon as the grid is decarbonised and brings added benefits in the form of improved air quality and avoids the need for future wholesale system changes. Direct electric heating is compatible with a low carbon future, but the relatively high operating costs make it a less suitable option than electric technologies offering a high level of energy efficiency, such as heat pumps. It is therefore appropriate only for very low heat demand applications, or where, for technical reasons, more efficient electric options are not feasible. Applicants should provide justification for its use instead of more energy efficient systems such as electric heat pumps.

6.15 Guidance detailing the methodology and ~~providing~~ advice for applicants will be provided in a supplementary planning document.

Policy ~~CCFR04~~ CCFR03. Low Carbon Heating and Cooling

To ensure ~~that~~ the most appropriate selection of a heating/cooling system for a development, targeting the lowest carbon emissions possible, all major developments must incorporate low or zero carbon heating in accordance with **the** system and technology hierarchies described in Figure 3.

Where it has been clearly demonstrated that connection to existing heating/cooling networks are not feasible and/or viable (e.g. due to lack of heat & hot water demand and/or lack of heat network capacity), development near (within 500m of a city council pre-identified network priority zone) existing or planned heat networks should be designed to allow for cost-effective connection at a later date by including the following features:

a) Provision of centralised heating/cooling distribution in the form of a single accessible energy centre/plant room
b) Suitable distribution, control systems and operating temperatures
c) Safeguarded access routes for future external pipework through the site and into the energy centre/plant room
d) Space within the energy centre/plant room for a future heat substation

Building systems must comply with CIBSE CP1: Heat networks: Code of Practice (latest revision).

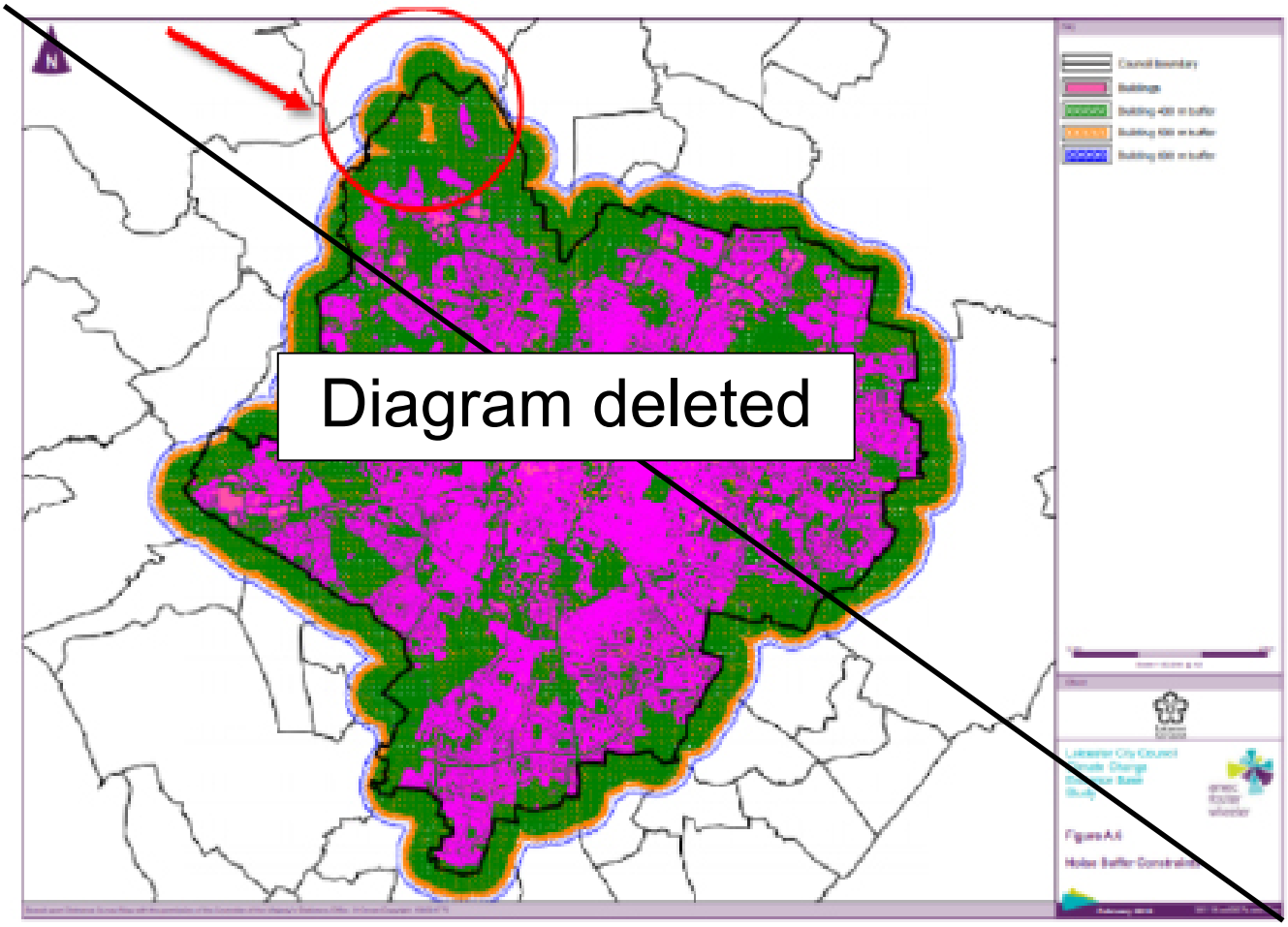
Low Carbon Energy Projects

6.16 Leicester City Council will support renewable and low carbon energy projects, including community led initiatives.

6.17 Whilst wind turbines and biomass combustion technologies aren't suitable in certain built-up areas, these technologies should not be ruled out entirely. ~~The north-west of the city and surrounding area has been identified as a potentially suitable location for wind energy development proposals.~~ Any wind energy **development** proposals ~~in this area~~ would be subject to a site-specific feasibility assessment.

6.18 ~~Any~~ **Wind energy development** proposals should be designed to avoid compromising the development potential of nearby site allocations~~,~~**. A detailed wind opportunity assessment will be required to appraise** potential visual, noise and other environmental impacts, including application of appropriate buffer zones~~, in the form of a detailed wind opportunity assessment~~.

~~**Diagram 5. Map showing buffer zones around residential properties, for the purpose of a wind opportunity assessment**~~



~~(Source of Image © Amec Foster Wheeler, 2015 Climate Change Evidence Base)~~

Policy ~~CCFR05~~ CCFR04. Delivering Renewable and Low Carbon Energy Projects

Proposals for new renewable and low carbon energy projects will be supported ~~subject to the following~~ **unless the project would have adverse impacts on**:

a) ~~Impacts on~~ the historic environment, local character, appearance, and landscape
b) ~~Impacts on~~ ecology and biodiversity, including protected species and designated and non-designated wildlife sites (**Policy** NE01)
c) ~~Impacts on~~ residential amenity, including air quality, noise, traffic, recreation, and access (**Policy** DQP06)
~~d)~~

For any proposals for wind turbine projects, consideration should be given regarding air traffic movement and safety, and impacts on electromagnetic transmissions, including radio, television, and phone signals

The Water Environment

Flooding

6.19 Flooding is a natural process that plays an important part in shaping our natural environment. However, flooding can cause damage, disruption and in extreme circumstances, loss of life. The risk of flooding is increasing due to climate change and urbanisation and surface water flood risk in Leicester is of a significance that is recognised nationally. A Local Flood Risk Management Strategy (LFRMS) has therefore been established for Leicester and is available on the Leicester City Council website. The City Council also has a dedicated Flood Risk Studies (leicester.gov.uk) webpage. These webpages are regularly reviewed and updated with the latest information, and content will remain up to date throughout the Local Plan period.

Local Flood Risk Management Strategy (LFRMS)

6.20 There are many sources of flooding, such as from fluvial, pluvial, sewer, groundwater, and reservoir sources. Fluvial flooding relates to flooding from rivers such as the River Soar and its tributaries. Pluvial flooding relates to flooding from surface water runoff. Leicester City Council as the Lead Local Flood Authority (Ordinary Watercourses, Pluvial and Groundwater) will work closely with its partners (Environment Agency, Severn Trent and private developers) to manage flood risk across the city.

6.21 The Environment Agency provides the most up to date information for flood risk**. Mapping of flood zones** within Leicester **can be found on the Policies Map or on the Environment**

Agency's flood map for planning, whichever is the most up to date. ~~This information is published by the Environment Agency and can be found at the website below.~~ Using this information, a Strategic Flood Risk Assessment (SFRA) has been produced and used to sequentially test development sites within this Local Plan. For some sites, a high level 'exemption test' analysis has also been carried out.

~~Environment Agency link: www.flood-map-for-planning.service.gov.uk.~~

6.22 Where new development is proposed on sites which lie in flood zones 2, 3**a** or 3b and where the site has not been allocated in the Local Plan, the sequential test for flooding will need to be undertaken. The purpose of this is to direct development to areas with the lowest probability of flooding, but not to the exclusion of all other planning concerns. The test is carried out by the local authority and is based on evidence provided by the applicant to demonstrate why the development cannot be located in an area at lower risk of flooding.

6.23 If the sequential test can be passed then, for some forms of development, an exception test will also need to be undertaken. Where required, a developer must demonstrate that their scheme passes both the sequential and exception~~s~~ tests. Responsibility for determining whether the sequential and exception tests have **been** passed~~,~~ lies with the city council. Where applicable, planning application reports written by the city council~~,~~ will address whether the proposal passes the sequential and exception tests~~,~~ for development in Flood Zones 2, 3a and 3b.

6.24 Developers must also consider how their schemes would function during a flood event.

6.25 ~~The Planning Practice Guidance~~ **Annex 3 of the NPPF** outlines flood risk vulnerability classification by development type**. Table 2 in Planning Practice Guidance on flood risk and coastal change describes which flood risk vulnerability classifications are incompatible with** ~~and which is permitted for~~ each flood zone. ~~The decision on the vulnerability classification of a particular development lies with the local authority.~~ **If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed.**

Sustainable Drainage Systems (SuDS)

6.26 Leicester is at a particularly high risk from surface water flooding. The Surface Water Management Plan (SWMP) addresses this in more detail and its findings have been used in the production of the Local Flood Risk Management Strategy (LFRMS).

6.27 Topography, the drainage characteristics of the soil and how they lend themselves to SuDS, should be considered at the outset of the design process for all new development. SuDS mimic natural drainage, slow the rate of surface water runoff, improve water quality, provide visual amenity and biodiversity benefits, and have low maintenance requirements. SuDS guidance can be found on the city council's website.

6.28 Information shall be provided as to how the existing site is drained and how surface water runoff from the proposed development will be discharged once it has left the site. The aim should be to discharge surface run-off higher up the drainage hierarchy by using a combination of methods, including infiltration, a surface water body, surface water sewer/other drainage system, or a combined sewer.

6.29 In order to prevent increasing flood risk from urban runoff, new areas of parking constructed between the principal elevation of a dwelling and the highway should be built using SuDS techniques if the area exceeds 5 square metres.

Policy ~~CCFR06~~ CCFR05. Managing Flood Risk and Sustainable Drainage Systems (SuDS)

In assessing development, the following principles will be applied:

a) Development shall be ~~directed away from areas with the highest risk of flooding~~ **steered to areas with the lowest risk of flooding from any source** in accordance with the **flood risk** sequential ~~and exception~~ test~~s~~. **Mapping of flood zones within Leicester can be found on the Policies Map or on the Environment Agency's Flood Map for Planning, whichever is the most up to date.** Developments which fall into the following categories must be accompanied by a Flood Risk Assessment:
   - **Any developments in Flood Zones 2 and 3**
   - Greater than 1 hectare in Flood Zone 1
   - **Land which has been identified by the Environment Agency as having critical drainage problems**
   - **Land identified in a strategic flood risk assessment as being at increased flood risk in future**
   - **Land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use**
   - ~~Changes of use of less than 1 hectare in Flood Zone 1 and where it could be affected by sources of flooding other than rivers and sea~~
   - ~~Any developments in Flood Zones 2 and 3~~

b) The application of the flood risk exception test should be informed by a site-specific

flood risk assessment. To pass the exception test, it should be demonstrated that:

- **The development would provide wider sustainability benefits to the community that outweigh the flood risk; and**
- The development must be safe for its design lifetime **taking account of the vulnerability of its users** and not increase flood risk elsewhere. This is achieved by implementing a sequential approach on site and/or by implementing flood mitigation measures to address any remaining flood risk. It should be noted that the use of temporary and demountable defences is not appropriate for new developments. Where possible the development should also reduce flood risk overall

c) Development requiring a flood risk assessment (identified at a) above) should demonstrate how flood risk will be managed now and over the development's lifetime, taking climate change into account. Further information on the detail needed in a flood risk assessment can be found in Environment Agency guidance.

d) Development should not reduce the storage capacity of the floodplain or alter flood flow routes in a manner which would increase flood risk elsewhere.

e) Development should identify and pursue opportunities to reduce flood risk both on- and off-site. This may be through reconfiguration of an existing developed site, enhancement of blue-green infrastructure, or installation of SuDS. Opportunities for working in partnership with the Flood Risk Management Authorities should be explored.

f) For all development, SuDS are expected to be used to reduce surface water runoff and deliver other benefits, such as improving water quality, providing visual amenity, contributing towards achieving biodiversity net gain and having low maintenance requirements. It shall be demonstrated that the proposed SuDS will be managed and maintained throughout the lifetime of the development

g) Opportunities for the enhancement, including de-culverting**,** of watercourses for biodiversity should be realised wherever possible, such as in parks and public open spaces

h) Adequate provision for safe access (including vehicular) to watercourses and flood defence structures must be provided to allow for maintenance and emergency works to be carried out by the relevant authority

i) New opportunities should be taken to provide access to a watercourse and its setting for recreational purposes

Planning permission will not be granted for development in Flood Zone 3b, except where it is for water-compatible uses, or essential infrastructure, or where it is on previously developed land and it will bring an overall reduction in flood risk when compared to the existing situation. All of the following criteria must be met:

- It will not lead to a net increase in development above the footprint of the existing building
- It will not lead to a reduction in flood storage (through the use of flood compensation

measures on a level-by-level and volume-by-volume basis)

- It will not lead to an increased risk of flooding elsewhere
- It will not put any future occupants of the development at risk



Sustainable urban drainage scheme at Ashton Green

Water Quality and Wastewater Treatment

6.~~29~~**30** There must be sufficient wastewater (including sewage treatment capacity) and water supply infrastructure available to serve all existing and proposed development. ~~As a consequence of an increased population there may be a requirement for the expansion and/or upgrading of current sewage treatment works.~~ **Growth in Leicester during the Plan period is likely to be served entirely by Wanlip Wastewater Treatment Works (WwTW) to the north of Leicester. Investment is being planned by Severn Trent Water to ensure there is sufficient capacity at Wanlip WwTW to accommodate future development and a strategy will be implemented to ensure that capacity will not be reduced during the construction period and development will not be prevented from coming forward.** Appropriate infrastructure should be put in place to effectively transfer and treat any increase in wastewater prior to development. Growth should not cause a deterioration in water quality or Water Framework Directive (WFD) status and must prevent deterioration in the status of aquatic ecosystems. Growth should not result in increasing the frequency or duration of spills within the network from Combined Sewer Overflows (CSOs) which would impact upon the water quality of watercourses. During the period of construction of new developments, surface water runoff from the site must not be allowed to have a detrimental impact on the water quality of any watercourses. This may require a scheme for the removal of suspended solids (and any other ~~contaminates~~ **contaminants**) to be put in place.

7. Health and Wellbeing

Evidence Base

7.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- ~~Joint Health and Wellbeing Strategy and Action Plan 2019~~
- **Leicester's Health, Care and Wellbeing Strategy 2022-2027**
- **Living in Leicester – Joint Strategic Needs Assessment (2023)**
- **Living in Leicester – Infographic Summary (2023)**
- Leicester Food Plan (2021 – 2026)

Background

7.2 Health and wellbeing are positive attributes that enable individuals and communities to thrive, rather than simply being an absence of illness. Land use can be associated with significant health impacts on a local population, as well as exacerbating the existing problems of ill health in a community, including average and healthy life expectancy; levels of premature deaths owing to heart-related and respiratory conditions; levels of child poverty; levels of childhood obesity; levels of physically inactive; levels of social isolation and reported quality of life for those aged 65+.

7.3 This is a cross cutting topic which covers policy areas such as design, employment, transport, air quality, climate change, housing, the historic and natural environment.

Health and Wellbeing Strategy

7.4 One of the five themes of ~~the Leicester Joint Health and Wellbeing Strategy and Action Plan 2019-2024~~ **Leicester's Health, Care and Wellbeing Strategy 2022-2027** is 'Healthy Places', with the ambition 'To make Leicester the healthiest possible environment in which to live and work'. There are ~~four objectives~~ **key issues** attached to this ambition, all of which are supported in this plan:

- Influence the environment to make healthier choices more accessible
- Ensure decent homes are within the reach of all citizens
- Improve air quality
- Develop and encourage healthy neighbourhoods and a sense of community

7.5 There are many other land use relevant ~~objectives~~ **issues** in the four other themes.

7.6 The Strategy ~~and Action Plan~~ emphasises that the local areas in which people live, work and play, can support improvements in physical, mental health and wellbeing by affecting the degree to which people are able to access healthy lifestyles and enjoy happy, productive and satisfying lives.

7.7 In addition there is a recognition that healthcare and other supportive infrastructure proportionate to the level of need generated by new and expanded developments, should be supported via adequate funding and good early stage planning and implementation.

7.8 Building places and spaces that offer easy access to good quality green, blue and open spaces which apply ‘Active Design’ and sustainability principles in local area design and are purpose-developed for the communities they serve, help to transform physical locations into communities, where the spaces, places and amenities become collective assets. A key principle is to make healthy behaviours the easier option.

7.9 Healthy functional design also supports and delivers accessible, healthy and sustainable food choices and food growing opportunities. This contributes to greater social cohesion and community support systems, with residents both feeling and being safer. It also provides positive work and educational opportunities particularly through allocation of land for employment in areas of socio-economic deprivation and low employment. There are greater opportunities for incidental physical activity and other life-enhancing leisure activities. Also, functional design reduces the risks of infectious illnesses and exacerbation of long-term conditions that are due to overcrowding and cold/damp environments.

7.10 Allotments, orchards and community gardens can play an important role in enabling small-scale local food production, community engagement, educational benefits, supporting local biodiversity and providing a wildlife resource. By providing regular outdoor activity food growing can also help to improve health and reduce health inequalities (Leicester Food Plan 2021 - 2026).

7.11 Climate change has become, and will increasingly become, an issue of central importance to the health and wellbeing of our local communities. However, actions to mitigate climate change would also help mitigate health inequalities. For instance, increasing physical activity through active travel, making nutritious and sustainable food readily available and improving air quality and housing will reduce the risk of obesity, cardiovascular and respiratory disease, and will also contribute positively to the climate crisis (See Chapter 6: Climate Change and Flood Risk).



Bridge at High Cross Shopping Centre

7.12 The primary health care needs of the city are being looked at as part of the Local Plan Infrastructure Assessment.

Policy HW01. A Healthy and Active City

The city council is committed to reducing health inequalities, increasing life expectancy, improving quality of life and encouraging physical activity. ~~by:~~ **Therefore, it will support development in Leicester that provides for healthy lifestyles, contributes to the creation of healthier communities and helps reduce health inequalities.**

The council will seek to maximise the potential health gains from development proposals and ensure that any negative impacts are mitigated. All major development proposals must be supported by a Health impact Assessment (HIA) to demonstrate that full consideration has been given to health and wellbeing and the principles of active design (Policy HW02).

The Local Plan will promote Health and Wellbeing by:

~~a) Assessing major developments for their health impact. This will include how the development will contribute to improving health and reduce health inequalities. Where adverse impacts are identified, the development will be expected to demonstrate how it will address or mitigate these impacts (HW02)~~

b) Improving pedestrian and cycle access, to green and open spaces (**Policies** DQP01, OSSR03 & T03)

c) Improving access for all, to the city's health facilities and services; to leisure, sport and recreation facilities; and to protect and enhance where appropriate (see chapters 13 and 18)
d) Promoting high levels of regular exercise through active travel by making the public realm and pedestrian and cycle routes safer and more attractive and by promoting fifteen-minute neighbourhoods (**Policy** T03)
e) Good design including inclusive design (**Policies** DQP01, DQP03 and Chapter 16)
f) Seeking to improve air quality by tree planting and other methods (**Policies** T02 and DQP04)
g) Encouraging opportunities for access to fresh food e.g. through the retention and provision of allotments, community gardens, orchards and innovative spaces for growing food, such as green roofs; particularly where there is demand for food growing space in the vicinity of the application site. This includes the temporary use of vacant or derelict land, the use of incidental open space in housing areas, and other open spaces where this does not conflict with other policy objectives or land use priorities
h) The inclusion of productive trees (including fruit trees) and plants, in landscaping proposals for new developments where appropriate (**Policy** DQP04**).** ~~, h) The inclusion of productive trees (including fruit trees) and plants in landscaping proposals for new developments where appropriate (DQP04)~~

Health Impact Assessments (HIA)

7.13 A Health Impact Assessment (HIA) is a useful tool in determining planning applications where there are expected to be significant impacts on health and wellbeing. They should be used to reduce adverse impacts and maximise positive impacts on the health and wellbeing of the population, as well as assessing the indirect implications for the wider community.

7.14 HIA's are usually forward looking and can be carried out at any stage in the development process but are best undertaken at the earliest stage possible. As a minimum, they should form part of the material submitted to support the relevant planning application. Any HIA's that are submitted will be quality assured by the council's public health team.

7.15 However, whenever possible, they should be prepared earlier to ensure that health and wellbeing is considered fully at the outset of the development planning process. Where development sites are near administrative boundaries the HIA will need to consider appropriate cross boundary issues.

Policy HW02. Health Impact Assessments (HIA)

a) In conjunction with policy HW01 all ~~major~~ development proposals **of the type and scale listed below** will be required to demonstrate that they would have an acceptable impact on health and wellbeing. This should be demonstrated through a:
    - HIA where significant impacts on health and wellbeing would arise from that proposal; or
    - HIA Screening Report which demonstrates that the proposed development would not overall give rise to negative impacts in respect of health and wellbeing

b) Where a development has significant negative or positive impacts on health and wellbeing the council may require applicants to provide for the mitigation or provision of such impacts through planning conditions and/or financial/other contributions secured via planning obligations and/or the council's Community Infrastructure Levy (CIL) charging schedule

All forms of development where:

- **The number of houses provided is 150 or more; or**
- **The site area is 5 ha or more and it is not known whether the development falls within sub paragraph 1(i)**

All forms of urban development (not involving housing) where:

- **The area of development exceeds 1 ha; or**
- **In the case of industrial development exceeds 5 ha**
- **Waste development**

~~7.16 However, whenever possible, they should be prepared earlier, to ensure that health and wellbeing is considered fully at the outset of the development planning process. Where development sites are near administrative boundaries the HIA will need to consider appropriate cross boundary issues.~~

~~7.17 Major development proposals are more likely to have significant impact in terms of health and wellbeing, which is recognised by national guidance. As such a HIA will be required to support developments defined as follows:~~

~~All forms of residential development where:~~

~~The number of houses provided is 150 or more; or~~

~~The site area is 5 ha or more and it is not known whether the development fall within sub-paragraph 1(i)~~

~~All forms of urban development (not involving housing) where:~~

~~The area of development exceeds 1 ha; or~~

~~In the case of industrial development exceeds 5 ha~~

~~Waste Development~~

8. Delivering Design Quality

Evidence Base

8.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Townscape Analysis and Design Guidance - Evidence for Character Areas (2022)
Tall Development in Leicester (2022)
Building for a Healthy Life (2020)
National Design Guide (MHCLG) (2021)
National Model Design Code (MHCLG) (2021)

Background

8.2 Places affect us all – they are where people live, work, and spend their leisure time. Good design ensures that new buildings and spaces function in a manner which is socially, economically, and environmentally acceptable. A place is made up of buildings, landscape and infrastructure, some of which is likely to endure longer than the buildings themselves.

8.3 Well-designed places should be inclusive and available for people to enjoy as they spend time in them, improve their health & wellbeing and to create feelings of safety, belonging and community cohesion. They should be visually attractive and sympathetic to local character and history. Places should be able to last for many years and accommodate a range of uses and activities that support the people of Leicester's everyday lives. Good design is fundamental to the creation of well-designed, attractive, successful and sustainable places and to the quality of life for us all.

8.4 To achieve this, new development must understand and respond to Leicester's unique and locally distinctive context to integrate effectively into the built, natural and historic environment. It should promote the image of Leicester as an exciting modern city and improve the quality of life and health of the city's residents. Landowners and developers must undertake effective and meaningful engagement with communities and other interest groups.

8.5 The use of design codes, briefs and masterplans will be supported to help deliver high quality design. The council will seek to work pro-actively with landowners and developers in the preparation of design documents to meet the council's spatial objectives and design policies. In

the absence of these, the National Model Design Code and National Design Guide will be used to assess development proposals. The council will require specifications for materials and construction sections and plans at planning application stage. This is to agree a quality benchmark and avoid a later diminished quality of materials and design.

8.6 To ensure high design standards and good place making, all proposals for 10 or more dwellings must demonstrate, through a design statement, how they have been designed to meet Building for a Healthy Life (or any subsequent standard) and the 10 characteristics of well-designed places as outlined in the National Design Guide. If 'Building for a Healthy Life' or the National Design Guide is superseded or replaced, then the council reserves the right to require compliance with any future standard. This would be fully addressed either as part of future plan review, or supplementary planning documents (SPDs) for the avoidance of doubt.

8.7 The council will produce a series of SPDs which will expand upon the policies within this chapter to set our design visions and expectations for achieving well- designed places. These include but are not limited to:

Urban Design SPD
Tall Development SPD
Character Areas SPD
Parking Standards and Design SPD

Policy DQP01. Design Principles

Development will be permitted subject to consideration of the following design principles:

a) The site and its wider context, including the area's local character. New development should help create a new character if one does not exist already. Development should integrate well into their surroundings, be informed by analysis and based upon a clear and robust design rationale.

b) It contributes positively to its context in terms of its design whilst ensuring that development is comprehensive and co-ordinated, making the most efficient use of land. It will be expected to create or strengthen the sense of space, making the area easily navigable for all.

c) It provides routes, where feasible, for all modes of transport ensuring connections to the wider area and future development proposals. New routes should be clear to all users which prioritise walking and cycling as well as for those who have limited mobility.

d) It provides adequate, conveniently located parking for all vehicles, particularly cars and

cycles, which is well-integrated with the development and has suitable landscaping.

e) It contributes to the creation of a vibrant and safe public realm which makes the best use of existing and new landscaping. It provides active frontages and high quality public spaces where feasible.

f) It provides an appropriate mix of uses including a mix of homes, tenures, types and sizes inline with needs set out in policy Ho03 housing mix.

g) It provides well-designed and integrated solutions layout, internal and external spaces, for services, utilities and waste management.

h) It uses high quality materials which are made to last.

i) Buildings are able to be designed to be adaptable for both the changing needs of their owners and also to changing social, technological and economic conditions. Homes should be adaptable to allow homes to grow with their occupiers.

Development proposals for 10 or more dwellings will be assessed against the principles of the Building for a Healthy Life design tool and the characteristics of well-design places in the NDG. Design and Access Statements should explain how schemes have been designed to reflect these principles and characteristics

Further guidance is contained within ~~adopted which are outlined more fully in~~ the National Design Guide and National Model Design Code **and any development should reflect the requirements contained in these documents as well as any future replacements.**

~~**Context, Character and Identity**~~

~~a) Respond positively, informed by analysis, to the site and its local and wider context including its history and heritage, setting of heritage assets, townscape and streetscape, key views, natural and landscape features, site orientation and features to conserve and enhance~~

~~b) Respond positively, informed by analysis, to an area's local character, distinctiveness and identity at all levels and scales, including typical characteristics and pattern of housing and streets to distinctive and prevailing features~~

~~c) Create or contribute to a new character and identity where an existing place has limited positive qualities~~

~~d) Integrate well into their surroundings, so they relate well to them and contribute positively physically, visually and socially~~

~~e) Provide a clear and robust design rationale, informed by the above, for the design concept and how it has evolved into the design proposal~~

~~**Built Form**~~

~~a) Contribute positively to its context in terms of scale, height, amount, massing, urban form,~~

layout, siting, appearance, façade design and roofscape including fenestration, detailing and materials. Development which fails to respect and improve an area will be resisted

b) Create or strengthen a sense of place and make it easy for everyone to find their way around and through the pattern or arrangement of development blocks, streets, buildings and spaces to create memorable features, recognisable places and a coherent form of development

c) Consider development comprehensively and in a co-ordinated way to enable the efficient and most effective use of land, to allow a sustainable amount and mix of uses to support local facilities and transport networks – across multiple sites where possible

d) Where needed to respond to the context, their townscape role and the need to increase densities, well designed bespoke home types will be required

Movement and Connections

a) Provide, maintain or improve the network of routes for all modes of transport within and through the development site ensuring connections to the wider area, taking into account existing communities and defined future development proposals whilst recognising the need for privacy and security in new development

b) Provide a clear and connected layout of different types of streets and spaces, a street hierarchy, to add to a sense of place and help people find their way around. Incorporate green infrastructure to create character, improve air quality and contribute to biodiversity. Create streets which are designed as social spaces that encourage low vehicle speeds where the pedestrians and cyclists come first rather than simply as routes for cars and vehicles to pass through

c) Prioritise and encourage walking and cycling by providing routes that are safe, well connected, convenient and accessible for all including those with limited mobility

d) Provide well-integrated, conveniently sited, well landscaped and safe car and cycle parking that contributes positively to place-making and the public realm. It should not dominate the development or have a detrimental impact upon the appearance of the area

e) Maximise opportunities for improving and extending the existing network of public transport routes, pedestrian and cycling routes in the city

Public Realm

a) Create high quality public spaces that are appropriately located and connected into a network of routes, feel safe, secure and inclusive, are accessible to all and encourage social interaction

b) Make the best use of existing and new landscaping, materials, lighting, public art, and street furniture. Public spaces should be versatile to accommodate people with different needs and a range of activities to ensure the spaces are well-liked and well-used

c) Contribute to a vibrant and safe public realm by providing active frontages including

appropriately sized, well-positioned and designed main entrances , lobbies and communal areas. Consideration will need to be given to the types of homes to maximise individual doors to streets. This is to encourage activity and engagement between buildings and spaces and natural surveillance. Developments that incorporate living spaces on the ground floor will need to be well designed to balance the need for privacy and surveillance

Mix of uses

a) Provide an appropriate mix of uses and facilities within a development to meet the needs of the occupants and the neighbourhood which will support everyday activities and create sustainable and walkable places
b) Provide a mix of homes tenures, types and sizes to create well balanced, stable and inclusive communities

Homes and buildings

a) Provide well-designed homes and buildings that relate positively to the private, shared and public spaces and streets around them, contributing to social interaction and inclusion
b) Provide good quality internal and external environments for their users promoting health and well-being
c) Provide a clear distinction between public, communal, shared and private spaces with well-designed boundaries and thresholds that are appropriate to the context
d) Use materials that are of high quality and made to last
e) Provide homes and buildings with well-designed, well-positioned and well-integrated private or shared external spaces. These need to be fit for purpose, easily accessed to encourage use and appropriate for their required use. Adjacent internal uses need to be safe and secure and consider how environmental factors may affect usability
f) Consider the relationship between internal spaces, circulation routes and entrances, the need for daylight and ventilation (including integrated mechanical provision), the need for privacy, and the provision of external amenity space to provide high quality buildings
g) Consider the day to day use and functioning of buildings and places providing well considered design solutions for waste storage and management, services & utilities and cycle storage so that they are unobtrusive, and well-integrated to minimise visual impact and avoid clutter

Resources and Lifespan

a) Consider in the design at the outset, and provide for future management and maintenance for all areas for the lifetime of the development
b) Provide a layout, form and mix of uses that reduces the use of resources and follows the energy hierarchy

~~c) Create homes and external spaces that can adapt to the changing needs of their users and the way they live over time~~

~~d) Create buildings and spaces that are adaptable and flexible which can respond to changing social, technological and economic conditions. In particular, demonstrate the ability to adapt the size of homes (e.g. from small to larger homes) in higher density developments which contain a high proportion of smaller homes or cluster flats~~

~~**Building for a Healthy Life and National Design Guide**~~

~~a) All proposals for ten or more dwellings, should demonstrate, through a design statement, how they have been designed to meet Building for a Healthy Life standards and the 10 characteristics of well-designed places as outlined in the National Design Guide. Proposals that demonstrate a poor standard of design will not be acceptable~~

Tall Development

8.8 Well-designed tall developments can make a positive contribution to Leicester, when located in sensible locations and where the context of the surrounding area is properly assessed and addressed. However, tall developments by their nature are very prominent in their context. This has meant that tall development has not taken the form of elegantly proportioned, one off tall buildings, or made a positive contribution to townscape and the image of the city. Tall developments on their own or together can have both significant scale and mass and can form a cluster of buildings.

8.9 What is defined as 'tall' is dependent on the surrounding context. **Leicester is generally of low to mid-rise scale and there is a clear difference in ambient heights across the city**. **The 'Tall Development in Leicester' Evidence Base Document, dated November 2022, provides a comprehensive understanding of tall development in relation to Leicester.** The general prevailing height of the city centre of Leicester is 4-5 residential storeys. This reduces to residential 3 storeys in the fringe area. **In assessing what would be considered a tall building; the ambient and prevailing heights; street sections and streetscapes; and heights of existing and tall development were studied.** Therefore, **taking this into account Policy DQP02** ~~this development plan~~ defines **what is** tall development**.** ~~as:~~

~~A development of any height which is substantially taller than the prevailing height of the surrounding area. This can be defined as 9 metres (broadly 3 residential storeys) taller~~

~~A development where any element of built form is above 24 metres (8 residential storeys)~~

8.10 Tall development in the city centre is defined as above 24 metres and below 45 metres.

There are only a handful of tall developments that exceed 45 metres in height (broadly equivalent to 15 residential storeys) in the city. Therefore, **buildings in Leicester above 45 metres high have a potential to significantly impact on townscape**. **Accordingly,** Any development over 45 metres **in height** would be considered to be super tall in Leicester ~~and would have a significant impact on the townscape of city & city centre. Therefore~~ **and** there are very limited opportunities for super tall development at this scale. ~~They would only be allowed in exceptional circumstances as defined by a future supplementary planning document.~~

8.11 Where tall development already exists on a site it should not be assumed that tall development of the same scale, mass and built form is acceptable. In addition, proposals to change the appearance of tall development will be assessed using the same design and locational criteria.

8.12 Leicester City Council will produce a supplementary planning document to provide further guidance on tall development. This will provide further information relating to specific areas for consideration when proposing taller development in Leicester. It will identify:

- Heritage assets
- Views: including local townscape, local heritage, sky-line and views and vistas of city wide significance
- Significant public spaces and parks
- Transport hubs
- Areas of the city undergoing growth and change (See Character Area and Tall Development in Leicester evidence base)
- Local environment requirements and impacts
- Design quality expectations

8.13 Until the council adopts any supplementary planning documents, the existing character area evidence as defined in chapter 9 of this plan and the associated tall development in Leicester document should be considered.

8.14 The supplementary planning documents will also identify areas in the city which have potential for some tall development. It will also identify areas that are considered to be constrained and there is extremely limited opportunity for tall development.

Policy DQP02. Tall Development

In consideration of planning applications, tall development in Leicester is defined as any development that is substantially taller than the prevailing height of the surrounding area:

Within the city centre and character areas as defined on the adopted policies map this is 24 metres and above

Within the rest of the city this is 18 metres and above

Any development over 45 metres would be considered 'super tall'

Planning permission will be granted for tall development where it meets the following design and locational criteria:

a) Responds positively to context, including scale, mass, built form and proportions, composition, urban grain, streetscape, topography, public open spaces and landscape, rivers and waterways
b) Tall development should be well-proportioned in terms of slenderness when viewed from all frontages with well-design component parts, in particular how it meets the sky (top) and ground (base)
c) Has a positive impact on local townscape views, local heritage views, Leicester's skyline and views and vistas of city-wide significance
d) Will have a positive relationship with public spaces and parks
~~e) Any proposal is accompanied by a comprehensive assessment and analysis of considerations as identified in this policy~~
e) Has an appropriate or no impact on the local environment including microclimate (wind), air quality, night-time appearance, light pollution, overshadowing and the lack of sunlight and daylight within the development itself, and to neighbouring buildings, streets and public realm
f) Demonstrates adequate levels of privacy between adjacent properties and within the development
g) Demonstrates that there are no cumulative impacts from existing, consented and proposed tall development and that the arrangement and spacing of tall development will allow the individual built forms in a cluster to be read as one entity, for example, by providing clear visual breaks where the sky is visible, avoiding a merging of built forms to create an overbearing monolithic impact of both significant scale and mass
h) Will not prejudice the future development potential of adjacent sites
i) Exhibits an exceptional standard of architectural quality in scale, form, massing, proportion, silhouette and facade materials and detailed surface design and articulation
j) Exhibits a design that reflects or references human scaled design appropriate to the context, townscape and heritage of Leicester and local street-based qualities
k) Provides uses and a design at street level that interacts with and contributes positively to its surroundings and context including providing generous, well designed public spaces around the base

l) Includes measures to reduce energy demand and prevent overheating (also see Policy CCFR03.)

Proposals should be accompanied by a comprehensive assessment and analysis of

considerations as identified in this policy



Jubilee Square

8.15 All buildings must be designed to present active frontages to maximise natural surveillance from buildings over the public realm, thereby reducing the scope for and fear of crime. This will largely be achieved by incorporating the optimum number of doors and windows into buildings at ground level and by ensuring the proposed use of this space allows active frontages.

8.16 The main access points to buildings, especially apartment buildings, must be via high profile and well-designed entrance lobbies positioned within the main façade of a building, which should address the public realm. Primary access points will not normally be allowed, to the side and rear of buildings.

8.17 Incorporating accommodation to the ground floor of apartment buildings that are built up to the public realm can be particularly challenging. Development should be designed to protect the privacy of ground floor residents.

8.18 Street clutter should be avoided through, for example, consideration of the location, numbers, need and design of street furniture and equipment.

8.19 Open space must be designed to a high standard with full consideration given to inclusive design, and to the relationship between the open space and the surrounding buildings It must be located where it can be accessed safely and conveniently.

Inclusive Design

8.20 For Leicester to be a "confident city" our neighbourhoods, buildings, streets and spaces need to be consistently designed to be accessible and inclusive **to all. For design to be inclusive, it must be ensured that people are placed at the heart of the design process, enhancing the quality of the city's spaces and places, ensuring their continuing relevance and minimising the need for awkward, costly and unsightly alteration in the future. Places and spaces that are convenient and enjoyable for all to use, must be designed with diversity in mind; addressing the specific physical, sensory, cognitive and social needs of people protected by current equalities legislation.** To help achieve this, developers should:

- Adopt the principles of inclusive design from the earliest stages of the development planning process
- Meet the latest inclusive design and access standards and good practice
- Where necessary review and 'rebalance' other design priorities to ensure that inclusive design is given sufficient weighting

8.21 This applies to all planning and development schemes, including area-wide initiatives, public realm schemes, transport infrastructure, and both residential and non-residential development. Inclusive design principles should also apply to internal layouts and design.

Policy DQP03. Inclusive Design

New developments should be of inclusive design ~~so that they:~~ **This will be achieved by:**

a) ~~Can be used safely, easily and with dignity by all so that they are convenient and welcoming with no disabling barriers and all people can use them independently and without undue effort, separation or special treatment~~

a) delivering safe, legible and logical environments which are places and spaces that are convenient and enjoyable to use for everyone, and bring together the design and management of a development from the outset and over its lifetime. (in line with Policy DQP01)

b) Meet**ing** the particular access needs of disabled and older people, as well as people with other 'protected characteristics' (as required by the Equality Act 2010)

c) **Ensuring they** are designed for likely future demographic trends, particularly in relation to an

ageing society and the need for Leicester to be a ‘dementia friendly’ city

Landscaping

8.22 The city council expects to see an integrated approach to the use of soft and hard landscape features. This should involve the use of existing landscape features, topography and areas of planting which have amenity or ecological value, planting and hard landscaping that contributes to the street scene and provision for adequate maintenance to be provided.

8.23 The city council has an established strategy for trees and will seek to protect trees which enhance the public amenity of Leicester by ensuring that development schemes take account of existing trees and by making Tree Preservation Orders where necessary. Any landscaping scheme should meet a high standard of inclusive design.

8.24 In assessing the landscape implications of planning applications the site context, proposed layout, future uses and maintenance all need to be taken into account and detailed in a Landscape Design Statement. The Council will not permit schemes that result in the net loss of landscape features of visual and biodiversity value, and all opportunities for new planting and habitat creation should be fully explored. The Council welcomes landscape design which incorporates principles of sustainability such as use of local materials, low energy consumption for construction and maintenance, local recycling of water through surfaces which increase the permeability of the ground (such as SUDS or multifunctional green infrastructure), good pedestrian/cycle links and facilities to reduce car use.

Policy DQP04. Landscape Design

Development will be expected to:

a) Retain landscape features such as topography, hydrology and existing vegetation, woodlands, trees and hedgerows
b) Justify and mitigate the loss of any existing landscape features
c) ~~Respect and give consideration to the~~ p**P**rotect~~ion~~ and enhance~~ment of~~ irreplaceable habitats such as ancient woodlands and veteran trees
d) Consider aspect and shading, and avoid creating a later pressure for removal of trees and other features
e) Provide a landscaping scheme which forms part of an integrated design approach, including

overall layout, access routes, lighting and street furniture

f) Provide new 'tree lined' roads and streets alongside other appropriate related landscaping.

g) Provide a landscaping scheme that is designed to a high quality, including to high inclusive design standards, and provide a variety of functions, such as SuDS, play space and shading

~~g) Provide a landscape design statement to evidence commitment and concepts towards providing high quality landscape proposals~~

h) Ensure that the maintenance and management of existing and new landscaping is provided for a minimum of the first five years, including replacing any dead or vandalised stock and demonstrate that satisfactory long-term maintenance and management is secured

i) Ensure planting schemes take into consideration how the landscape will mature, seasonal changes and its relationship to biodiversity

j) Provide a landscape design statement to evidence commitment and concepts towards providing high quality landscape proposals

Backland, Tandem and Infill Development

8.25 The need to provide new housing and promote sustainability can be met through redevelopment at higher densities and the development of infill and backland plots. These developments can meet elements of the city's housing need and contribute to the supply of housing. They must be well planned to avoid real or perceived harm to the amenity and privacy of existing and future residents, as well as harm to the character of a neighbourhood.

8.26 To assess access and highways requirements, discussion will be required with the local transport authority and/or any subsequent relevant guidance.



Housing at Ashton Green

Residential Amenity and New Development

8.27 With a move towards greater mixing of homes with other land uses the issue of amenity is of particular relevance. It is important to provide residents with a quality living environment.

Policy DQP05. Backland, Tandem and Infill development

Backland, **Tandem and Infill** development for new dwellings will be acceptable subject to the following:

a) The development potential of adjoining land is not unreasonably prejudiced
b) Satisfactory access in terms of highway safety, highway function, perceived and actual safety can be provided
c) Development should minimise the number and frequency of vehicle accesses off an existing highway
d) Tandem development of single dwellings will not normally be acceptable
e) The number of dwellings, size, **scale,** design ~~and layout shall allow for space around dwellings,~~ existing and proposed landscaping, car parking arrangements, and take account of the relationship to, and character of, neighbouring property and the area. **Backland development in particular should take into account space around all dwellings, existing and proposed.**
f) Privacy, light, outlook and residential amenity shall be maintained for existing and new dwellings by careful regard to separation distances, window positions, orientation of dwellings, levels, screening and landscaping
g) Development shall be designed and assessed to allow for reasonable extensions to dwellings including through permitted development. Development that does not reasonably allow for permitted development will not normally be accepted
h) **Proposals for** ~~All~~ backland **and infill** development must be adequately drained following SuDS principles with no net increase on green field run off rates
i) Development will respect the historic environment. In conservation areas, back- land development will seek to ensure that the overall character and urban grain of the area is retained. Any new development will need to be sympathetic in terms of size, scale and design to its specific location

Policy DQP06. Residential Amenity

In determining planning applications, **the agent of change principle will be engaged. Accordingly, proposals should not cause unacceptable harm to the living conditions of existing and future residents and includes situations where the new use is more sensitive than nearby existing uses and could be adversely affected by**

them.

~~T~~the following ~~factors concerning the amenity of existing and future residents~~ will be taken into account, both individually and cumulatively with the existing situation:

a) Noise, light, vibrations, smell and pollution (air, water and ground) caused by the development and its use
b) Any impact to the visual quality of the area
c) The management of waste and potential litter problems
d) Additional parking and vehicle manoeuvring
e) Privacy, overshadowing, overlooking, overbearing impact and adequate natural light
f) Safety and security
~~g) Access to key facilities by walking, cycling or public transport to ensure adequate accessibility by sustainable methods~~

Recycling and Refuse Storage and Waste Management

8.28 The location and siting of recycling and refuse bins can create an adverse impact on the visual quality of the street scene, reduce visual surveillance and prevent a means of access to the rear of properties. It is essential that new homes have adequate utility space inside and areas outside for the storage of segregated waste.

Policy DQP07. Recycling and Refuse Storage

a) Both new development and conversion schemes should have sufficient refuse storage space to allow segregated waste collection. Storage space for refuse bins and the appropriate provision of space for recycling facilities should be integral to the design of new development and, where possible, conversion schemes
b) Facilities should be secure, their impact on the street scene should be minimised, and access for collection and management should be provided. Where bins can only be stored at the front of properties, provision should be made for them to be screened from the street

8.29 Designs to meet Policy DQP07, should be in line with Leicester City Council's Waste Management Guidance.

Shopfronts and Security

8.30 New shopfronts can enhance the street scene, and a case can sometimes be made for security shutters. The design of the shopfront will be expected to be an integral part of the design of the whole building and avoid crude fittings. If security shutters are necessary, then roller shutter housing should be mounted within the building and the shutter curtain must be well designed and complement the street scene. Particular care will be taken with applications on listed buildings and in conservation areas.

8.31 External security shutters should be seen as an exception and business owners should consider alternative measures such as internal shutters, demountable grilles, security cameras and alarm systems.

Policy DQP08. Shopfronts and Security

The design of new shopfronts and roller shutters will be expected to be an integral part of the design of the whole building, consistent with it in quality and treatment of materials and proportioned to respond to the lines of the façade of which it forms a part.

In existing buildings, replacement shopfronts and roller shutters will normally be ap- proved only if they:

a) Maintain or improve upon the quality of the front they are to replace
b) Relate well to the building they are to occupy and to the street scene in materials, form and proportion
c) Are designed to be unobtrusive
d) Shutter curtains provide visibility into the shop when they are in place
e) Are of an appropriate material, design and finish, applied before installation

Signs and Banners

8.32 Advertisements and signs are practical necessities and can promote the economy of the city and provide visual interest and vitality. The design of signs should be an integral part of the design of the building façade, which are design to respect the vertical emphasis and advertisements which display ingenuity of design and detail will generally be encouraged.

8.33 Over dominant, inappropriately designed and located signs, and those that cause unacceptable light pollution, will not be approved. The council will also control the display of banners, flags, and advertisement boards which cause unnecessary clutter. Particular care will be

taken with advertisement applications on listed buildings and in conservation areas. Internally illuminated signage is unlikely to be acceptable on listed buildings. Levels of illumination should be in accordance with the table below.

Table 7. Internally illuminated signs: levels of Illumination

Illuminated area	**Zone 1**	**Zone 2**
(Units in Candelas per m²)	Medium district brightness areas (e.g. small town centres, urban locations).	High district brightness areas (e.g. town and city centres with high levels of nightime activity).
Up to 10m²	800	1,000
Over 10m²	600	600

8.33 Media screens and mesh wraps are relatively new forms of advertising and will not be acceptable where they have an unacceptable impact on visual amenity, highway or public safety.

Policy DQP09. Signs and Banners Advertisement Design and Location

Consent will be given for signs and advertisements ~~unless~~ **where** they:

a) ~~Do not r~~ **R**elate well to the building on which they are fixed and to the surrounding area
b) **Do not** ~~H~~**h**ave a harmful impact on visual amenity
c) **Do not** ~~C~~**c**ause unacceptable light pollution
d) Protect the ~~loss~~ of amenity **of neighbouring and nearby uses** ~~through~~ **in regard of** excessive glare, light spillage or sky glow
e) ~~Would have an unacceptable~~ **Protect** ~~impact on~~ highway safety

Projecting and Fascia Signs

8.35 A maximum of one projecting sign per frontage will normally be permitted. Fascia and projecting signs above the level of first floor windowsills will not normally be permitted.

8.36 The council will also control the display of banners, flags and other types of advertisements which produce an unacceptable cluttered effect on the street scene.

Media Screens

~~8.36 Media screens will be acceptable unless they:~~

~~a) Cause an unacceptable impact on visual amenity; or~~

~~b) Would have an unacceptable impact on highway safety; or~~

~~c) Would be contrary to criteria in relation to advertisement design~~

8.37 Media screens displayed in buildings where they are visible from the public realm should be designed so that they are well proportioned and well integrated within the existing shopfront and streetscape.

8.38 Free standing media screens in the public realm should not contribute to a cluttered environment, taking into account existing street furniture and advertisements.

DQP10. Media Screens

Media screens will be acceptable unless they:

- **a) Cause an unacceptable impact on visual amenity; or**
- **b) Would have an unacceptable impact on highway safety;**
- **c) Would be of poor design which doesn't not relate well to the structure or building they are attached to.**

Mesh wrap advertisements

~~8.39 Mesh wraps that cover buildings, or large parts of buildings, will be acceptable unless they would:~~

~~a) Cause an unacceptable impact on visual amenity~~

~~b) Would have an unacceptable impact on highway safety~~

DQP11. Mesh Wrap Advertisements

Mesh wraps that cover buildings, or large parts of buildings, will be acceptable unless they would:

a) Cause an unacceptable impact on visual amenity
b) Would have an unacceptable impact on highway safety

Architectural and Feature Lighting

8.39 The 'Architectural and Feature Lighting Strategy' found on the Leicester City website, for the city sets out an approach for identifying the best lighting opportunities within the city centre in order to enhance the quality of the night time environment in a coordinated way. Lighting proposals should aim to bring out the character of the city, highlight the rich heritage, add visual interest, enhance security and encourage the night time economy.

8.40 The approach to lighting a building should be carefully considered and the various options explored. In general, buildings with interesting architecture should be lit delicately, picking out and enhancing the best architectural features. A successful lighting scheme will have areas that are intentionally left dark and areas which are lit. The dark, light and shadow should all play together in a balanced way.

8.41 Designers are encouraged to discuss their proposals at early concept stage with building owners and planning officers before proceeding with detailed design work.

Advertisement Hoardings

8.42 Advertisement hoardings that screen development sites can provide visual interest and stop derelict or vacant sites being visible from the street scene. However, advertisement hoardings can be detrimental to the street scene and harm the character of an area. The city council has successfully taken enforcement action against inappropriate hoardings. Temporary advertisements would be expected to be in place for a maximum of three years, plus the time taken to construct the development.

Policy DQP12. Advertisement Hoardings

Advertisement hoardings, including digital hoardings, will only be permitted to screen a derelict building or site, subject to the design being appropriate for the timescale of the redevelopment and subject to requirements to remove at a specified date.

Advertisement hoarding signs in other circumstances, or other advertisements unrelated to the site, will not normally be permitted.

Changing Places and Public Toilets.

8.44 The need for public toilets is more prevalent amongst certain groups such as the elderly, disabled, children and people suffering from bladder or bowel conditions. The lack of provision can deter people going out in the community, increasing the risk of social isolation and poor mental health. A changing places toilet provides important sanitary accommodation for people with multiple and complex disabilities who have one or two assistants with them.

8.45 Commercial development proposals are encouraged to assess the local provision of public toilets, and improve on/provide public toilets, including the provision of accessible toilets. Leisure providers are encouraged to provide public toilets or improve the accessibility of existing facilities. These should be in compliance with the following standards.

Policy DQP13. Changing Places Facilities

In addition to standard accessible WCs, 'Changing Places' toilet facilities should be provided in larger buildings and complexes, such as:

a) Major transport termini or interchanges
b) Sport, leisure and community facilities, including large hotels
c) Cultural centres, such as museums, concert halls and art galleries
d) Stadia and large auditoria
e) Shopping centres, major supermarkets and shop-mobility centres;
f) Key civic and community buildings
g) Educational establishments
h) Health facilities, such as hospitals, health centres and community practices

9. Central Development Area

Evidence Base

9.1 There are several background studies that will underpin policies in this plan. The studies for this chapter are published on our website.

Townscape Analysis and Design Guidance – Evidence for Character Areas (2022)
Local Housing Needs Assessment (2022)
Economic Development Needs Assessment (2021)
Central Development Area Capacity Study (2022)
Leicester City Centre Offices Study (2019)
Tall Development ~~Evidence~~ in Leicester ~~document~~ **(**2022**)**

Background

9.2 The regeneration of Leicester is a key theme of this development plan. Detailed analysis of the central area of Leicester has identified areas which have distinctive characters and different development objectives. Within this central area a managed approach to change will be implemented. This is based on townscape character management (see Diagrams 5, 6 & 7), which seeks to maximise sustainable development opportunities and prioritises brownfield land.

9.3 Major housing growth is planned for the Central Development Area (CDA) with at least 6,286 new homes planned by 2036. This is around 30% of the city's planned housing provision withe the majority of this being provided on brownfield land. This area will make a significant contribution to addressing the city's future housing needs.

9.4 Much of the development activity needed to enable restructuring of the economy will occur within and around the city centre, within the Central Development Area. Leicester's future economic prosperity will depend on making sure that it appeals to a skilled and mobile workforce as an attractive place to live and work. The quality of life, environment, housing, jobs and the cultural, leisure and retail offer of the city and central area in particular, will play a major role in this. **Development within the CDA will be required to contribute to making this area as easily accessible via sustainable transport options as possible. This will be achieved by new development contributing towards new cycling and walking infrastructure both in the development itself and the locale, as well as ensuring that connections are improved to**

nearby public transport interchanges as well as the 'ongoing' council led improvement schemes such as Transforming Cities and Connecting Leicester.

9.5 In order for development to come forward successfully, the provision of infrastructure to enable sites to be accessed and serve the existing and new communities is very important. Infrastructure includes education facilities, public realm, highways, and other transport improvements.

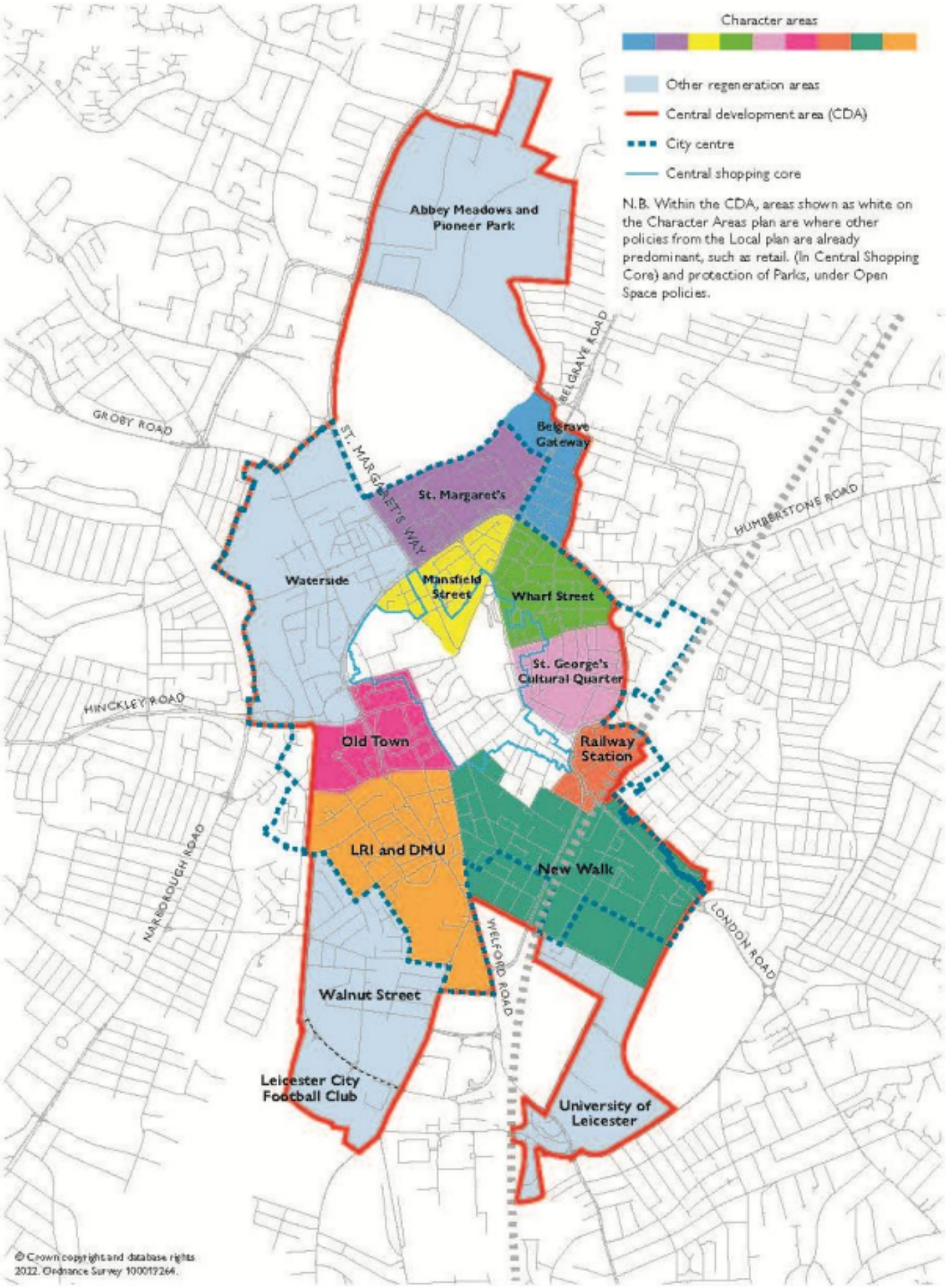
Purpose

9.6 The aim of the Central Development Area is to enable the city council to direct, optimise and encourage investment whilst managing development appropriately within a local context. High quality design will be used to help create certainty and developer confidence whilst maximising development on brownfield land.



Orton Square

Diagram 5. Central Development Area and the Character Areas


Character areas
Other regeneration areas
Central development area (CDA)
City centre
Central shopping core
N.B. Within the CDA, areas shown as white on the Character Areas plan are where other policies from the Local plan are already predominant, such as retail. (In Central Shopping Core) and protection of Parks, under Open Space policies.
Abbey Meadows and Pioneer Park
Belgrave Gateway
St. Margaret's
Waterside
Mansfield Street
Wharf Street
St. George's Cultural Quarter
Old Town
Railway Station
LRI and DMU
New Walk
Walnut Street
Leicester City Football Club
University of Leicester
GROBY ROAD
ST. MARGARET'S WAY
BELGRAVE ROAD
HUMBERSTONE ROAD
HINCKLEY ROAD
NARBOROUGH ROAD
WELFORD ROAD
LONDON ROAD
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Policy CDA01. Central Development and Management Strategy

The Central Development Area (CDA) will be the focus of major housing development, employment, and physical regeneration to provide the impetus for economic, environmental, and social investment and provide benefits for existing and future residents **and those who work, visit and learn within the city.**

Within the CDA development proposals will be expected to take into account other relevant policies within this plan including those related to tall development (policy DQP02) and any Supplementary Planning Document the council may choose to produce, post adoption of this plan. New development within the CDA must be comprehensive, well co-ordinated and complement and build on delivery programmes and any additional planning documents. All new development within the character areas will be expected to follow the principles of townscape character management (See Diagrams 5 & 6 and Table 8).

Article 4 directions will be used where appropriate to protect specific uses which are required for the vitality and viability of the CDA.

New development in the Central Development Area will be required to:

- Create well balanced communities by providing a range of high-quality homes and employment opportunities to meet the needs of Leicester and support its goals of prosperity and economic growth
- **Deliver 6,178 homes and a minimum of 40,000 sqm of office space**
- Create high quality residential neighbourhoods which have access to a range of facilities
- Create high quality, well designed, safe, urban environments that provide mixed use buildings and spaces which are based on the principles of townscape character
- Provide improved opportunities for leisure and cultural activity
- Promote continued investment in the major sports stadia and associated facilities including other relevant secondary uses such as hotels
- Promote continued investment in university related projects including university masterplans
- Improve opportunities for walking, cycling and public transport **through new and improved infrastructure provision and separation of modes.**
- Improve accessibility to jobs, homes, services, and connectivity between areas including the riverside and water corridors
- Protect and enhance designated and other heritage assets and where the city council considers appropriate encourage the use of heritage-led regeneration
- Protect existing habitats and enhance or create new areas for wildlife
- Be comprehensive and co-ordinated, complementing and building on delivery programmes and supplementary planning documents

Defining the Character Areas

9.7 Following comprehensive assessment of the Central Development Area, the city council has divided the area into 14 distinct areas. These includes 9 Character Areas and 5 other Regeneration Areas. These areas reflect the individual context of the area and are based on the area's defining characteristics. (See Diagram 5).

9.8 The 9 Character Areas include:

Railway Station
Mansfield Street
St. Margaret's
Wharf Street
Belgrave Gateway
LRI and DMU
St. George's Cultural Quarter
Old Town
New Walk

Other Regeneration Areas

Waterside
Abbey Meadows and Pioneer Park
Leicester City Football Club
University of Leicester
Walnut Street

Character Areas - Policy Basis and the role of Future Guidance

9.9 These areas all have distinctive characteristics which the city council expects development to protect and enhance. The expected uses in each of the 14 areas are set out in the individual policies below.

9.10 Within the character areas change is expected to be managed, depending on its character as is shown in Table 8 and Diagrams 6 & 7.

Character Area Evidence Base Documents

9.11 The policies contained within this chapter are shaped by and build on the individual character

area assessment evidence base documents which set out the council's aspirations for these areas. A web link to each character area document can be found at the end of each policy.

Future Supplementary Planning Documents

9.12 After the Local Plan is adopted the council will produce supplementary planning documents which will develop these areas further. Priority will be given to those areas that will undertake significant change during the plan period.

9.13 For each of the character areas, supplementary planning documents will set out the following:

- A vision for the area
- A masterplan
- Relevant special policy areas and development areas, where the council will work positively with landowners to deliver specific interventions
- Specific design codes - These will be developed in collaboration with key stakeholders and communities. They will consider context, movement, nature, built form, identity, public space, uses, homes and buildings as set out in the National Model Design Code June 2021 and set clear expectations for achieving well designed places

9.14 These documents will establish the relevant townscape management options attributed to a particular area (that is described in the following pages) and will provide the basis to develop policies, objectives and clear guidance for development that is tailored to the circumstances and context of each character area. The documents will also focus on directing and prioritising development, provide townscape guidance specific to each character area, building heights, and identifying pro-active aims and interventions. This includes public realm, transport, heritage, and streetscapes.

Townscape Character Management

9.15 Each character area will be managed based on the following principles depending on the overriding character of the area:

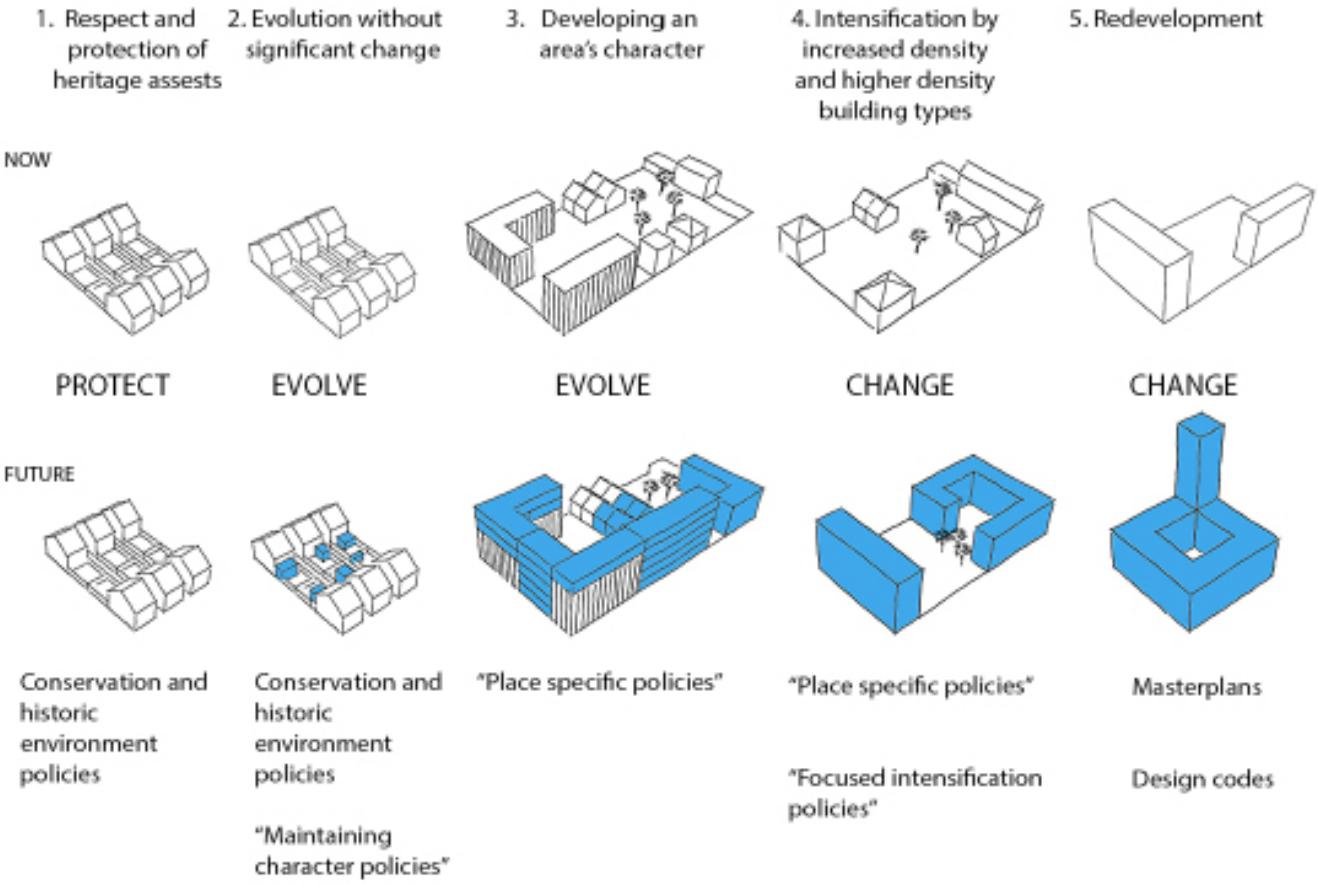
- Respect and protection of heritage assets
- Evolution without significant change
- Developing an area's character
- Intensification by increased density and higher density building types
- Redevelopment

Table 8. Character Area Management Options

Character Area management options	Respect and protection of heritage assets	Evolution without significant change	Developing an areas character	Intensification by increased density and higher density building types	Redevelopment
New Walk	X	X			
Old Town	X	X			
St. George's	X	X	X		
LRI and DMU	X	X			
Belgrave Gateway			X		
Wharf Street			X		
St. Margaret's					X
Mansfield Street			X	X	
Railway Station				X	X

Diagram 6. Character Area Management Options

(Copyright, London Borough of Croydon)



9.16 Diagram 7 overleaf, shows how this relates to each of the character areas. It includes the Waterside area, in addition to the nine character areas, as there is already a detailed supplementary planning document for this area.



New Walk and Museum

Diagram 7. Character Area Development and Management Plan

Criteria to Guide New Development in the Character Areas


Character Area Development & Management Plan
5
3
5
3&4
3
1&2
3
City Centre and Retail Policies Apply
1&2
4&5
3
1&2
1. Respect and protection of heritage assets
2. Evolution without significant change
3. Developing an area's character
4. Intensification by increased density and higher density building types
5. Redevelopment

9.17 To successfully manage development within these areas, the following criteria are important for any development.

1. Character and Identity

Development should enhance the character, identity and sense of place by considering the built, natural, and historic context, responding to it ecologically, socially and aesthetically. All development should contribute to the unique character of the area by protecting and enhancing existing heritage assets and achieving creative re-use, while ensuring that they will continue to make a significant contribution to the area as it undergoes change. All development should celebrate the Character Area's local distinctiveness and create memorable places that are visually attractive and offer a unique experience to its users.

2. Cohesive, Vibrant and Inclusive Neighbourhoods

Ensure everyone's health, safety, and quality of life creating buildings, streets and spaces that encourage people of all ages, backgrounds, and abilities to meet and mix. All development should use the appropriate built form, layout, scale, and mixture of uses and tenures to create a welcoming and attractive place for people to live work and visit. There should not be any differentiation between the quality of market and affordable housing.

3. Diversity

Within each Character Area variety, choice, and design sensory richness should be provided in keeping with local distinctiveness. Development should promote and create mixed-use communities through providing a diverse range of facilities, activities, and residential typologies with good access to public transport.

4. Ease of Movement

Ensure, improve, and promote ease of movement, accessibility, and connectivity within the Character Area and to the surrounding neighbourhoods. The use of creative and innovative solutions for reducing car-dominated streetscapes should be considered to promote safe and welcoming pedestrian and cycle movement. This is to allow direct and convenient access to existing and new local services, facilities, and open spaces. Active frontages and doors on streets, especially along main and secondary pedestrian connections will maximise natural surveillance over the public realm.

5. Legibility and Permeability

Ensure that each Character Area can be properly understood and easily navigated. There should be a positive relationship between the fronts and backs of buildings and structures, together with clearly defined public and private spaces, well-defined block and street pattern and distinctive

townscape markers. Future development should enhance and create a clear and permeable hierarchy of streets, routes, and spaces to provide safe and convenient ease of movement by all users.

6. Public Realm and Landscape

Create a high-quality public realm with well-managed and maintained areas that incorporate natural features and new green infrastructure. Development and future changes within the Character Area should deliver attractive and well-located public realm and landscape features that contribute to a greater cohesion of the streetscape. Places for people to rest, meet and gather, together with the insertion of trees, landscaping and planting will encourage inclusivity and social integration, enhancing people's quality of life and a place's perception.

7. Adaptability and Flexibility

Anticipate the need for change to buildings and outdoor spaces so that they function well today, last for the future and can adapt to changing needs. This includes accommodating the changing dynamics of family life, the needs of older people, the ways residential and workspaces are used, environmental changes and future expansion of the development.

8. Lifespan

Development should be robust, easy to use and to look after. Materials should be chosen in accordance with their function and context, with the ability to be maintained overtime and age well.

Policy CDA02. New Development Within the Character Areas

Within the character areas as identified on the policies map, any new development will be expected to meet the following requirements. Further detail will be provided within subsequent supplementary planning documents:

- New buildings and extensions to existing buildings will be expected to be built to a height in line with the tall buildings policy (**Policy** DQP02 'Tall Development')
- Nationally and locally listed buildings, other identified heritage assets, including the protection of key views will be **preserved** ~~protected~~ and enhanced
- Non-listed buildings which have been identified as making a positive contribution to the townscape should also be retained where possible
- To improve connectivity both within the character area and to surrounding areas, development should seek to create new connections which improve the streetscape and enhance the quality of existing connections for pedestrians and cyclists
- New development should create active frontages which maximise natural surveillance and

provide interest for passers-by. This will be of particular importance at ground floor level

- New development should by its design improve the character and appearance of the character area
- New development should be designed to repair the building lines of streets especially on vacant plots to prevent fragmentation within the character areas
- Provide new green infrastructure which makes a significant contribution to the development's place making and adds positively to the aims and objectives of the character area
- **Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed**

Infrastructure required to support development will also be sought. This can be found in Appendix 4.

Uses within the Character Areas and the Other Regeneration Areas

9.18 The central development area will be the focus of major housing development, employment, and physical regeneration to ensure that the city remains a viable and sustainable location and that communities can develop and flourish. This will mean that at least 6,286 additional dwellings will be expected to be delivered within this area.

9.19 To ensure that individual objectives are met within each of the character areas particular land uses will be encouraged. These are set out in the policy and supporting text below.

9.20 Any new uses which come forward within these areas will need to be able to co-exist with the existing uses, based on the 'agent of change' principle. Development will be expected to provide suitable mitigation before the development has been completed.



Granby Street

The Character Areas

The Railway Station

9.21 The vision for the railway station is for it to be a primary gateway and office destination within the city centre. It will be a vibrant and distinctive place that is easy to find, walk and cycle around. It will reconnect the railway station with the Culture Quarter and strength connections to the city centre.

Railway Station Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver a new railway station entrance that creates a new well designed public space and public realm and reconfigures the transport hub to strengthen its visual and physical presence
- Improve the physical and visual connection between the Railway Station, St. George's Cultural Quarter, and future development to the east of the character area. This will be through improved infrastructure, street and public realm improvements and creating direct legible routes
- Allow a mix of uses in order to create an active and vibrant destination
- Improve wayfinding and connections from the station to key city destinations to the southwest,

including both the Leicester Tigers and Leicester City Football Club stadiums

Policy CHA01. The Railway Station

Within the area defined as the Railway Station Character Area on the adopted policies map, development will be expected to support Leicester City Council's aspirations for high quality office development within this area. **Development should contribute to forming a primary gateway to the city by maintaining and enhancing views of the station.** This will be achieved by:

- Delivering a minimum of 20,000 sqm of high-grade office space (Class E(g) (i))
- **Ensuring new office development utilizes rainwater in line with Policy CCFR06.**
- Delivery of improvements to this primary city gateway including the creation of new high quality public realm
- Strengthening pedestrian connectivity from the station to the city centre **by closing Station Street to traffic and giving active travellers priority on Fox Street**, improving the infrastructure and transport hub
- Allowing a mix of uses which are ancillary to support the office development, such as hotel, food and drink, and leisure where they do not detract or undermine delivery of this or other nearby character areas
- **Supporting development which improves and maintains views of the new station entrance**
- **Supporting development between the station and the ring road to improve the link between the station and St George's Character Area**
- **Supporting new landscaping to improve the area's green infrastructure**

Mansfield Street

9.22 The vision for Mansfield Street is to create an emerging commercial and city living community with Church Gate at its heart. It will be within with easy walking distance to city based services and facilities. Mansfield Street will be a place where the unique historic legacy of Leicester is enhanced and celebrated with a new identity created through the integration of the old and new.

Mansfield Street Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver public spaces through enhancing the streetscape along main pedestrian corridors and

streets, with trees, planting, and places for people to rest, meet and gather

- Ensure that Church Gate becomes the ‘neighbourhood heart’ that has a ‘new, healthy and green’ street, which gives priority to pedestrians and cyclists as well as providing areas for people to ‘dwell’. Trees and planting should be provided along with active frontages to promote natural surveillance and activity
- Ensure that new development encourages the sensitive re-use and improves the setting of currently isolated heritage assets by reconfiguring building lines, opening up connections and improving views to provide clear visual and physical links
- Provide a safe, welcoming and pleasant pedestrian and cycle network that creates a walkable city-living community and reintegrates Abbey Park into the city
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment. (Ho3 ‘Housing mix & type’)

Policy CHA02. Mansfield Street

Within the area defined as the Mansfield Street Character **A**~~a~~rea on the adopted policies map, it is expected that development will be primarily residential led regeneration **centred on Church Gate,** that supports and maintains the ongoing provision of a mix of **residential and commercial** uses in the area. **New development should incorporate heritage buildings into the area’s new identity.**

This will be achieved by:

- The provision of high-quality residential development (Class C3)
- Within the area of Mansfield Street that is also within the central shopping core as defined by the adopted policies map, development should be retail focused (Class E(a))
- Within the area east of Abbey Street new development should complement its existing commercial and industrial character of the area through the provision of new business uses (Class E(c) & Class E(g))
- **Introduction of new public realms including landscaping and tree planting along Church Gate, Short Street, Sandacre Street, Savoy Street and Abbey Street and giving active travellers priority on Church Gate**
- **Supporting redevelopment of surface parking to provide growth of mixed use, create new streets and improve the public realm**
- **Supporting active frontages particularly along primary pedestrian throughfares**
- **Encouraging development adjacent to the ring road to improve the connection between the neighbourhood and neighbouring St Margaret’s Character Area**

Development should safeguard the following Key Views within (or impacting upon) the

Mansfield Street Character Area:

- **Looking east down Causeway Lane towards Great Meeting House**
- **Looking Northeast up Belgrave Gate towards St Mark's Church**

St. Margaret's

9.23 The vision for St. Margaret's is to create a mixed-use neighbourhood, with homes for rent and sale. The area will have a new heart and will reconnect and enhance the historic setting of St. Margaret's Church with its local industrial heritage. It will be a welcoming and well-connected place that celebrates its waterfront location and improves connectivity with Abbey Park and the city centre, making it a walkable destination for all.

St Margaret's Character Area objectives are to:

- Ensure a comprehensive approach to development by delivering an area-wide masterplan that sets out a deliverable and cohesive vision
- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve connections between Abbey Park and the city centre through legible gateways, enhanced and safe pedestrian and cycle routes and network of green spaces
- Provide well-designed public spaces adjacent to the canal to connect people with the water and create active frontages and enclosure to Abbey Park
- Enhance Foundry Square as St. Margaret's 'neighbourhood heart' creating a civic space for the whole community. Elevate the square's townscape presence through improved enclosure, public realm and changing the building lines to reinstate prominence of St. Mark's Church
- Create a network of diverse public spaces along main pedestrian routes, while enhancing the existing ones (St. Margaret's churchyard, Corah Green, Foundry Square)
- Create new east-west connections through the currently impenetrable and illegible former Corah works urban block
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')

Policy CHA03. St. Margaret's

Within the area defined as the St Margaret's Character Area on the adopted policies map it is expected that development will be masterplan lead regeneration **particularly of the waterfront,**

based around the creation of a new residential neighbourhood. **Development should support a welcoming neighbourhood that's both well connected and walkable.**

This will be achieved by:

- Delivering a balanced mix of residential types and tenures including housing where feasible (Class C3)
- Allowing offices (Class E (g)i) and leisure uses where they are subordinate to residential development **and utilise rainwater in line with Policy PCCFR06**
- Improving the connectivity with Belgrave Road/Golden Mile and east–west across the area and continuing to improve connectivity and footfall to Abbey Park from the city centre
- Achieve creative reuse of underused industrial architecture and heritage assets
- **Supporting phased development**
- **Supporting development to further enclose Foundry Square and improve views of St Mark's Church**
- **Supporting development giving priority to active travel and minimising private vehicle use and new landscaping and green infrastructure to better connect Abbey Park with the city**
- **Supporting the development of active frontages to create a safer and more welcoming public realm**

Development should safeguard the following Key Views within (or impacting upon) the St. Margaret's Character Area:

- **Looking East along Sanvey Gate towards St Margaret's Church**
- **Looking Northeast along Canning Place past 11 Canning place and St Margarets Churchyard towards the Corah Building**

Wharf Street

9.24 The vision for Wharf Street is to create a growing mixed-use neighbourhood that connects the city centre to surrounding communities. It will be a well-served, well-connected place, with a city living, neighbourhood identity and a new heart. Development will be expected to enhance local heritage and to establish its own identity. Industrial and employment are considered to be appropriate uses and they will be integrated to the neighbourhood.

Wharf Street Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area

- Create a ‘neighbourhood heart’ for a growing community through a brand-new well-designed public space in front of Lee Circle car park
- Wharf Street South will become a ‘new, healthy and green’ street that gives priority to pedestrians and cyclists as well as providing places to dwell. Trees and planting should be provided along with active frontages to promote natural surveillance and activity
- Reconfigure the street network around Lee Circle car park to maximise walking and cycling and improve the settings of heritage assets
- Provide a safe, welcoming, and pleasant street network to create a walkable city-living community
- Make changes to building lines where this is desirable and achievable
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment (Ho3 ‘Housing mix & type’)
- **Deliver mixed use developments which is residential led providing retail, and some leisure use in ground floor units where feasible to create active frontages**
- Allow for a mix of uses that will co-exist as an essential part of the area’s character and contribution to the city centre

Policy CHA04. Wharf Street

Within the area defined as Wharf Street character area on the adopted policies map it is expected development will support the continued **introduction of residential uses to the area through mixed use development of vacant or unoccupied plots**. **This will result in a mix of residential development with ground floor food and drink and retail uses and some light industry.** ~~creation of an emerging residential neighbourhood.~~

This will be achieved by:

- Ensuring that any new development complements the already emerging residential neighbourhood including the existing mixed-use development
- Ensuring the delivery of a mix of residential development (Class C3) including housing where feasible
- **Ensuring new office development utilizes rainwater in line with Policy CCFR06**
- **Supporting development which will maintain a mix of uses**
- Supporting **the provision of new Class E(a) and (b) uses including retail and food and drink uses. Within the central shopping area the priority should be for new retail** ~~new retail (Class E(a)) within the central shopping area and ancillary food & drink uses (Class E(b)) elsewhere within Wharf Street~~ **New food and drink uses such as restaurants and bard will be acceptable within the rest of Wharf Street where they are ancillary to residential development.**

- Provision of new leisure and community facilities where they support **a focal point for** the emerging new neighbourhood
- To make adequate provision for new public realm infrastructure (both on site and off site) where feasible **including a new public space in front of Lee Circle**
- **Supporting the development of vacant sites and existing buildings to increase active frontages**

Development should safeguard the following Key Views within (or impacting upon) the Wharf Street Character Area:

- **Looking Southwest from St Matthew's Way towards the former Zion Chapel and Spa Place**
- **Looking North along Bedford Street towards 2-14 Jubilee Road**

Belgrave Gateway

9.25 The vision for Belgrave Gateway is to create a well-served mixed-use neighbourhood that successfully balances its local neighbourhood character to the east, supports family homes, and its prominence to the west. It will enhance streets and spaces to safely connect surrounding communities to Abbey Park. Its vibrant heart shared by the wider community will be enhanced. The unique views of St. Mark's Church will be protected. Industrial and employment uses are appropriate within this area and will be well-integrated into the neighbourhood.

Belgrave Gateway Character Area objectives are to:

- Ensure a comprehensive and coherent approach to development between Belgrave Gate, St. Margaret's and Wharf Street character areas
- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve connectivity between Abbey Park with the city through legible gateways, enhanced, safe and welcoming pedestrian and cycle connections and a legible network of public spaces.
- Redefine the relationship to the waterfront by providing enhanced public realm next to the canal, increasing surveillance and activity to the edge of the water and providing enclosure to Abbey Park
- Better integrate employment and residential uses, allowing them to co-exist and positively contribute to the area's overall environment
- Enhance Russell Square as Belgrave Gate's 'neighbourhood heart' a key placemaking area with a unique historic setting and views
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment (Ho3 'Housing mix & type')

Policy CHA05. Belgrave Gateway

Within the area defined as Belgrave Gateway character area on the adopted policies map it is expected that development will support the overall aim of managed residential regeneration **particularly for family homes**, as well **as** the continuing roles of existing education, residential and employment uses within the area. **Development should reinforce the role of the historic centre and enhance the local public realm.** This will be achieved by:

- Delivering new residential development (Class C3)
- Expanding and enhancing the existing Leicester College Campus (Class F1(a))
- Supporting and enhancing the existing employment uses within the northern area of Belgrave Gateway (Class E (g)iii, B2 & B8)
- Providing new hotel uses (Class C1) where it can satisfy the requirements of a sequential test **regarding suitability for retail uses**
- Facilitating the regeneration of the existing frontage along both sides of Belgrave Gate to improve and encourage movement through the area and in turn improve connectivity with the adjacent Belgrave Road/Golden Mile
- Enhancing this important gateway and its links to the city centre
- **Supporting development to enclose Foundry Square where this maintains and improves views of St Marks Church**
- **Support development which enhances the public realm at Russel Square**
- Continuing to improve connectivity and footfall to Abbey Park from the city centre **by enhancing green spaces and giving active travelers priority between the canal and Belgrave Gate**

Development should safeguard the following Key Views within (or impacting upon) the Belgrave Gateway Character Area:

- **Looking East Along Woodboy Street towards St Mark's Church**
- **Looking South down Shackleton Street towards 7 Woodboy Street**

Leicester Royal Infirmary and De Montfort University

9.26 The vision for Leicester Royal Infirmary and De Montfort University is for a growing mixed-use area and city destination that connects the city centre to surrounding neighbourhoods. It will be part of a well-served, well-connected neighbourhood with an established community to the south and student accommodation to the north. De Montfort University will be the heart of the

character area with its vibrancy and diversity. A better integrated LRI campus will positively enhance the townscape and public realm.

Leicester Royal Infirmary and De Montfort University Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve the network of streets for pedestrians and cyclists which link the city centre to adjoining neighbourhoods in the west of the city
- Provide improvements to key nodes and junctions, such as infirmary Square to enhance their townscape contribution by creating well-designed and well-enclosed public spaces
- Work in partnership with the University of Leicester NHS Trust and De Montfort University on development strategies for their facilities, ensuring that townscape and design objectives are aligned especially along main pedestrian and cycle routes, streets and spaces and public facing areas
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 ‘Housing mix & type’)
- **Ensure housing stock remains occupied by enacting the city’s Empty Housing Strategy**
- **Restrict permitted development at 15-21 The Newarke Article 4 Direction Area**

Policy CHA06. Leicester Royal Infirmary and De Montfort University

Within the area defined as ‘Leicester Royal Infirmary and De Montfort University’ character area on the adopted policies map, development will be expected to support the continuing role of the existing hospital, university, and rugby stadium (Welford Road). **Development should support the function of the area as a city wide destination which is vibrant, open and diverse.**

This will be achieved by:

- Supporting development directly related to the Leicester Royal Infirmary, De Montfort University, Welford Road Stadium (Leicester Tigers) and ancillary uses such as Student Accommodation (Sui Generis) and other uses where there is a proven need or guided by a defined masterplan
- **Supporting a mix of student accommodation and family homes in this area**

- ~~Enhancing the connectivity across the area and LRI campus and providing positive interfaces to the public realm integrating the LRI and DMU campus with the surrounding neighbourhoods~~
- **Supporting development to improve the public realm thoughout LRI including giving active travellers priority and improving connections between the hospital and the DMU Campus**
- **Supporting development which protects and enhances the area's townscape and heritage**
- **Supporting development to enclose Infirmary Square and improve the public realm as an arrival point for patients, staff and visitors**
- **Supporting development of vacant sites and existing buildings in line with Policy DQP01**
- Retail development (Class E (a)) within the parts of the Character Area contained in the defined central shopping core

Development should safeguard the following Key Views within (or impacting upon) the Leicester Royal Infirmary and De Montfort University:

- **Looking west along Newarke Street towards The Magazine**
- **Looking North from in front of The Hawthorne Building towards Turret Gateway and St Mary De Castro and south towards the former Gateway Boys School**

St. George's Cultural Quarter

9.27 The vision for 'St. George's Cultural Quarter' is to create a unique and distinctive identity of culture and creativity that will support a welcoming and vibrant neighbourhood. It will be a much-cherished city destination with heritage and townscape richness. It will provide new mixed-use workspace development and enhance connections to the Railway Station and the Phoenix Theatre. It will consolidate the mix of owner occupiers and encourage the for sale/private residential market.

9.28 Within this area there will be allocated a comprehensive office development providing a minimum of 20,000 sqm of office floorspace to encourage new companies into the area. **Small scale office developments as well as some food and drink uses will be supported within residential led developments where feasible. These should occupy ground floor units to create active frontages.**

St. George's Cultural Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area.
- St. George's Street will become a 'new, healthy and green' street, establishing it as the main connection between the Railway Station, the Phoenix cinema and Arts centre and the new office-led mixed-use area. Priority will be given to pedestrians and cyclists, as well as providing places to dwell. Trees and planting should be provided along with active frontages to promote natural surveillance, activity, and social interaction
- Deliver a new public space in front of Phoenix Theatre's extension as a secondary 'neighbourhood heart'. This is in addition to Orton Square and should be delivered by new development
- Ensure that the place-making qualities in the west of the area are continued and delivered by new development in the east
- Improve enclosure and increased surveillance around St. George's churchyard to enhance the pedestrian experience
- Deliver high quality office-led mixed-use development in the east of the character area
- Promote opportunities for creative workspaces and start-ups that appeal to artists and creative companies to enhance the area's rich cultural offer
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')

Policy CHA07. St. George's Cultural Quarter

Within the area defined as 'St. George's Cultural Quarter' Character Area on the adopted policies map, development will be expected to meet the council's aim for the area for mixed use heritage character regeneration based around the provision of a new office area and mixed residential development.

This will be achieved by:

- Providing a minimum of 20,000 sqm of high-grade offices (SL01) **ensuring this utilizes rainwater in line with Policy CCFR06**
- Supporting proposals for small scale office development (Class E g (i))
- **Supporting proposals for residential development inclusive of a range of dwelling types based on the requirements of Policy Ho03 'Housing mix & type'**
- **Supporting increase in residential uses through mixed use development**

- Supporting proposals for the expansion and enhancement of 'Curve' and Phoenix Cinema and proposals for other similar leisure uses
- Supporting proposals for food and drink uses to increase footfall within the area (Class E (b))
- Supporting proposals for employment & creative development such as workspaces and creative start-ups units that assists in making the area a lively and creative environment, appealing to artists and creative companies
- Improving the public realm including linking through the public spaces of Orton Square and St George's Churchyard **creating a new public square in front of The Phoenix Theatre and supporting the development of ground floor units on St George's Street for Class E uses**
- **Prioritising active travel, increasing landscaping and introducing street furniture**
- **Encouraging the renovation and re-use of empty buildings to maintain character and reduce consumption of new materials**
- **Only permitting loss of cultural facilities where their redundancy can be proven in line with Policy CT02**
- **Supporting development of sites in the east of the neighbourhood and further active travel links across the ring road to improve connection between St George's and the rest of the city including the Station Quarter**

Development should safeguard the following Key Views within (or impacting upon) the St George's Cultural Quarter:

- **Looking west down Southampton Street towards The Curve Theatre**
- **Looking down Rutland Street towards Odeon Cinema and Orton Square**

~~Link to character areas document~~

Old Town

9.29 The vision for Old Town is to create a vibrant historic core with concentrated heritage richness that reflects Leicester's history. It will be a unique tourist destination with multiple "hearts" and attractions. It will visually and physically reconnect the heritage and cultural gems east and west of the city centre. It will be a place for high quality family homes where mix and owner occupiers are encouraged, offering a balance of uses.

9.30 The old town is the city's historical core and contains unique heritage that includes the Castle Mott, Cathedral and latterly the grave & Visitor Centre for King Richard III. It has the city's highest concentration of important heritage, architectural and archaeological assets that has built up over several centuries, which should be conserved and enhanced. Historically, this area was the city's

legal quarter which means it has a commercial attraction for small offices.

9.31 The vision for this area will be achieved by only allowing high-quality residential development, by maintaining & developing high quality small offices (Class E (g) (i)) of between 100 and 1,000 sqm and enabling further tourism and economic growth that gives due consideration to the significance of this part of the city.

Old Town Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Promote the conservation, enhancement, and sensitive use of heritage assets **in line with national policy set out in the NPPF**
- **The council will work with local stakeholders including land owners to support delivery in this area**
- Improve the visual connection between the heritage assets of the east and the west by opening up views when opportunities allow
- Deliver small scale improvements to further enhance the cycling and pedestrian network, especially across the ring road
- Provide improvements to key gateways to enhance their townscape contribution and legibility by creating well-designed and well-enclosed public spaces
- Deliver homes that offering a varied mix of dwelling types in line with the housing needs assessment. (Ho3 ‘Housing mix & type’)
- Allow for a mix of uses that will co-exist as an essential part of the area’s character and contribution to the city centre. High quality small offices will be supported

Policy CHA08. Old Town

Within the area defined as ‘old town’ character area on the adopted policies map development will be expected to ~~strongly protect~~ **preserve** and enhance the unique historical character of this area. **Development should also enhance connections between the east and west of the city centre.**

This will be achieved by:

- Expecting all development to support the overarching aim of heritage-based regeneration
- Ensuring that new high quality residential development (Class C3) does not detract from important heritage assets within the area **in line with Policy HE01**
- **High quality family housing will be supported while maintaining a mix of uses**
- Supporting proposals for the provision of small offices (Class E (g) (i))

- Supporting new retail development (Class E (a)) within the central shopping area
- Supporting proposals for tourist-based leisure uses which support the heritage aims and objectives of the area
- **Supporting development to improve the public realm between Edith Murphy House and The Magazine**
- **Supporting development to improve active travel links across St Nicholas Circle**
- **Supporting development to prioritise active travel, introduce new landscaping and improve green infrastructure**
- **Supporting development of existing buildings and empty sites which will increase active frontage**

Development should safeguard the following Key Views within (or impacting upon) the Old Town Character Area:

- **Looking West down Newarke Street towards the magazine**
- **Looking West from Jubilee Square towards St Nicholas' Church**

~~Link to character areas document~~

New Walk

9.32 The vision for New Walk is to create an area that is a truly walkable neighbourhood with New Walk at its heart. This will be the 'city's promenade' displaying Leicester's Georgian legacy. It will be an ideal place to live and work and will connect the city-centre to the surrounding residential areas. It will be a place where small scale office development blends in with high-quality residential uses within the area's fine-grained urban fabric.

9.33 All new development or conversions will be expected to help create a high-quality environment. Proposals should also promote the conservation, enhancement and sensitive use of listed buildings and conservation areas. Within this area changes to community uses commonly found in residential areas will be acceptable where they do not adversely affect residential amenity.

New Walk Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver small scale improvements to enhance the pedestrian and cycle network in the area
- Improve connectivity, pedestrian experience and wayfinding along Waterloo/ Tigers Ways between the Railway Station and the Welford Road Stadium and Leicester City Football Club

regeneration area

- Manage small scale incremental development such as ‘backland development’ and upwards extensions to ensure that the area’s existing townscape and place-making qualities are protected
- Promote the conservation, enhancement and sensitive use of heritage assets
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 ‘Housing mix & type’)
- Allow for the ongoing provision of a mix of uses that will co-exist as an essential part of the area’s character and contribute to the city centre. Existing offices will be retained where their quality permits, unless they are unsuitable for modern office uses
- **Support the development of some residential uses where this would not negate the dominance of office uses**

Policy CHA09. New Walk

Within the area defined as ‘New Walk’ character area on the adopted policies map development will be expected to be conservation led development which creates a high-quality living and working environment. **Development should support a walkable neighbourhood.**

This will be achieved by:

- Ensuring that new development protects and enhances the New Walk area and important heritage assets
- Delivering small scale offices and retaining existing offices where their quality permits (Class E (g)(i))
- Allowing new education Uses (F1 (a))
- Providing **high quality** residential (Class C3) and student accommodation (Sui Generis) on existing vacant plots
- **Supporting growth in residential uses**
- **Encouraging the retention of existing office space where its quality permits, to maintain the dominance of these uses**
- **Encouraging the renovation and re-use of empty buildings to maintain heritage character and reducing consumption of new materials**
- Promoting retail (Class E (a)) within the London Road shopping centre
- **Supporting development which improves the public realm by prioritising active travel, introducing landscaping and improving green infrastructure particularly along Regents Road and Tigers Way**
- **Applying heritage policies to development where new frontages are proposed as in line with Policy HE01.**

Development should safeguard the following Key Views within (or impacting upon) the New Walk Character Area:

- **Looking south down King's Street towards Holy Trinity Church**
- **Looking West along Lancaster Road towards the War Memorial and Victoria Park**

Other Regeneration Areas

1. Abbey Meadows and Pioneer Park

9.34 The Abbey Meadows and Pioneer Park regeneration area is split into four distinct areas these are:

Abbey Meadows
Pioneer Park
Employment Land
The National Space Centre (NSC) and Abbey Pumping Station

a) Abbey Meadows

9.35 The focus for development within Abbey Meadows area is based around developing residential communities (new and existing) at Wolsey Island, the former BUSM site at Ross Walk and Abbey Meadows west. It will be important to make sure that these areas are properly linked to existing adjacent communities. Specific focus is required on the canal and riverside to ensure that ecology is enhanced and proper connections are created between the Science and Innovation Park, Belgrave and Abbey Park by providing appropriate pedestrian and cycle routes and bridges. The provision of a vehicular access spine road is required, along with new public open space and access to education and health care. In addition, mixed uses and community uses will be required including accommodating demand for school places.

b) Pioneer Park

9.36 The focus for development within the Pioneer Park area will be the continued development of the Science and Innovation Park. Within this area the following will be expected:

A centre for research
Development and technology-based business
Associated educational use
Associated research institute which can demonstrate a need either to be located within the park or to be near the National Space Centre

9.37 Employment investment within the Enterprise Zone will be encouraged especially from the science, innovation and hi-tech manufacturing sectors.

c) Employment Land

9.38 Within this area the employment land will be retained for the provision of Classes E(g)iii, B2

and B8 uses to help the city meet its future employment needs.

d) The National Space Centre (NSC) and Abbey Pumping Station

9.39 Within the area of the National Space Centre and Abbey Pumping Station development will be supported which promotes the role of the National Space Centre (NSC) and Abbey Pumping Station for tourism and education including D1 (except places of worship).

Policy ORA01. Abbey Meadows and Pioneer Park

Within the area shown as Abbey Meadows on the policies map all new development will be expected to support the creation of new and existing communities within Abbey Meadows and the wider area. This will be achieved by:

Development being primarily residential (~~c~~**C**lass C3)

Provision of additional community uses (Class E(e ~~&~~ **and** f)) Class F1(b,c,d,e,f) and Class F2(b&c) and Education (Class F1(a)) where there is a proven need

Within the area shown as Pioneer Park on the adopted policies map, **the council will work with key stake holders, in the delivery of a science and innovation park.** ~~proposals which support the delivery of a science and innovation park will be acceptable~~.

This will be achieved by supporting proposals for:

- Development and technology-based business and innovation centre building (Class E(g**)** **(**ii))
- Associated Education Uses (Class F1(a))
- Associated Research Institute (No Use Class)
- Other non-residential community uses (Class E (e ~~&~~ **and** f)) Class F1(b, c, d, e, f)



Housing at Wolsey Island

2. Waterside

9.40 The vision for Leicester's Waterside is to create a thriving urban neighbourhood that provides a unique and vibrant place to live. **The council has adopted a 'Waterside' SPD which provides a development vision for the area and provides further guidance around its delivery**. Development will provide new offices and space for local businesses to flourish~~.~~ **and where existing buildings have become redundant, reuse of these buildings will be encouraged for other employment uses**. Opportunities to reconnect Leicester to its waterfront will be taken to

improve leisure, green connections and wildlife. Within the Waterside area it will be expected that all streets and buildings are built to a high standard of design to ensure that this is an area which values its history whilst embracing its future. **Due to its location next to the river, Sustainable Drainage Systems (SuDS) will be required across the whole Waterside area. Natural SuDS should be incorporated on sites adjacent to the River Soar and Grand Union Canal where possible, to minimise flood risk, improve water quality, provide public amenity and incorporate features to benefit biodiversity.**

Policy ORA02. Waterside

Within the area defined as Waterside on the adopted policies map development will be expected to meet the council's aims of creating a thriving urban neighbourhood around the River Soar.

This will be achieved by:

- Delivering high quality residential development, which include houses where feasible (Class C3)
- Promoting new office development where there is a defined need (Class E (g)(i))
- Delivering associated community (F1 use class) and Education (Class F1(a) uses)

3. University of Leicester

9.41 The vision for the University of Leicester is to consolidate and improve its operational campus (**Class** F1(a)) and to support the creation of new student accommodation to meet the needs of the university. Opportunities will be supported that improve the provision for walking, cycling and public transport **particularly around London Road, New Walk, Regent Road and University Road**. This is to improve accessibility and connectivity to the city centre **and wider area**. The preservation and enhancement of designated and non-designated heritage assets will be a priority. **The council will also take into account, in its decision making, any future new or updated masterplan developed by the University.**

Policy ORA03. University of Leicester

Within the area defined as 'University of Leicester' on the adopted policies map, development will be expected to enhance and support the role of the university as an important higher educational facility. This will be achieved by:

- Supporting the continued development of the university (Use **Class** F1(a)) and its **vision for development.** ~~masterplan~~
- Allowing new student accommodation where there is a proven need (in line with policy Ho**09** 'student development')
- Allowing other non-residential community uses (Class E(e ~~&~~ **and** f)) Class F1(b,c,d,e,f)

4. Leicester City Football Club (LCFC)

9.42 The vision for the LCFC area is to seek opportunities to consolidate and improve the stadium and associated facilities. Ancillary supporting development such as a hotel or other uses normally found around sporting stadia will be considered. Opportunities to improve provision for walking and cycling will be encouraged and supported. The need to preserve and enhance the Scheduled Ancient Monument (Raw Dykes) will be a priority.

Policy ORA04. Leicester City Football Club (LCFC)

Within the area defined as 'Leicester City Football club' on the adopted policies map, development will be expected support the continued development of the football stadium and associated facilities. This will be achieved by:

Supporting the expansion and enhancement to the King Power (LCFC) Stadium

Supporting proposals for ancillary development such as hotels and other developments which are normally found at and around sporting stadia

Delivery of residential use (class C3) where it does not undermine the proposals for the expansion and enhancement of the stadium

5. Walnut Street

9.43 The vision for the Walnut Street area is to create a growing regeneration area which mixes existing residential housing, community uses and other uses which are normally found in residential areas. The area should also create connections between the LCFC regeneration area, the Leicester Royal Infirmary and De Montfort University character area.

Policy ORA05 – Walnut Street

Within the area defined as Walnut Street on the adopted policies map, development will be expected to be residential in nature.

This will be achieved by:

- Delivering new residential development (Class C3)
- Improving connectivity between the city centre, LCFC regeneration area, the LRI and DMU character areas

10. Heritage

Evidence Base

10.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Draft Leicester Heritage Action Plan (2022)
Leicester Local Heritage Asset Register (2022)
~~2022)~~
Leicester Heritage at Risk Register (2020)

Background

10.2 The historic environment is an important asset for the city. Leicester has a rich and varied historic environment which contributes to our knowledge and understanding of the past.

10.3 The historic environment also has wider social, cultural, economic and environmental benefits to the city. It helps define an area, creates a sense of place and serves as a focal point for civic pride, tourism, inward investment and the creation of jobs. Careful management of the historic environment is necessary to ensure its importance is recognised, enjoyed by all and that it can continue to contribute to the success and growth of the city.

The Historic Environment

10.4 Leicester currently has 11 Scheduled Monuments, protecting 'nationally important' archaeological remains. In addition to this, there are currently 39**6**~~7~~ listed buildings within the city, reflecting their national importance as buildings of special architectural or historic interest. There are also 25 conservation areas currently and over ~~430~~ **442** buildings and sites of local interest, as well as 6 nationally listed Historic Parks and Gardens. All forms of heritage assets will be regularly reviewed and may be subject to changes. The many trees within conversation areas also make a positive contribution to their character and appearance.

10.5 In addition to the national and local planning policies, where the council identifies a particular risk to a heritage asset, they can consider applying an Article 4 direction. Article 4 directions are a tool available to the council which can be used to withdraw permitted development rights from a heritage asset where it is considered necessary in order to safeguard its special architectural or

historic interest.

10.6 Controls over the display of advertisements must be exercised in the interests of amenity and public safety. Factors relevant to amenity include the presence of any feature of historic, architectural, cultural or similar interest. Policies DQP09, **DQP10, DQP11 and DQP12** ~~and 10~~ on signs, banners**, media screens** and advertisement hoardings are set out in Chapter 8 Delivering **Design** Quality ~~Places~~. The following policies of this chapter will also be taken into account where their content is material to an application for advertisement consent.

10.7 See Appendix 02 for a list of conservation areas, historic parks & gardens, and locally listed assets.

Leicester's Archaeology

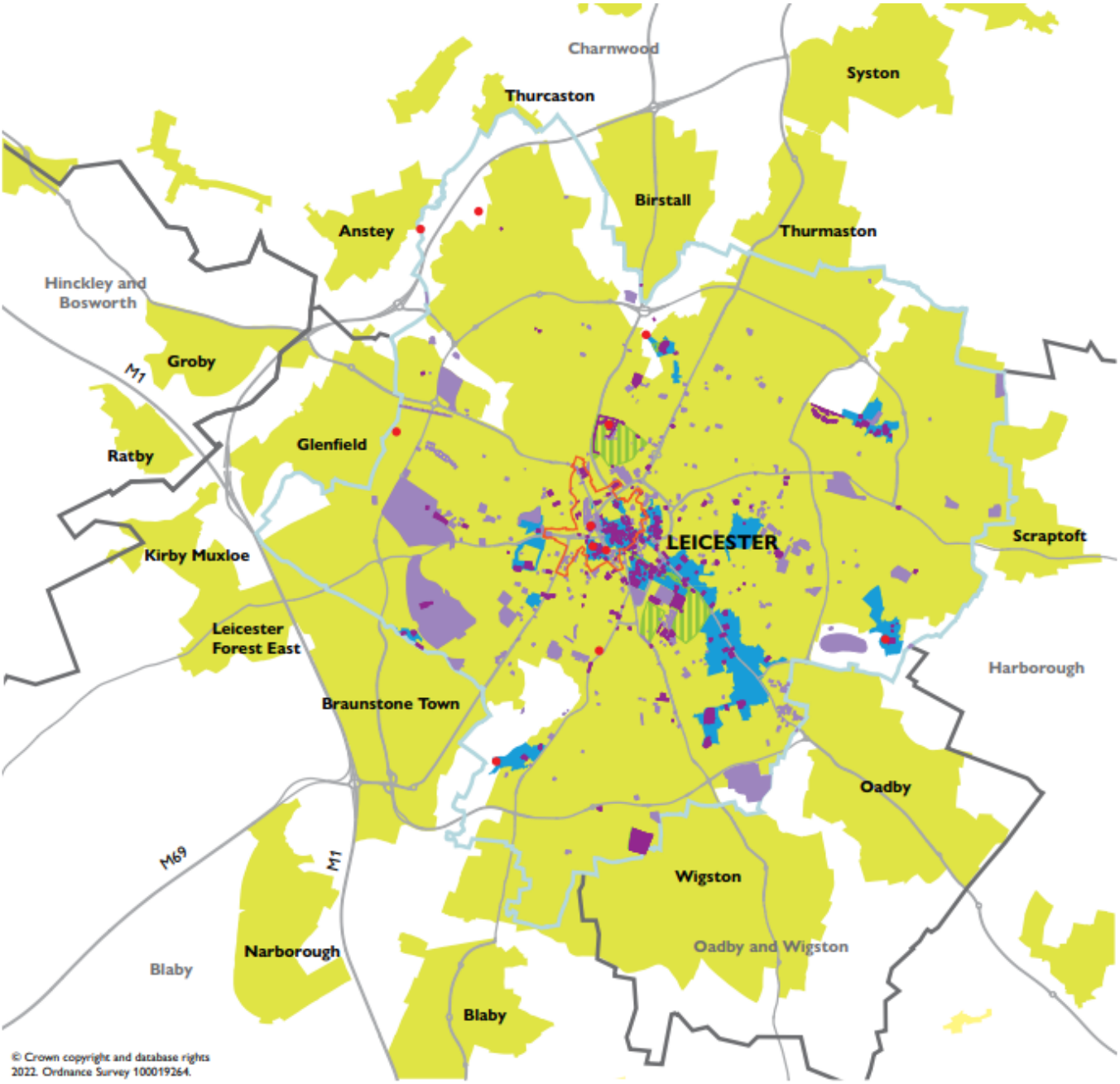
10.9 Leicester has a substantial number of significant archaeological remains, including several scheduled monuments reflecting its 2000 years of continuous occupation.

10.8 The council has a duty to pay special regard to the preservation of these sites, both above and below ground. The city's Historic Environment Record (HER) indicates that many remains lie beyond the city's historic core, however not all archaeological remains lie below the ground.

10.9 Leicester has a wealth of archaeological evidence of its history. The city is fortunate that a significant proportion of its archaeological alert area has been investigated through excavation and the findings in each case, thoroughly and professionally recorded over time. This has given the city a comprehensive picture of the city's development over time.

10.10 The council has also identified an Archaeological Alert Area which extends over the area of the Roman and medieval settlements, Roman and medieval extra-mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon buried archaeological remains. However, it should be noted that archaeological remains are not confined to the Archaeological Alert Area.

Diagram 8. Heritage



- Conservation Areas
- Historic Parks and Gardens
- Scheduled Monuments
- Listed Buildings
- Locally Listed Buildings
- Archaeology Alert Area
- Leicester City boundary
- District Council boundaries

Policy HE01. The Historic Environment

The council will seek to **conserve** the significance of the city's heritage assets **and promote the enjoyment of these assets**.

Applications for development that is likely to have an impact on heritage assets will be expected to describe the significance of the affected heritage assets and the contribution made by their setting. This should be done in consultation with the relevant Historic Environment Record. Heritage Impact Assessments and Archaeological Assessments will be required for development impacting on heritage assets, which demonstrate steps taken to mitigate these impacts.

Proposals affecting heritage assets will be subject to the following considerations:
a) Great weight will be given to the conservation of designated heritage assets in the first instance.
b) Clear and convincing justification will be required for any harm or loss to a designated heritage asset.
c) Proposals resulting in substantial harm to, or loss of, a designated heritage asset should be refused, unless the harm is necessary to achieve substantial public benefits that outweigh the harm, or if the following apply:

- **The nature of the heritage asset prevents all reasonable uses of the site; and**
- **Viable uses cannot be found through marketing to enable its conservation in the medium term; and**
- **It is not possible to conserve the asset through grant-funding or ownership by a charity or public body; and**
- **Development which brings the site back into active use outweighs the loss or harm.**

d) For proposals resulting in less substantial harm to designated heritage assets, the harm should be weighed against public benefits, including securing its viable use.
e) For proposals affecting non-designated heritage assets, a balanced judgement will be taken having regard to the scale of any harm and the significance of the asset.
f) Partial or complete loss of a heritage asset will not be permitted unless proposals are accompanied by a construction plan to set out how and when the new development is to be delivered.

Listed Buildings
In addition to the above, t~~T~~he council will support applications **with impacts to listed buildings** where the proposal would:

a) ~~Conserve~~ **Preserve** ~~or enhance the~~ special architectural or historic interest of the listed building
b) ~~Respect~~ **Preserve** the setting of the listed building
c) Encourage the active use of the listed building, securing its long-term ~~preservation~~ **conservation where this leads to less than substantial harm**

d) Balance proposals against the council's aim of addressing climate change (**Policy** CCFR01)

Conservation Areas

Within conservation areas development will be supported where it:

a) Is of a size, design and scale that **preserves and enhances** ~~preserves or enhances~~ the character ~~and~~ **or** appearance of the area**, utilising character appraisals to guide development decisions.**

b) Uses building materials that are appropriate to the local context

c) Respects historic street patterns and building lines

d) Retains historically significant landscape elements, including trees and traditional building features

e) Preserves important views within, into and out of the conservation area

Within conservation areas development involving demolition will only be supported where it can be demonstrated that:

i) The structure to be demolished has no intrinsic heritage value and makes no positive contribution to the special character or appearance of the area; or

ii) The structure is beyond repair or incapable of a beneficial use; or

iii) It can be demonstrated that the removal of the structure and its subsequent redevelopment would make a greater contribution to the special character or appearance of the area than the structure to be demolished.

~~Where a case for demolition within a conservation area has been demonstrated and accepted by the council, permission for that demolition will not be granted until an appropriate redevelopment scheme has been approved with planning permission that links the demolition to the implementation of the approved scheme. Exceptions may be made where it is clearly demonstrated that there is a safety risk.~~

Registered Historic Parks and Gardens

The council will support development that would ~~conserve or~~ **preserve and** enhance the significance of historic parks & gardens. Development within the setting of historic parks & gardens must respect their distinct character and appearance, including important views within, into, and out of the park or garden.

Local Heritage Assets (non-designated heritage assets)

The city council will seek to protect heritage assets of local interest as defined within Appendix ~~0~~2 as they make a positive contribution to the city's historic environment

The city council will support proposals that seek the sensitive re-use of local heritage assets and encourage the integration of local heritage assets and new development, creating attractive spaces that add to the city's character and local distinctiveness.

Proposals that seek the demolition (in whole or part) of a local heritage asset will only be supported where it can be demonstrated that the loss is outweighed by the wider public benefits of the proposal. Support will be given for proposals that retain and explain the historic and social values of statues, plaques, memorials, or monuments. These will need to be left in situ and a strong justification will be required for movement.

~~Policy HE02.~~ **Archaeology**

Before an application for development is approved an archaeological assessment will be required where:

a) A proposal would affect known or potential archaeological remains; or

b) A development is located within the Archaeological Alert Area

Where an assessment indicates that there is potential for remains to exist, suitable archaeological mitigation measures will be necessary. In the case of remains that do not have the status or equivalent significance of designated assets, where it is not possible to preserve remains in situ, excavation and recording of the remains will be required.

This will be secured through an archaeological 'Written Scheme of Investigation,' (WSI) which must include provision for appropriate publication and archiving of the evidence. The potential for local public engagement and dissemination should also be considered and included in the 'Written Scheme of Investigation' (WSI) where this is deemed to be appropriate. **Any harm to, or loss of, the significance of scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets, should be of clear and convincing justification.**

~~There is a presumption against any harm to scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets.~~

~~10.7 See Appendix 02 for a list of conservation areas, historic parks & gardens, and locally listed assets.~~



~~*Ruins of Cavendish House, Abbey Park.*~~

~~**Leicester's Archaeology**~~

10.8 Leicester has a substantial number of significant archaeological remains, including several scheduled monuments reflecting its 2000 years of continuous occupation.

10.9 The council has a duty to pay special regard to the preservation of these sites. The city's Historic Environment Record (HER) indicates that many remains lie beyond the city's historic core, however not all archaeological remains lie below the ground.

10.10 Leicester has a wealth of archaeological evidence of its history. The city is fortunate that a significant proportion of its archaeological alert area has been investigated through excavation and the findings in each case, thoroughly and professionally recorded over time. This has given the city a comprehensive picture of the city's development over time.

Policy HE02. Archaeology

Before an application for development is approved an archaeological assessment will be required where:

a) A proposal would affect known or potential archaeological remains; or

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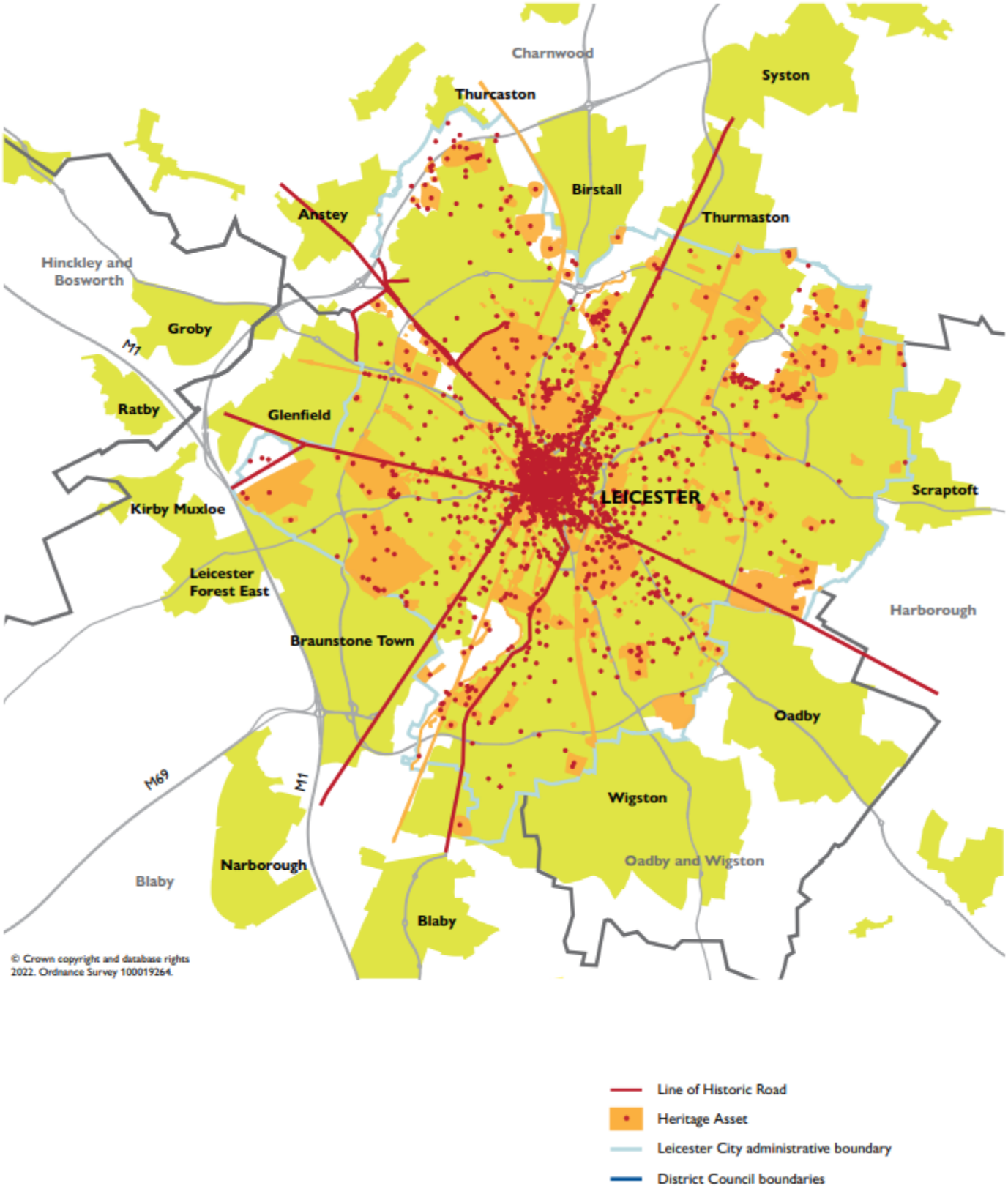
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There is a presumption against any harm to scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets.

10.11 The council has also identified an Archaeological Alert Area which extends over the area of the Roman and medieval settlements, Roman and medieval extra-mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon buried archaeological remains. However, it should be noted that archaeological remains are not confined to the Archaeological Alert Area.

Diagram 9. Heritage assets


Charnwood
Syston
Thurcaston
Birstall
Anstey
Thurmaston
Hinckley and Bosworth
Groby
M1
Ratby
Glenfield
LEICESTER
Scraptoft
Kirby Muxloe
Leicester Forest East
Harborough
Braunstone Town
Oadby
M69
M1
Wigston
Narborough
Oadby and Wigston
Blaby
Blaby
© Crown copyright and database rights 2022. Ordnance Survey 100019264.
Line of Historic Road
Heritage Asset
Leicester City administrative boundary
District Council boundaries

11. Culture and Tourism

Evidence Base

11.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Leicester Tourism Action Plan (2020)
- Leicester and Leicestershire Tourism Growth Plan (2019)
- Economic Recovery Plan – First Steps (2020)
- Burial Space Strategy 2014
- **Leicester Retail and Leisure Study, 2021**

Culture

11.2 Diverse, vibrant and creative local culture encourages pride and cohesion in the community and culture is an important factor in the creation of sustainable communities. Leicester is a city of diversity in terms of its people and its places. The diverse cultural offer is an important part of Leicester and helps strengthen the city's unique character. In particular, Leicester has a thriving festival and events programme. The city has become a hub for cultural events, drawing people and visitors from across the country and the world. The Leicester Urban Area also provides a variety of attractions to visitors and the city population.

Tourism

11.3 Tourism is playing an increasingly important role in our city's economy. Leicester is a city with a fascinating history and its own special character, a modern city known for its diversity with different communities coming together to create a unique and vibrant culture.

11.4 Leicester has the potential to become a primary tourist destination. The Tourism Action Plan (2020) for the city sets out a vision whereby in 2025 and beyond, Leicester will be a desirable and memorable leisure and business tourism destination that residents are proud of.

11.5 Since the discovery of the remains of King Richard III in 2012 there has been a significant rise in interest in Leicester and in the number of visitors. This interest in Leicester has grown further with the opening of the King Richard III visitor centre, internment of the King in Leicester Cathedral and recent sporting achievements, in particular Leicester City becoming English

Premier League champions and F.A cup winners for the first time in their history.

11.6 The River Soar and connected canals provide a route into the city and an opportunity for outdoor leisure pursuits such as rowing, cycling and river walks. The river connects the city centre to green spaces such as Aylestone Meadows and Abbey Park and major venues such as the King Power Stadium and the National Space Centre.

11.7 Our 'Connecting Leicester' programme is central to this vision. Over the past few years, the city council has undertaken major work in the city centre to link our important heritage sites with the modern retail heart. This includes pedestrianisation, cycle routes and the creation of more open space. We have also invested to improve accessibility in the city centre with better signage, interpretation, lighting and transport facilities.

11.8 An increase in tourism will bring enormous economic benefits to Leicester stimulating growth and creating more jobs for local people. Key aims include:

- To deliver a sustained and sustainable growth in the city's economy
- To increase the level of inward investment attracted to the city
- To create a strong identity and image for the city
- To establish Leicester as an attractive destination
- To build the confidence of the people of the city

Leisure

11.9 The need for commercial leisure uses in the city was assessed in the Leicester Retail and Leisure Study, 2021. This considered the need for bingo halls, casinos, cinemas and bowling alleys as these uses require a substantial site to accommodate them.

11.10 The study found that Leicester is well provided for in respect of these uses and there is not a need to plan for additional floorspace to accommodate them.

11.11 The Study did also recognise that there was some potential to increase the ten-pin bowling provision within Leicester. However, this must be considered in the context of the existing Hollywood Bowl at Meridian Leisure Park, located just outside of the Leicester authority area, which also serves the needs of Leicester residents.

Policy CT01. Culture, Leisure and Tourism

Planning permission will be granted for cultural, leisure and tourism facilities where they:

a) Satisfy the requirements of the **town centre** sequential and impact tests (**Policies** TCR01 & TCR02)
b) Are accessible by and actively encourage sustainable modes of transport e.g. public transport, walking and cycling (**Policy** T03);
c) Do not generate significant volumes of additional traffic unless it can be demonstrated that the additional traffic can be appropriately mitigated (**Policy** T01)**; and**
d) Do not have an adverse effect upon residential amenity (**Policy** DQP06)
e) ~~Enhance the local culture of the area~~

Some leisure uses may need to be supported by an impact assessment in accordance with Policy TCR02.

Policy CT02. Protection of Cultural Facilities

Applications which involve the loss of theatres, live music and concert venues or other similar venues should only be approved where it can be shown there is no longer a need for that facility within the local area. Regard should be taken of the amount and quality of similar facilities within the area, especially within the Central Development Area or in other areas where maintaining a leisure offer is important.

Assets of Community Value

11.12 Communities can now ask the council to list certain assets as being of value to the community. If an asset is listed and then comes up for sale, communities have six months to put together a bid to buy it, should they wish. Community organisations should engage with the council for potential funding for culture led projects.

Policy CT03. Development affecting Assets of Community Value

Applications for **development affecting** an Asset of Community Value will be supported where the **proposal** ~~asset in question~~:

a) ~~Promotes~~ **Enhances** services and facilities that **the asset provides**. ~~are open and accessible to everyone~~

b) Encourages sustainability, innovation and good quality design principles (**Policy** DQP01)

c) Brings local people together and is responsive to local needs

d) Delivers social benefits and outcomes to achieve a positive and profound change in the community

e) Facilitates economic growth

f) Supports mixed and multi-purpose uses that maintain community vitality

g) Supports ~~the~~ retention ~~of~~ and ~~enhances~~ **enhancement of** the heritage assets of social and community value

Footnote: Guidance in transferring assets and the list of available community assets can be found on the council's website.

Public Houses (Sui Generis) Protection

11.13 Legislation has removed permitted development rights allowing demolition of buildings used as Class Sui Generis. The legislation also removes permitted development rights allowing conversion of pubs to class E(a) retail, E(c) financial and professional services and class E(b) restaurants and cafes.

Policy CT04. Protection of Public Houses (Class Sui Generis)

Applications for the demolition of existing Public Houses (Sui Generis) or **a** change of use should only be approved where the following criteria are met:

a) There is no longer a need for that facility within the local area, having regard to the amount of local patronage, the quality of facilities offered and the duration and extent of marketing. **From the point of closure of a Public House,** ~~E~~**e**vidence of 12 months ~~suitable~~ marketing activity will be required or evidence that the public house is no longer financially viable through the submission of trading accounts, or other similar financial evidence, whilst the pub was operating as a full-time business; ~~or~~ and**

b) There are adequate similar facilities within walking distance which offer equivalent provision; ~~or~~ **and**

c) The redevelopment of the building would secure an overriding public benefit~~.~~**; and**

d) A change of use to create shared space for other community benefits, ie. café, shop or community centre, is demonstrated not to be viable.

The Great Central Railway ~~Museum~~

11.14 The council will designate and preserve land adjacent to the Great Central Railway at Red Hill Roundabout for **cultural uses that would enhance the profile of the Great Central** ~~a National~~ Railway ~~Museum~~ as shown on the policies map. Uses to complement **the cultural facility** ~~the museum~~ will be supported, provided they do not prejudice the delivery of the facility.

11.15 A large proportion of future development is expected in the north & west areas in and around the city up to 2036. To support these developments a future park and ride feature may be required on this site. Land will not be safeguarded at this stage for this use but would be supported subject to meeting relevant policies within the plan.

11.16 The designated land forms part of the Great Central Railway which runs between Loughborough and Leicester, which is an

operational Steam Engine line supported by Great Central Railway Group. Allocation of the site will enable enhancement of the site for cultural uses to bring investment to the city.

11.17 Whilst it is expected that the steam trains will create carbon emissions, a design of the buildings that helps to mitigate these impacts will be supported.

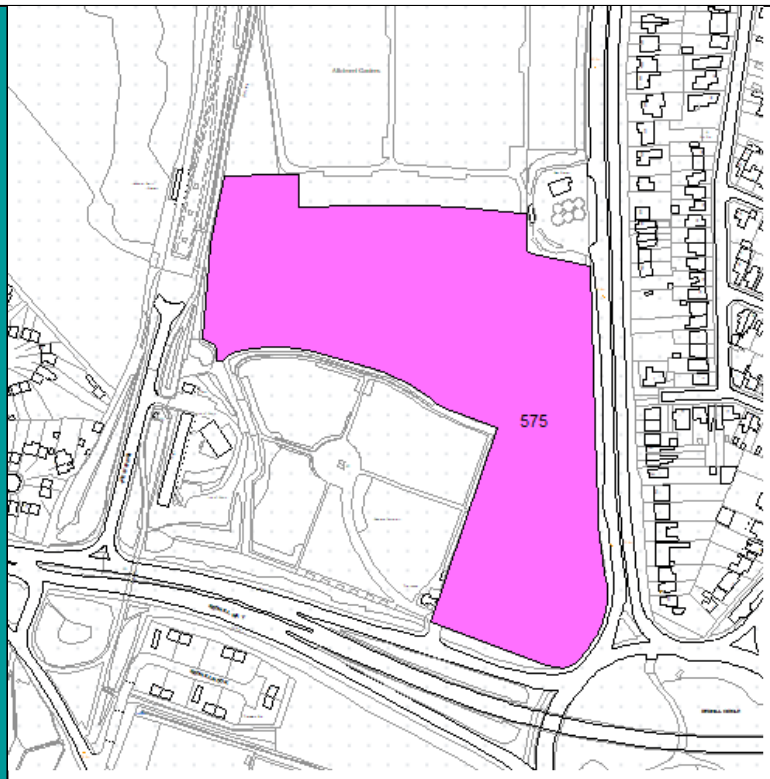
~~11.13 The site is within the Thurcaston Road green wedge. Part of the site is identified as a Site of Importance for Nature Conservation. Therefore, careful consideration will need to be given to the ecological importance of the area and its location within the green wedge.~~

Policy CT05. Great Central Railway ~~Museum~~

Planning permission will be granted for tourism and leisure facilities associated with the Great Central Steam Railway at Red Hill Roundabout as shown on the Policies Map. Opportunities for delivery of a new Park & Ride site will also be supported where it meets the criteria contained within Policy T04. For good quality **sustainable** design, ~~proposals that provide~~ renewable energy **proposals within buildings should comply** ~~will be supported in accordance~~ with Policy CCFR01.

Development of the site is expected to take account of the following constraints and mitigations:

Site No.	Address/Description	Site Size (Ha.)
575	Land adjacent Great Central Railway	4.38



Site constraints and mitigations:

- **South east of the site is within Flood Zone 2. A Drainage Strategy and Flood Risk Assessment will be required that demonstrate mitigation measures for this, in accordance with Policy CCFR06.**
- **The site lies on a Local Wildlife Site and has ecological significance. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, Ecological Assessments and habitat surveys that recommend measures to enhance the ecological corridors where possible, and be in accordance with Policies NE01 and NE03.**
- **The site is adjacent to Belgrave Cemetery and the Grade II listed Mobil Forecourt Canopy. A Heritage Impact Assessment should be submitted that provides mitigations to ensure that the settings of these assets are preserved by development, in accordance with Policy HE01.**

- **An Archaeological Impact Assessment will be needed, due to archaeological potential on allotments.**

- **An Air Quality Assessment will be required due to the proximity of St Pauls Service Station on Loughborough Road.**

- **Allocation of the site will de-designate a small area of land from Thurcaston Green Wedge. A Green Infrastructure Strategy will be expected that integrates green and blue infrastructure across the site and minimises the impacts on the four purposes of green wedge, in line with Policy NE03.**

- **Red Hill Allotments are statutory allotments to the north of the site. The design and layout will be of high quality in line with Policy DQP01 to ensure that the allotments are retained, and the development has minimal impact on allotment use.**

- **A Transport Assessment will be required to ensure that access off Red Hill Way is acceptable in terms of its effects on the operation and safety of the highway network.**



Green Dragon Square

Places of Worship and Community

11.18 Places of worship can play an important role in spiritual and mental wellbeing. The council has a long tradition of seeking to accommodate places of worship to cater for the various religions in the city. Many communities need small premises for religious use while some require large buildings. Although they should be easily accessible to their respective communities there has been a trend for larger multi-purpose buildings being sought away from residential areas, some in designated employment sites.

11.19 Places of worship generally need to be located conveniently to their congregations and can attract large numbers of people. As a result, they 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. All these issues need to be carefully addressed in both selecting suitable locations for new places of worship and in considering proposals for the redevelopment or extension of existing ones.

11.20 In lower quality employment areas as defined by the Economic Development Needs Assessment (2020), places of worship will be acceptable in principle, where they involve the conversion of an existing building. This will be subject to consideration of the policies relating to employment areas.

Shared Car Parking

11.21 ~~Where~~ **When** Places of Worship (POW) are considering locating in an employment designation, shared car and cycle parking would be strongly welcomed and supported, where it would minimise impacts on surrounding roads and parking. Where the place of worship can share parking with surrounding businesses, this would be encouraged. For instance, where both of the uses' hours of opening (evenings, weekends etc) mean that their peak traffic does not coincide with that of the other.

~~11.18 The city council will seek to retain places of worship and associated community facilities unless it can be demonstrated that there is no longer a need for them.~~

Policy CT06. ~~Provision of new and retention of existing~~ Places of Worship and associated facilities

Planning permission will be granted for conversions to, and creation of, new places of worship and associated community facilities, subject to the following:

a) The appropriateness of the location ~~in terms of meeting a local need~~
b) The impact on residential amenity (**Policy** DQP06)
c) The impact on highway safety and function. Schemes should encourage walking and cycling as sustainable modes of transport to Places of Worship (**Policy** T01)

The city council will seek to retain places of worship, burial spaces and associated community facilities unless it can be demonstrated that there is no longer a need for them.

Burial Space

11.22 The city council has produced a Burial Space Strategy 2014 which identifies that a new burial site will be required between 2025 to 2030, to address the issue of decreasing availability of burial space in the city. ~~However,~~ g**G**iven the tightly drawn boundaries of the city, **and the lack of available and suitable sites in Leicester's boundary, additional burial space is expected to be provided in a neighbouring council area. ,**~~the city council will also work with adjoining authorities to seek to accommodate its burial needs outside its administrative area.~~ **A Statement of Common Ground has been agreed between Leicester City Council and Charnwood Borough Council (2021), which states that proposals for new burial space in Charnwood to meet Leicester's need are likely to be**

acceptable in areas of Countryside, Green Wedge and Areas of Local Separation in Charnwood, where there is limited built form, and the layout and landscaping is appropriate to the character of the area.

11.23 Proposals for new burial space in the city with appropriately designed facilities, would be acceptable in areas of open space and green wedges, in the context of policies OSSR01 Green Wedges and OSSR02 Development in Open Spaces. ~~However, given the tightly drawn boundaries of the city, the city council will also work with adjoining authorities to seek to accommodate its burial needs outside its administrative area.~~

12. Employment

Evidence Base

12.1 There are several background studies that will underpin policies in ~~this~~ **the Local Plan**. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Strategic Growth Plan (2018)
Leicester City Centre Offices Study (2019)
Local Industrial Strategy (2019)
Strategic Distribution Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021)
Leicester & Leicestershire Economic Growth Strategy 2021-2030 (LLEP)
Economic Recovery Plan – First Steps (November 2020)
Economic Development Needs Assessment (2020)

Background

12.2 The city council needs to continue to support a thriving and diverse economy that will provide high quality employment. It is important to produce a climate for innovation and creativity and to provide more employment in higher skill, higher wage jobs.

12.3 However, within the administrative boundary of Leicester very little land is available. The existing stock of land and buildings which are fit for purpose for employment use will therefore continue to be strongly protected and where possible enhanced or redeveloped for business/industry and storage uses (**Use Classes** B2, B8, and E(g)).

12.4 In September 2020, the Government introduced a new use class, Class

E. This placed a wide range of uses (including retail, food, financial services, gyms, healthcare, nurseries, offices and light industry) into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres and employment areas.

12.5 The city council has reviewed all the existing Local Plan employment designations in light of these requirements. The Economic Development Needs Assessment (EDNA, 2020) has made recommendations on how to update them.

12.6 Of the existing 100 Employment areas, around 20 ~~sites~~ of the smaller sites **are** no longer considered to be viable and effective employment locations and will no longer be protected for employment use. Detailed reasons are set out in the EDNA, (in its Appendix 3).

12.7 Four new types of “Economic Development Areas” are proposed to accord with the employment policies below:

General Quality - Policy E02
High Quality - Policy E03
The Science Park - Policy E04 (Pioneer Park)
Neighbourhood - Policy E05

Leicester and Leicestershire Local Industrial Strategy (LIS)

12.8 The Leicester and Leicestershire Enterprise Partnership (LLEP) was invited by government to prepare a Local Industrial Strategy (LIS). In December 2018, the LLEP issued a public ‘Call for Evidence.’ Three common themes emerged from the responses, of skills, workspace and need for a good mix of economic uses.

12.9 The draft LIS was agreed at the LLEP Board in early October 2019 for the following key industries:

- Textiles: Design, Manufacturing and Technology

- Life Sciences
- Logistics
- Engineering and Advanced Manufacturing
- Space/Data and Digital Technology

Leicester and Leicestershire Enterprise Zone

12.10 A research and development-led Enterprise Zone (EZ) was created in Leicestershire (in both Loughborough and Leicester) through the creation of a ‘zone of excellence’ to support new and growing businesses in bringing their innovative ideas and products to the market. In Leicester, this includes Pioneer Park, the former John Ellis site, Waterside and St. Margaret’s (See Diagram 10 - Enterprise Zone). Leicester is already at the cutting edge of research, innovation, and product development, brought about particularly through our first-rate universities (**University of** Leicester and De Montfort **University**), and the new EZ will help to cement Leicestershire’s role in the Midlands.

Strategic Growth Plan

12.11 The Leicester Urban Area is a focus of economic development and regeneration, so continued economic success across the Leicester Urban Area is a key issue for the whole sub region. The Strategic Growth Plan confirms that the joint ambition is to make Leicester and Leicestershire one of the most desirable places to live and work in the UK. By further developing its strengths, Leicester can become one of the UK’s great cities, but in achieving this aim, its prospects will be much enhanced if the surrounding market towns and rural areas maintain their independence and character.

Strategy for Leicester

12.12 The plan is for the continued economic growth of Leicester, regenerating its central areas and complementing this with strategic

extensions beyond the established urban area. Many people who work in Leicester live outside the city's administrative boundary but may still only commute a relatively short distance, for example from Birstall to Hamilton Industrial Estate. With this in mind, the city council has and will continue to work with neighbouring authorities to provide sufficient employment land within Leicester and across the Housing Market Area (HMA), given the critical dependencies for employment which cross the city's administrative boundaries.

12.13 The city council is determined to ensure that Leicester is recognised as the strategically important business destination that it is. Leicester's reputation for having a highly skilled and young workforce is continuing to grow. With a variety of national and international businesses it is a great location for new and established businesses alike.

12.14 The delivery of offices needs to be the top priority for the city centre. Businesses employing professions such as architects and solicitors have a strong role in the local economy but are mostly small or micro businesses. Around 34,000 people are employed in private office-based sectors, accounting for 20.8 percent of employment (Leicester City Centre Office Study 2017). The Economic Development Needs Assessment (2020) recommends that 46,000 sqm of offices are required - 20,000 sqm of new offices are proposed at ~~the railway~~ **Leicester Railway** Station and 20,000 sqm of office floorspace in the Cultural Quarter at St George's. The other 6.000 sqm has consent in the Waterside character area.

12.15 The city council will continue its commitment with the local universities to encourage student businesses and new start-ups, which have encouraged the retention of talent within the city. Leicester was ranked 1st in the UK for growth in tech start-up companies, as confirmed by the 2018 "Tech Nation" report.

12.16 The council is also implementing its Economic Recovery Plan the key

aim of which is supporting the Leicester Economy and its communities to recover from the economic impact of Covid.

Employment Sectors for Leicester

12.17 To support a thriving and diverse economy, the following sectors for Leicester will be retained and supported.

Financial and Business Services - City Centre

12.18 The plan will need to protect the best, ready to develop sites in the city centre for future office development. The development potential of this area is assessed in more detail in the chapter on the Central Development Area (Chapter 9). Key new office allocations (see Chapter 4 Strategy for Leicester) are proposed at:

- The Station car park and former Campbell Street sorting office (around the railway station) **(Site 1052)**
- Land around Phoenix Square (between Burton Street, St. George's Way, Southampton Street and Morledge Street) **(Site 1053)**

Creative Industries - Cultural Quarter

12.19 To protect and promote the growth of the Cultural Quarter's unique mix of creative industries, cultural facilities and city living. The development potential of this area is assessed in more detail in the St. George's Character Area **(Policy CHA07)** work (See Chapter 9 - Central Development Area).

Diagram 10. Enterprise Zone

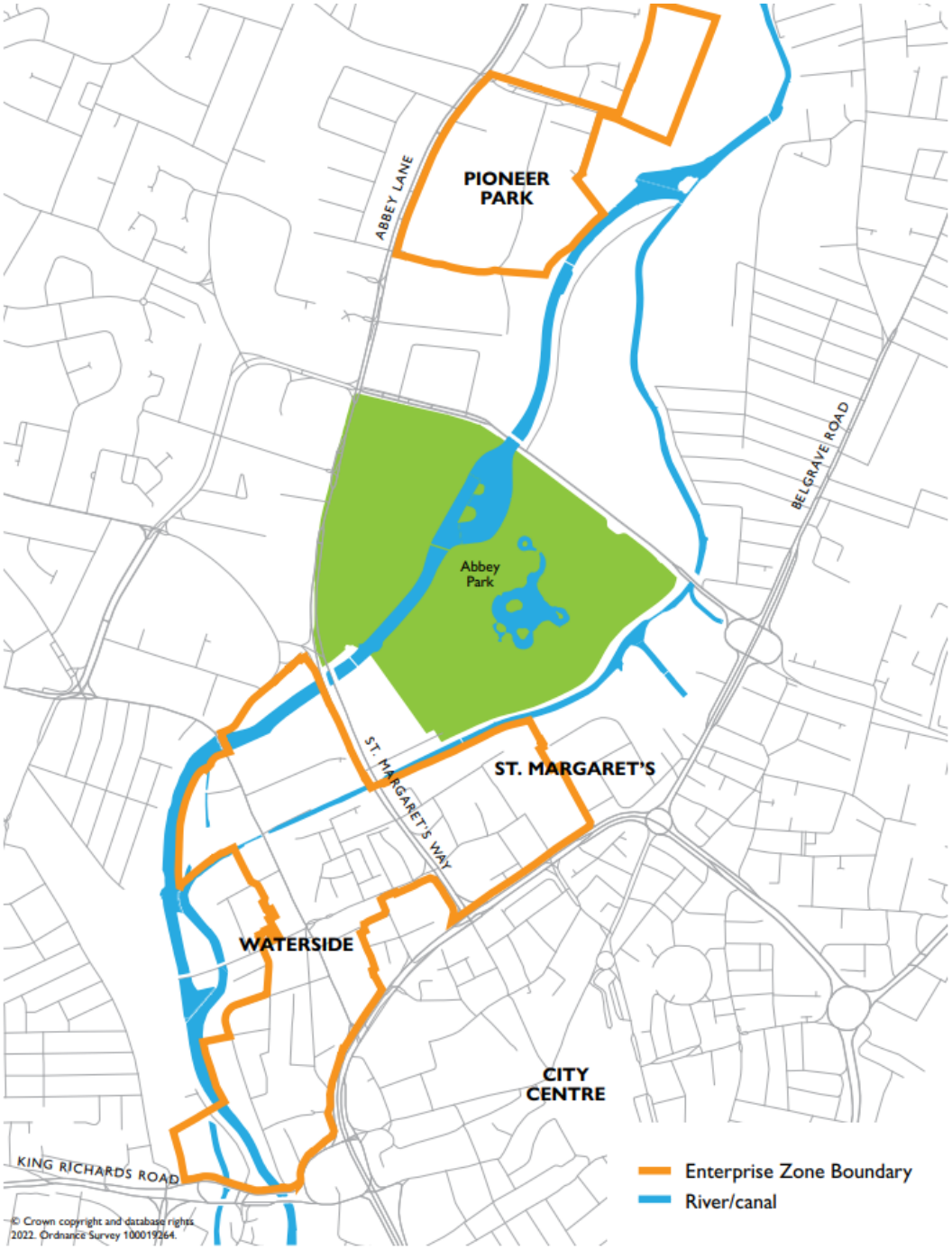
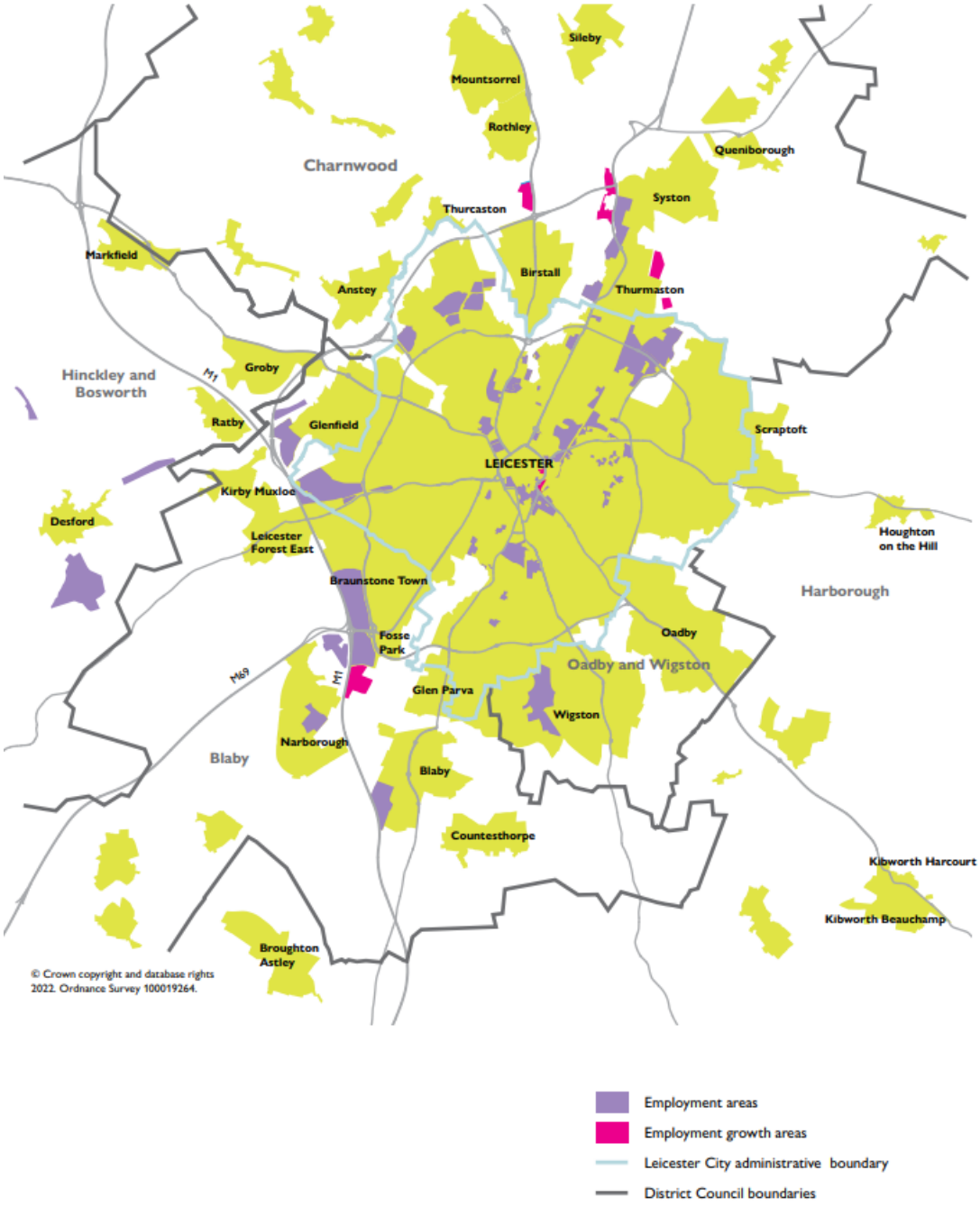


Diagram 11. Employment Areas in Leicester Urban Area



Knowledge Economy - Pioneer Park

12.20 This is Leicester's hub for high tech and knowledge economy businesses with the aim of creating a cluster of highly skilled jobs. Future developments include Space Park Leicester, a global hub and collaborative community focusing on space, space-enabled technologies and data developed by the University of Leicester. In addition, further managed

workspace adjacent to and opposite the existing successful DOCK ~~will be delivered~~ **1 and 2, the next phases Dock 3-5 were completed in 2024** by Leicester City Council. The adjacent National Space Centre is also building on its success embarking on the development of a new conference facility to add to their impressive visitor destination and educational offer within their complex.



Dock Business Centre, Pioneer Park.

General Manufacturing - Land Supply

12.21 Three new strategic employment sites will provide land for new High Quality Economic Development Areas (see Chapter 4 - Strategy for Leicester). Two small sites are also proposed. There is also 5 ha of employment land which is included within the existing Ashton Green planning permission, but currently remains unused to the east of Samworth's Bradgate Bakery (Bennion Road).

12.22 The EDNA 2020 identifies a need for 65 ha of employment land **or 253,682Sqm of floorspace for light / general industry and small scale storage and distribution uses** to 2036. The available land supply is shown below. Charnwood Borough Council has agreed to provide 23 ha to help meet this need. This agreement is set out in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022). We will continue to work with the districts within the Housing market Area (HMA) to meet future employment need.

12.23 The Mountain Road site **(Policy E01, Site 1040)** is the only remaining allocation from the previous local plan which has yet to be developed. There is no other undeveloped employment land available. The Council is undertaking Asset Reviews and considering the impact of the flexibility of the E Use class order, to monitor and make provision for the outstanding land beyond this 23 ha of unmet need ~~(*)~~.

~~**Table 8. Supply of Employment Sites**~~

~~**Address**~~	~~**Size (ha)**~~
~~Former Western Park Golf Course~~	~~9.74 ha~~
~~Beaumont Park~~	~~7.53 ha~~
~~North of Birstall Golf course/East of Ashton Green~~	~~2.4 ha~~
~~Eastern part of Thurcaston Road/Hadrian Road open space~~	~~2.7 ha~~
~~Mountain Road~~	~~2.1 ha~~
~~East of Samworth's Bradgate Bakery~~	~~5.0 ha~~
	~~Total 29.08 ha*~~

Table 9: Supply of Employment Sites – Estimated Increase in

Floorspace Assuming 20 percent Increase in Site Density

Site	Size (Ha)	Floorspace (Sqm) Assuming 3,900 Sqm/Ha	Densified Floorspace (Sqm) Assuming 4,680 Sqm/Ha
Inside City Boundary			
Former Western Park Golf Course	10.75	32,254	32,254*
Beaumont Park	6.64	25,000	25,000*
East of Ashton Green	2.4	9,360	11,232
Thurcaston Road	2.2	8,580	10,296
Mountain Road	2.1	8,190	9,828
East of Samworth's Bradgate Bakery	5.0	19,500	23,400
Ashton Green (Leicester Road section 73)	7.6	29,640	35,568
Total	36.7	132,524	147,578
Outside City Boundary			
Charnwood Borough	23	89,700	107,640
Total	59.7	222,224	255,218
(*Densification not possible on these sites due to requirement for additional ecological mitigation within employment allocations on strategic sites).			

General Economic Development Areas

12.24 General economic development areas relate to around two thirds of the city's employment land. However, due to the historic pattern of development in the city, this type of employment land is usually surrounded on three sides by housing. This is a common feature of a very large proportion of this employment land supply and is not generally solely a

reason to refuse economic development uses in these employment areas.

12.25 As well as providing most of the supply of employment land, they also enable “other uses” to be provided for, such as day nurseries (Class E(f)), places of worship (Class F1(f)) and car showrooms (Class SG). Non-residential institutions and assembly and leisure uses (subject to impact sequential assessments) will be acceptable in principle in buildings which are not portal framed in construction. This is because portal framed buildings are more sought after by modern industrial users and there are far fewer of them in number than older historic multi-storey industrial buildings. Portal framed buildings should therefore be retained for class E(g)iii, B2 and B8 uses. **This will also promote the reuse of Brownfield land within the city and bring back vacant employment land back into use.**

12.26 However, where the above “other uses” also fall within the definition of a main town centre use such as a leisure use, gym or would be for the sale of bulky retail goods a proportionate sequential and where necessary an impact assessment will be required to support an application (**Policies** TCR01 and TCR02).



Mattioli Woods offices, Welford Place.

12.27 In addition, where approval is to be granted for a new, or change of use to a Class E use outside of a defined town centres that does not require consideration of the sequential test or an impact assessment (e.g. a day nursery) **in line with Policy TCR09c),** a condition will be attached to the permission to restrict the proposed use to that sub-category of Class E**, where it is demonstrated that it is necessary and reasonable to do so.** ~~(TCR09).~~ This is to allow appropriate consideration of the sequential and

impact tests for future retail (or other main town centre uses) and to protect the vitality and viability of town centres.

12.28 “Other uses” will need to provide satisfactory off-street parking to meet the requirements in any future Parking Standards supplementary planning document. Outside of the general economic development areas, reduced parking provision could be considered appropriate, for example where there is good access to sustainable transport options. However, within a general economic development area, insufficient off-street parking has the potential to seriously prejudice the function and operation of the surrounding area for the remaining businesses.

12.29 The Local Plan identifies just under 5ha of land in non-strategic sites. These will be brought forward for development by the city council and or private landowners.

Policy E01. Non- Strategic Economic Development Areas

~~**Employment**~~
Two High Quality Economic Development employment sites are proposed at:

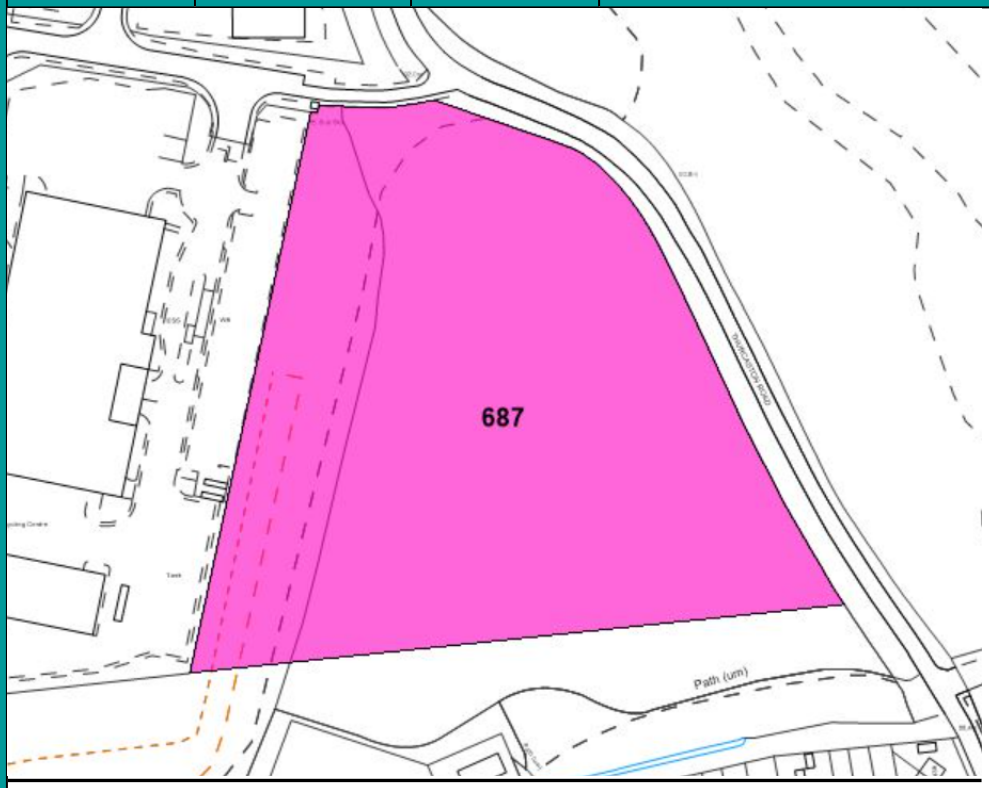
a) Eastern part of Thurcaston Road/Hadrian Road open space (2.7ha)
b) Mountain Road (2.1ha)

They will provide for Light Industry (E(g)(iii)), general industry (B2) and storage and distribution (B8) uses (with ancillary offices only).

The site at Thurcaston Road/Hadrian Road open space has been identified for a potential gypsy and traveller transit site **which could accommodate up to 12 caravan spaces (see Policy Ho13).**

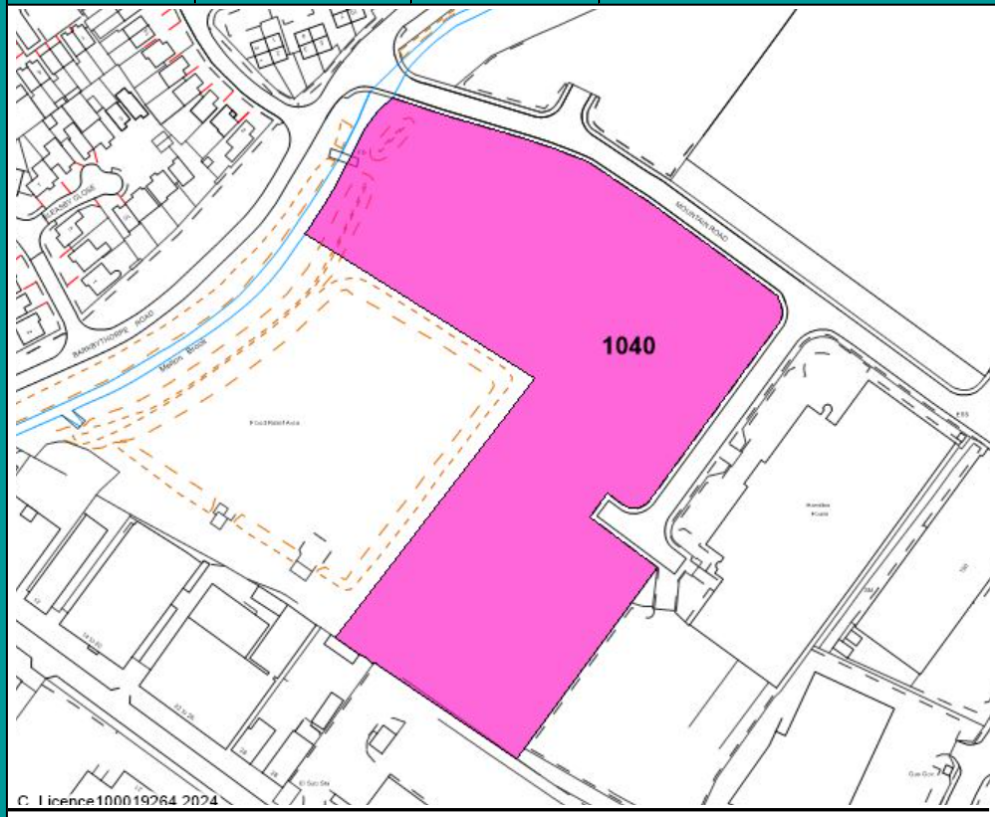
Site No.	**Address/ Description**	**Site Size (Ha)**	**Indicative capacity (Sqm)**	**Capacity evidence**

687	Thurcaston Road	2.2	10,296	Assuming 20 percent Site Intensification, or 4,680 sqm/hectare



Site Constraints and Mitigations

- The site is currently used as open space and therefore some of this will be lost through development. This should be mitigated through partial development of the site and enhancement of the remaining green space.
- The loss of sports provision will either need to be mitigated by retaining and improving pitches on site or improving provision nearby.
- Neighbouring uses include a golf course and a residential neighbourhood both of which are sensitive to the effects of development and therefore a strategy will be required to mitigate against noise and particulates resulting from development.
- The existing green buffer between the site and the neighbouring area

	of housing should be retained and enhanced as part of the development • An archaeology report will be required to inform how the effects of development on local archaeology will have to be mitigated.			
1040 -	Land Adjacent to Mountain Road	2.1	9,828	Assuming 20 percent Site Intensification, or 4,680 sqm/hectare
				
	Site Constraints and Mitigations: • The neighbouring water meadow green space is within the flood zone from Melton Brook and a Flood Risk Assessment will be required to inform necessary mitigations against flooding of the site and further runoff into the brook. The Environment Agency will also need to be consulted. • A SuDs scheme will be required to mitigate the runoff from the site into neighbouring Melton Brook and associated wet woodland habitat.			

- **Any proposal for development of the site must seek to protect the Local Wildlife Site and wet woodland habitat located adjacent to the site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment and be in accordance with Policies NE01 and NE03.**

Policy E02. General Economic Development Areas

Land within the General Economic Development Areas, as identified on the Policies Map, will be retained primarily for light industry (E(g)iii), general industry (B2) and small (non-strategic) storage and distribution (B8) uses, with ancillary offices.

The following other uses will be acceptable in principle where they involve the conversion of a building, which is not portal framed in construction:

Day nurseries (Class E(f))
Places of worship (Class F1(f))
Indoor sport, recreation and fitness (Class E (d))
Education (Class F1(a)
Public halls or exhibition halls (Class F1(e)
Halls or meeting places for the principal use of the local community (Class F2(c))
Car showrooms and other sui generis uses which are commonly found in industrial estates (These would include uses such as, builder's merchant, haulage yard, MOT testing station and bus garage)
Wholesale uses (non B8)

And can demonstrate that:

a) Where any of the above "other uses" are considered to be a "main town centre use" they have satisfied the policy requirements of the sequential

and impact tests in policies TCR01 and TCR02

b) Where the above “other use” is an E class use which does not require consideration of the sequential or impact tests, a condition may be attached to the permission that would restrict the proposed use to a particular sub-category in accordance with ~~p~~**P**olicy TC**R**09 **where it is demonstrated that it is necessary and reasonable to do so**

High Quality Economic Development Areas

12.30 These protect the city’s highest quality land and premises (around one third of the city’s existing employment land) and make an important contribution towards ensuring that sufficient land is available for class B2, small B8 and E(g)iii uses in purpose-built premises.

Policy E03. High Quality Economic Development Areas

Land within High Quality Economic Development Areas (as identified on the Policies Map) will be retained for industrial processes that do not have a detrimental effect on residential amenity, (Light industry E(g)(iii)), general industry (B2) and storage and distribution (B8) uses with ancillary offices only.

Pioneer Park

12.31 The purpose of Pioneer Park will be an innovation/technology park i.e. an exceptional business park to host research and development uses (Class

E(g)ii). It is Leicester's emerging hub for knowledge economy businesses and the creation of high added value jobs and skills. The bid to the Department for International Trade (DIT) as one of the area's High Potential Opportunities (HPO's) to attract foreign direct investment into the emerging space sector and our economic assets led by the University of Leicester has recently been successful.

Policy E04. Pioneer Park

a) Within Pioneer Park as identified on the Policies Map (the Innovation and Technology Park at Abbey Meadows), Class E(g)(ii) development will be allowed to encourage inward investors, knowledge based and high skill/ high added value firms to provide accommodation for both start up and local high growth uses
b) A mix of Use Class E(g)(i), E(g)(ii) and E (g)(iii) development will be allowed within specific Innovation growth buildings to provide grow on space for start-up and local high growth users
c) Science and Technology educational uses (Class F1(a)) and associated Research Institutes (E(g)(ii)) and other uses that can demonstrate a need to be located within the park or near to the National Space Centre will also be allowed
d) New development needs to focus on the canal and riverside, enhancing their bio-diversity and visual amenity providing a high-quality setting and mitigate any risk from flooding

Textile Area and Neighbourhood Employment Areas

12.32 The Economic Development Needs Assessment (2020) highlights that there is a particular concentration of textile uses in and around the Spinney

Hills area, as well as a high number throughout the city. This coincides with some of the smallest employment land designations in that area, which do not have particularly good or strategic access. These employment areas still have a role to play, as the buildings frequently have high occupation rates and investment in modern machinery is evident inside.

12.33 These smallest areas have been designated as “Neighbourhood Employment Areas” as employees often live very locally. They only contribute to around 3% of the city’s employment land. However, due to the historic pattern of development in the city, this type of employment land is usually surrounded on three sides by housing. This is a common feature of a very large proportion of this employment land supply and is not generally solely a reason to refuse economic development uses in these existing areas.

12.34 However, where an “other use” would fall within the definition of a main town centre use such as a leisure use, gym or would be for the sale of bulky retail goods a proportionate sequential and where necessary an impact assessment would be required to support an application (**Policies** TCR01 and TCR02).

12.35 In addition, where is approval is to be granted for a new or change of use to a Class E use outside of defined town centres that does not require consideration of the sequential test or impact assessment, such as a day nursery, a condition will be attached to the permission to restrict the proposed use to a particular sub-category of Class E (**Policy** TCR09) **where it is demonstrated that it is necessary and reasonable to do so**. This is to allow appropriate consideration of the sequential and impact tests for future retail (or other main town centre uses) and to protect the vitality and viability of town centres.

Policy E05. Textile Area and Neighbourhood Employment Areas

Throughout the city and particularly around the city's textile area (surrounding the Spinney Hills area, within LE5), development that assists the city's reviving textile industry will be supported.

Neighbourhood Employment Areas

In the smallest lower quality neighbourhood employment areas, as identified on the Policies Map, regeneration will be encouraged~~., but some sites may not be suitable for housing due to existing constraints.~~

~~Housing will only be acceptable where it can be clearly demonstrated that existing constraints can be mitigated, and it is not expected to result in any detrimental effect on the operation of the surrounding businesses.~~

Light industry (Class E(g)(iii), B1c), general industry (Class B2) and/or storage and distribution (Class B8) uses will be encouraged to continue and/or redevelop for these uses:

Other uses such as:

- Day nurseries (Class E(f))
- Places of worship (Class F1(f))
- Indoor sport, recreation and fitness (Class E (d))
- Education (Class F1(a))
- Public halls or exhibition halls (Class F1(e))
- Halls or meeting places for the principal use of the local community (Class F2 (c))
- Wholesale uses (non B8)
- **Housing (Class C3)**

Will be acceptable in principle where they involve the conversion of a building, which is not portal framed in construction and can demonstrate that:

a) Where any of the above "other uses" are considered to be a "main town centre use" they must have satisfied the policy requirements of the sequential and impact tests in policies TCR01 and TCR02

b) Where the above “other use” is an E class use which does not require consideration of the sequential or impact tests, a condition may be attached to the permission that would restrict the proposed use to a particular sub-category in accordance with policy TC**R**09 **where it is demonstrated that it is necessary and reasonable to do so.**

Creative Industry - St. George’s Cultural Quarter

12.36 The St. George’s Cultural Quarter **(Policy CHA07)** is one of the “Character Areas” described in more detail in Chapter 9 Central Development Area.

12.37 The Cultural Quarter is the hub for a combination of cultural activities, workspace for the creative industries, and residential use. The area’s success is defined by the combination of these uses including the landmark Curve and Phoenix Square developments and dynamic creative industries (including LCB Depot and Makers’ Yard, both on Rutland Street). Added to this is the unique architectural character being retained in the many heritage assets by sympathetic restoration and conversion of former textile mills and warehousing into housing.

12.38 In light of recent residential development in the area and a need to plan for a mix of development for the arts, cultural industries, and city centre living, it is necessary to give greater encouragement to development that protects and promotes this unique mix. Developments are also needed which create active street frontages (including restaurants, cafes and shops) along the main connecting routes and promote investment in the public realm to improve these connecting routes.

12.39 To promote proposals which facilitate mixed use schemes, the council

will seek to offer an appropriate package of advice and support. This could include input to design concepts, physical feasibility and market demand studies and development appraisals. These will apply both to schemes that include the restoration and conversion of buildings as well as for new build development.

Policy E06. St. George's Cultural Quarter

a) Proposals will be encouraged which combine ~~sympathetic design with~~ a mix of uses~~, incorporating~~ **such as:** design studios, workspaces**,** ~~and~~ residential use**, and**~~. O~~ **o**ffice uses ~~are also encouraged~~ **that are sympathetic to the character of the quarter**. Proposals should meet the requirements of Policy~~y~~**ies** HE01 and CHA07
b) To contribute to active street frontages, uses that fall in the E(b) use class and pubs/bars (Sui Generis) will be allowed on the parts of Halford Street and Rutland Street which fall within this area

Support Strategies

12.40 The city council will work with partners to ensure that Leicester has a thriving and diverse business community that attracts jobs and investment to the city.

12.41 Leicester City Council provides guidance on the preparation of site-specific Employment and Skills Plans to enable local people to secure employment and training opportunities. Leicester City Council will support and promote the use of local people and businesses through the construction and implementation stages of development proposals, particularly for large scale major proposals that generate significant levels of employment through

the development phase.

12.42 Employment hub and construction hub projects will be able to support and assist the implementation, recruitment and identification for employment and training opportunities at a local level.

12.43 Developers will actively work with the economic regeneration team to create these local opportunities see ~~link below~~ **Leicester City Council Constructing Leicester webpage**.

~~https://www.leicester.gov.uk/business/start-up-and-growth/constructing-leicester/~~

12.44 The city council will implement the following to support employment development**:**

a) The city council will work with partners to support businesses to relocate from the Central Development Area into appropriate property

b) The city council will support local business to reduce their carbon footprint by bringing together businesses concerned with the aim of improving their environmental performance

c) Where one business can use another business's waste as a resource, the co-location of these businesses that would encourage the reuse and recycling of waste would be supported

Policy E07. Employment and Skills Plans: ~~Support Strategies~~

~~a)~~ ~~The city council will work with partners to ensure that Leicester has a thriving and diverse local business community that innovates, attracts investment and creates jobs in the city~~

~~b~~) The city council requires the developers ~~implementing~~ **submitting** planning applications for major development to provide site specific Employment and Skills Plans to enable local people to secure employment and training opportunities ~~(see link above)~~. Such plans and

their implementation will be required through conditions or Section 106 agreements (where one is already proposed for major planning applications)

~~c) The city council will work with partners to support businesses to relocate from the Central Development Area into appropriate property~~

~~d) The city council will support local business to reduce their carbon footprint by bringing together businesses concerned with the aim of improving their environmental performance~~

~~e) Where one business can use another business's waste as a resource, the co-location of these businesses that would encourage the reuse and recycling of waste would be supported~~

Vehicle Sales and Car Washes

12.45 Car washes and independent vehicle sales uses are a common form of small-scale employment found in the city. They provide employment opportunities which foster the creation of new competitive businesses. These uses often make use of brownfield sites or existing structures and they tend to be located within sustainable locations, close to public transportation links and major arterial roads. The council will keep these temporary uses under review to ensure that suitable future uses which maximise brownfield land including residential development are able to be delivered in future.

Policy E08. Vehicles Sales and Car Washes

Vehicle sales and car washes will only be acceptable where:

a) They do not result in a ~~significant loss of~~ **unacceptable harm to** residential amenity (**Policy** DQP06)

b) They do not prevent future regeneration of the site and surrounding area

c) Screening is adequate and well designed and should not be detrimental to the appearance of the street scene

d) They do not **result in an unacceptable impact on highway safety, or a**

severe residual cumulative impact on the road network ~~significantly increase vehicle trips~~ (**Policy** T01)

e) They do not lead to an over concentration of these uses on any main ~~radial~~ route**s**

f) They provide adequate drainage arrangements and measures to prevent water pollution

To be able to keep the permanent need for this land under review, applications within the Central Development Area, retail and/or employment designations, should only be given ~~limited period consent~~ **temporary planning permission**.

13. Town Centre and Retail

Evidence Base

13.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Retail and Leisure Study 2021
Leicester Tourism Action Plan (2020-2025)
Economic Recovery Plan – First Steps (November 2020)
Leicester & Leicestershire Economic Growth Strategy 2021-2030, LLEP

13.2 This chapter sets out the strategy for the policies which will apply to retail and main town centre uses both within and outside of the centres.

Background

13.3 Sustainable communities have at their heart good local services and facilities. Much of this provision falls within a network of defined “town centres”. This gives people within the city and the Leicester Urban Area access to a diverse range of shops, services, leisure, and community facilities in accessible locations, by a choice of transport options. This network of centres is supplemented by a number of out-of-centre shopping parks such as, Fosse Park and Thurmaston Shopping Centre. It includes other standalone facilities such as Asda and Sainsburys on the A6 (towards Market Harborough) or Aldi in Wigston. **The network of shopping centres in Leicester Urban Area is shown on Diagram 12.**

13.4 People choose to shop, use services and leisure facilities in places that are not always located in the city or borough that they live in. For this reason,

it is important to consider retail and leisure provision beyond the city's administrative boundary as it is interconnected and will influence where people shop, use services, and spend their leisure time. For instance, there has been a recent major commercial extension to Fosse Park. This has expanded the offer and attraction of this facility, which will draw larger amounts of trade from town centres within its catchment area. Given these critical dependencies for retail just beyond the city's administrative boundaries the council will continue to work with neighbouring authorities to assess any proposed (new) or expansion of existing retail facilities. This is to ensure that the health of town centres in the city remain vital and viable.

13.5 The Strategic Growth Plan also proposes that the city should develop its role as the 'central city' supporting the market towns and rural areas around it. It recognises that more jobs, leisure, arts, culture, and entertainment facilities are provided within the city centre.

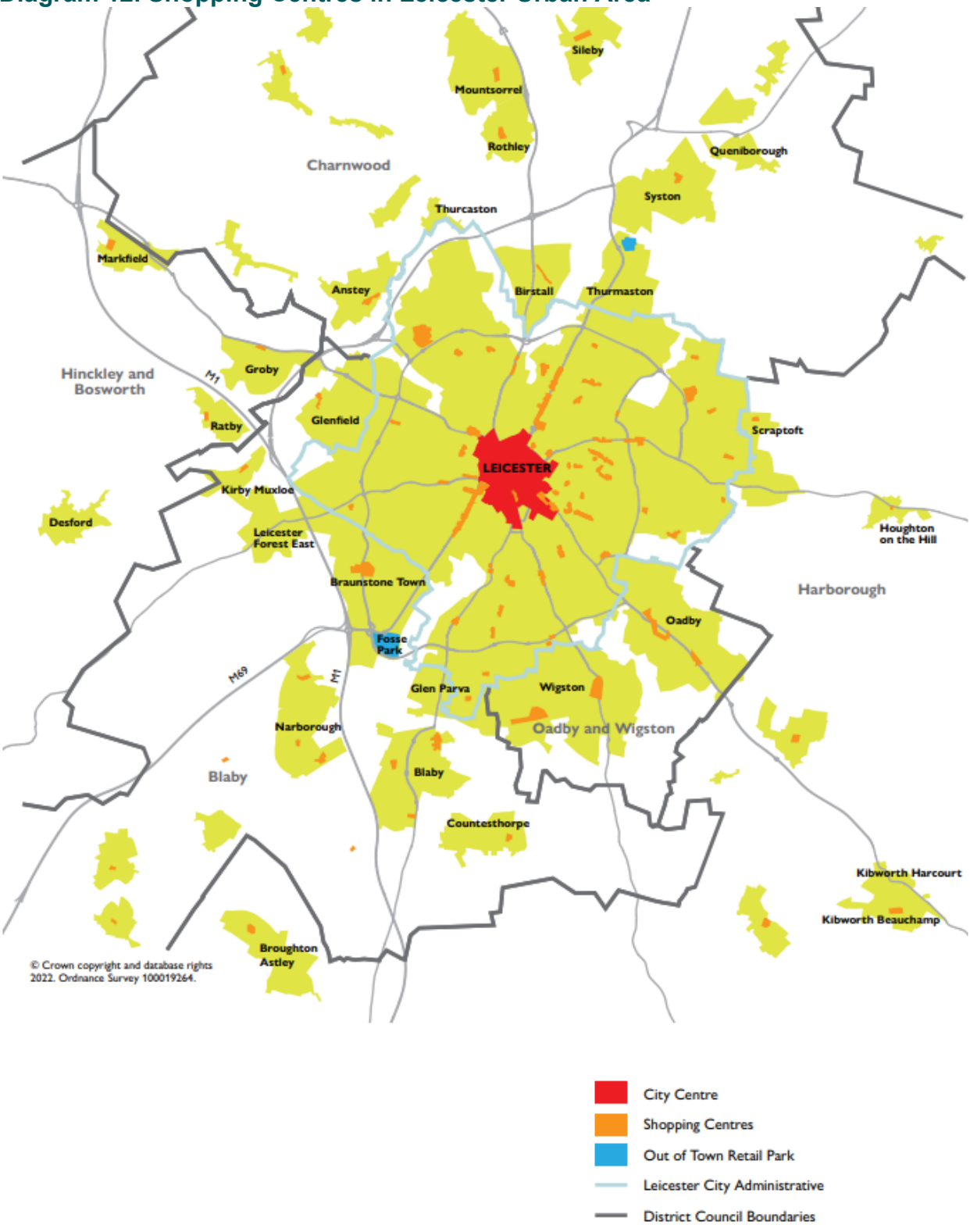
Retail Policy Aims

- To sustain and enhance the vitality and viability of Leicester's hierarchy of town centres by concentrating new shopping and related facilities in them
- To ensure access by a choice of means of transport particularly the promotion of walking and cycling, to facilitate combined shopping trips and minimise the need to travel
- To minimise the disturbance caused by retail development to nearby residential areas



Shops on the Golden Mile, Belgrave Road.

Diagram 12. Shopping Centres in Leicester Urban Area



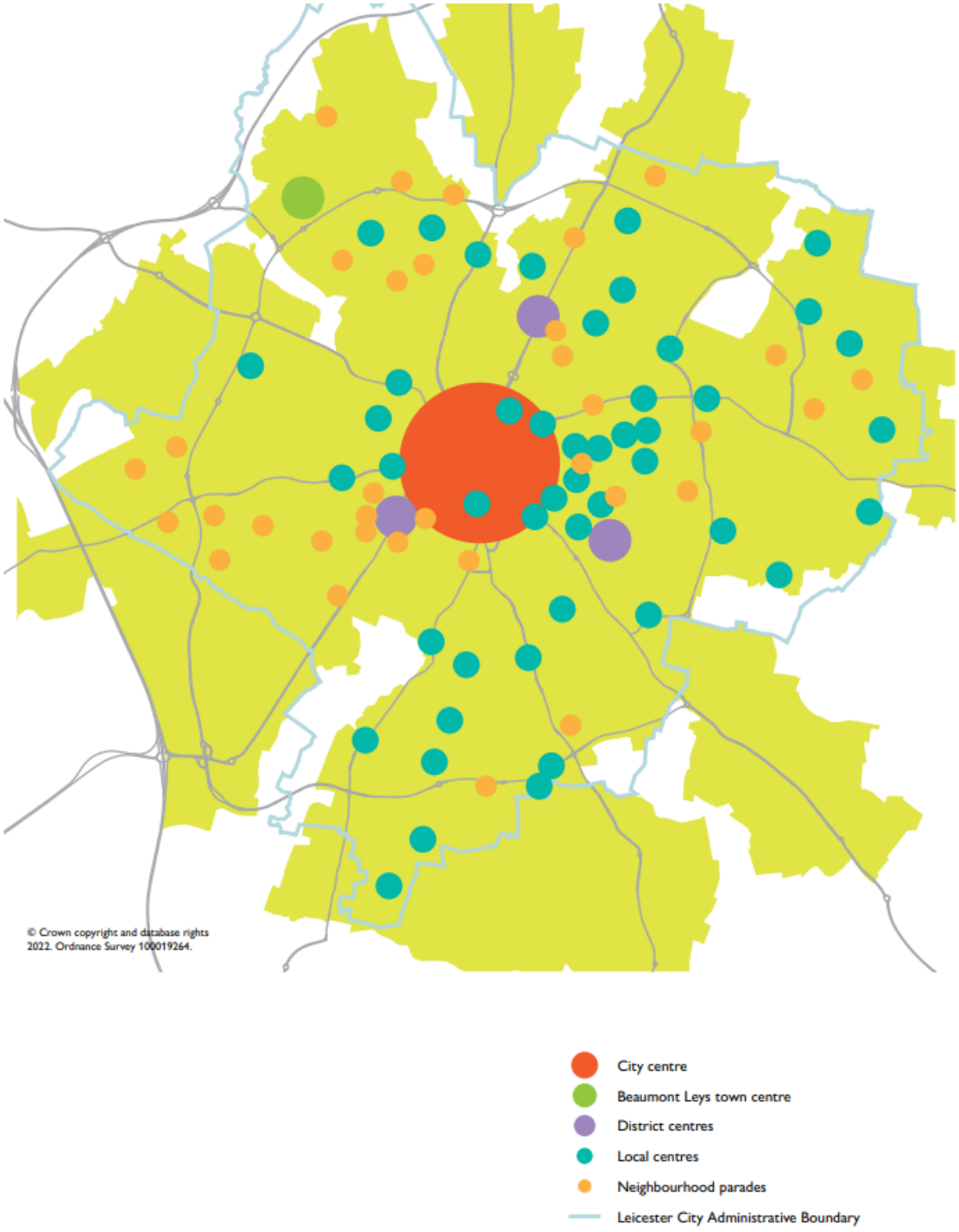
Network and Hierarchy of Town Centres

13.6 As part of the National Planning Policy Framework local authorities should set flexible policies for their centres to promote their long-term vitality and viability. In allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries it allows a suitable mix of uses (including housing) and reflects their distinctive characteristics. Central to this is the requirement to create a balanced network and hierarchy of town centres so that there is an even distribution of town centre uses and that people's everyday needs are met at the local level.

13.7 Diagram 13 shows the hierarchy of centres in Leicester.

13.8 The 2021 Retail & Leisure Study reviewed the hierarchy of town centres for the city. The hierarchy is set out in the policy below. These centres will be the preferred location for town centre uses such as retail, office and leisure developments, as well as the other main town centre uses defined in the Glossary (See Appendix 07).

Diagram 13. Hierarchy of Centres and Neighbourhood Parades



Policy TCR01. Hierarchy of Town Centres

The council will support the following hierarchy of town centres in Leicester:

City Centre

To ensure that Leicester City centre continues to be a sub-regional centre the

majority of main town centre uses will be directed to it. (**Policy** TCR03) The central shopping core will be the focus for new retail development. (**Policy** TCR04).

Town Centre - Beaumont Leys
This centre is the location for town centre uses to serve the northwest sector of the city and Leicester Urban Area, including Ashton Green (**Policy** TCR05).

District Centres
Belgrave Road/Melton Road, Evington Road and Narborough Road. District centres provide a range of facilities and are accessible by public transport. (**Policy** TCR05)

Local Centres
The local centres in Leicester are listed in Appendix 03. New local centres will be provided in Ashton Green and the Waterside. Local centres provide convenience shopping and other local services close to where people live. (**Policy** TCR05)

The council will apply the sequential test to main town centre uses outside of the areas listed above **and defined on the policies map** to support Leicester's network of centres. **Main** ~~T~~**t**own centre uses should be located in designated **town** centres ~~in the first instance. Only if suitable sites cannot be found within designated centres will the council consider~~ **then in** edge-of-centre **locations**. ~~sites, or if no edge-of-centre sites locations are available,~~ **Only if suitable sites are not available (or expected to become available within a reasonable period) will** out-of-centre locations **be considered**. Preference will be given to edge-of-centre and out-of-centre sites that are accessible and well connected to the town centre. For instance, the site would be expected to be closely linked to the defined shopping centre in terms of proximity, continuity of function and ease of access by all modes of transport but particularly by foot.

The preferred location for new city centre retail development is the central shopping core (primary shopping area). The rest of the city centre will be treated as an edge-of-centre location for new city centre retail development.

New development should be consistent in scale with the size and character

of the centre and its role in the hierarchy.

13.9 Underneath the retail hierarchy there are 34 neighbourhood parades. These parades usually consist of a short row of shops which serve the day to day needs of the immediate residential neighbourhood that surrounds them. They will be shown on the future policies map and complement and support the retail hierarchy by ensuring that people have access to local neighbourhood shops and services. (See list in Appendix 3)

13.10 The 2021 Retail and Leisure Study undertook a health check of all the shopping centres and neighbourhood parades in the city. It recommended upgrading Abbey Lane and Wharf Street North from neighbourhood parades to local centres. Walnut Street was recommended to be de-designated from a neighbourhood parade, as it was no longer considered to perform that function.

Impact Assessments

13.11 The development of new shops or leisure uses, could potentially have a harmful effect on the overall vitality and viability of defined shopping centres. In line with government guidance in the National Planning Policy Framework, a proportionate impact assessment which sets out the potential trade diversion impact assumptions may be necessary to help understand the anticipated level of impact that a proposed retail or leisure development would have on the vitality and viability of town centres within the catchment area of the proposed development. Catchment areas will vary depending on the size and nature of the proposed development. **Policy TCR02. establishes a proportionate floorspace threshold as evidenced in the Retail and Leisure Study, 2021.**

13.12:The purpose of applying an impact threshold which deviates from the national threshold of 2,500sqm, is to allow the council to retain appropriate control in respect of the potential for development to impact on the future health of defined centres within the authority area. By applying a lower threshold, applications for development which could have a harmful effect on the overall vitality and viability of a defined centre will need to be supported by a proportionate impact assessment which sets out potential trade diversion impact assumptions.

13.12~~3~~ **3** In applying the local thresholds set out below the council will have regard to the scale and form of the proposal, the extent of the catchment area and the target market that proposal would serve. These factors will vary from proposal to proposal and will influence which shopping centres should be included in the impact assessment. It may also be necessary to include shopping centres within a neighbouring authority's administrative boundary.

13.13~~4~~ **4** Further guidance on undertaking a retail impact assessment and what it should cover is set out in the National Planning Policy Framework and the National Planning Practice Guidance.

Policy TCR02. Supporting Sustainable Town Centres – Impact Assessments

Proposals for retail and leisure uses outside **of** a defined **city, town, district or local** centre **as shown on the policies map** (in edge-of-centre or out-of-centre locations) will require an impact assessment where:

The proposal provides a gross floorspace in excess of 500 sqm

The proposal is located within 800 metres of either:

A district centre and is in excess of 300 sqm gross floorspace or

A local centre and is in excess of 200 sqm gross floorspace

This policy also applies to mezzanine floorspace and the variation of restrictive conditions.

Need for New Floorspace for Comparison and Convenience Retail Provision in the City

13.14**5** The 2021 Retail and Leisure study provides the evidence base for retail and leisure provision in the city and covers the period up to 2036. It did not identify any substantial short term quantitative need for additional convenience goods floorspace. In respect of comparison goods floorspace there is a nil requirement for additional floorspace up until 2031. In 2031, there is a very limited level of surplus expenditure to accommodate additional comparison floorspace. This rises to between 6,300 sqm and 9,900 sqm in 2036.

13.15**6** However, the study is clear in that the first priority should be to reoccupy existing vacant floorspace within defined centres. This is because a significant amount of the identified comparison goods capacity in the longer term could be accommodated through the reuse, refurbishment or redevelopment of vacant floorspace in the authority area. The study concludes that there is not a need to allocate any sites to accommodate additional floorspace within the new Local Plan.

Health Checks

13.16**7** As part of the study, health check assessments were undertaken for all the shopping centres in Leicester from the city centre down to the smallest neighbourhood parades. These assessments were undertaken in May and June 2021, following “Step 2” of the Government’s roadmap out of lockdown. Non-essential shops had re-opened and the centres were substantially open for business. The majority of centres were considered to be performing well. However, planning policy is there to support the vitality and viability of centres, return the centres to better health by supporting and deliver

regeneration opportunities.

13.1~~7~~**8** Continued investment and redevelopment is particularly evident in the city centre. There is a need to support these efforts by resisting out-of-centre development that would have a significant adverse impact on the health and viability of centres. This is particularly important as the retail and leisure sectors continues to recover from the impact of Covid 19 pandemic and various national and local lockdowns.

The City Centre

13.1~~8~~**9** Leicester's city centre is the focus for commerce, retailing, culture, leisure and entertainment for the city and county. A vibrant and thriving city centre is essential for growth in the city's economy and is at the heart of the Leicester Urban Area and the wider Leicestershire Housing Market Area (HMA). Over £1 billion of investment in iconic new developments such as Highcross, Curve Theatre, Phoenix, Jubilee Square, Market Food Hall and extensive public realm improvements continue to transform the city. Public open spaces such as Jubilee Square, Green Dragon Square (the New Market Square), and Town Hall ~~s~~**S**quare give people spaces to relax and enjoy and provide important spaces to hold events, increasing social capital but there is still more to do.

13.~~19~~**20** The vision of the Connecting Leicester initiative is to create and provide a more connected, safe and family friendly city centre and to ensure that it continues to be more sustainable and bring in more investment. Leicester has many unique heritage, retail, leisure and cultural highlights which could be better linked together to create a strong and vibrant city centre. Many projects have already been completed and more are planned, to take away barriers and greatly improve the connections between shopping, leisure, heritage, housing, and transport facilities. The aim is to reconnect all these areas through a network of pedestrian routes and good quality civic spaces, to reduce the dominance of roads, creating an attractive

pedestrian friendly environment. Good quality public spaces also provide people with a place to rest and congregate, increasing opportunity for social interaction and spaces to hold public events. Together these changes are making the city centre an attractive destination for shoppers, visitors, businesses and investors and a great place to live.

13.2~~0~~**1** The central shopping core will continue to be the location for new city centre retail development. The council will support new development that makes a positive contribution to improving the vitality of the city centre and the overall mix of uses to provide a high-quality visitor experience.

13.2~~1~~**2** There has been a big increase in the number of people living in the city centre. There are now approximately 11,500 homes within the city centre. This has resulted in a move away from the traditional separation of residential accommodation from the potential noisier uses that are often but not exclusively associated with the night-time economy. Going forward, this mix of uses in the city centre is accepted as necessary to deliver the number of homes that are needed. It is noted that any residential development which is introduced next to these uses, is now expected to incorporate suitable mitigation measures where the operation of an existing business or community facility could have significant adverse effect on new development (including changes of use) in its vicinity, before the new housing development has been completed.

Policy TCR03. City Centre

The council will promote the growth of the city centre as a sub-regional shopping, leisure, historic, tourist and cultural destination as the most accessible and sustainable location for main town centre uses and in recognition of its central role in the city's economy and wider regeneration by adopting the following strategy.

The boundary of the city centre is defined on the policies map and shown on diagram 14.

Shopping
Maintaining a compact and accessible retail centre by:

- Safeguarding the central shopping core as the focus for city centre retail development; (**Policies** TCR01 ~~&~~ **and** TCR04)
- Maintaining and enhancing the market at the heart of the retail centre; and
- Ensuring that any new retail development that is not located within the central shopping core is well integrated and closely linked with the streets of the central shopping core in terms of proximity, continuity of function and ease of access (**Policy** TCR01).

Leisure and cultural facilities
Supporting new leisure and cultural facilities, particularly where they are well connected to the central shopping core, to support the diversification of the city centre's offer as a visitor attraction.

Family orientated leisure development and cultural facilities will be particularly welcomed.

Hotels
Complementary uses including new high-quality hotels, conference and banqueting venues will also be supported.

Heritage
Enriching the retail, leisure and tourism experience by ~~conserving and~~ **preserving or** enhancing the historic environment by encouraging the re-use and improvement of designated and other heritage assets and through the use of heritage-led regeneration within historic and cultural areas in the city centre. **The heritage effects of proposals for development within the city centre boundary will be determined by policy HE01, in terms of the balance between benefits and harms.**

Offices
Developing an economically prosperous centre through the location of both

major and small offices and accommodation for creative industries. (See Chapter 12: Employment and Chapter 9: CDA, policies CHA01, CHA07 and ORA02).

Housing
Supporting residential development, whether by conversion of redundant buildings or new build, where acceptable living environments can be maintained or created (except in the Railway Station Area – see **Policy** CDA 03). This includes the need for the developer to provide suitable mitigation measures (before development commences) where the operation of an existing business or community facility in its vicinity could have significant adverse effect on the new development.

Education and Health
Schools and health uses will be supported in the city centre and other enabling facilities, which make city centre living a more attractive proposal.

Transport
Making the city centre the focus of public transport initiatives including:

- ~~Supporting the implementation~~ **Building on the work** of Transforming Cities **Fund** ~~proposals~~ **measures and Connecting Leicester Programme**
- Supporting the redevelopment of, and improving, bus interchange facilities
- Contributing towards the bus improvement strategy and future rapid mass transit proposals
- Continuing our partnership work with the rail industry to improve the interchange at the railway station, particularly with infrastructure, information and through ticketing for bus to rail interchange
- Reducing the separation of the bus stations and railway from the city centre

Connectivity
Building on the work of the Connecting Leicester programme, to create a hierarchy and network of pedestrian and cycle routes and good quality civic spaces, to reconnect disparate and disconnected parts of the centre. This is to link together key historic and cultural assets, facilities and venues and

where appropriate reduce the severance effect of the inner ring road.

Safe, accessible and inclusive
All new development should make a positive contribution to improving the vitality of the city centre and should aim to improve the overall mix of uses, with particular regard to policies in the Central Development Area chapter. It is expected that new development will contribute to creating inclusive places that everyone can use easily and safely no matter their level of ability. (**Policy** DQP03) Feeling safe is particularly important at night.

Therefore, the city council will seek to:

- Make the city centre more attractive to pedestrians, cyclists and public transport passengers and achieve high standards of access to and within the city centre for disabled and older people
- Encourage uses that make key night time pedestrian routes as safe and well used as possible
- Have regard to crime and disorder issues through the regulation of pubs, bars and night clubs

Public Toilets
The council will expect major schemes with large numbers of visitors to provide public toilets (**Policy** DQP11).

Central Shopping Core

13.22~~3~~**3** The central shopping core is the primary shopping area within the city centre where major regional shopping facilities can be found. It will continue to be the focus of city centre retail development in accordance with Policy TCR01. The extent of the central shopping core is shown on Diagram 14 and defined on the Policies Map.

13.23~~4~~**4** There is a diverse retail offer within the central shopping core. This includes high-order multiple retailers focussed within the Highcross and

Haymarket shopping centres, a variety of independent traders, many of which are accommodated within St. Martins ~~s~~**S**quare and the surrounding Leicester Lanes. The historic open-air market with its new food hall and Market Square (Green Dragon Square) is at the heart of the city centre.

13.24**5** However, traditional high street style shopping centres face challenges from changes in consumer behaviour, new retail models, the growth in online shopping and competition from out-of-centre retail development. More recently, the Covid-19 pandemic and impact of lockdown measures (both local and nationally) have added to the pressure that our high streets and operators are facing. It is therefore important that we allow the central shopping core to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries.

13.25**6** Whilst it will be the focus for major retail development, we recognise that a greater mix of other main town centre uses (e.g. leisure, tourism, cultural etc.) can help to add vitality and viability to the central shopping core and provide an exceptional visitor and retail experience with a diverse range of uses set within a high quality environment. In September 2020, the Government introduced a new use class, Class E. This placed a wide range of uses (including retail, food, financial services, gyms, healthcare, nurseries, offices and light industry) into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres.

13.26**7** The council will consider the use of Article 4 directions to remove national permitted development rights where it is necessary to avoid wholly unacceptable adverse impact. This could include the loss of the essential core of a primary shopping area which would seriously undermine its vitality and viability.

13.27**8** Residential development contributes to the overall health of centres and to meeting the city's housing target. There is scope to increase housing

stock in the centres, by increasing densities or by introducing housing on upper floors, or to the rear of commercial properties, provided that this does not lead to amenity issues or an unacceptable loss of commercial space and that the commercial uses on the ground floor remain of a viable size to include adequate storage space and staff facilities.

13.28~~9~~ Evening and night time activities can increase economic activity within town centres and provide additional employment opportunities. However, consideration will also need to be given to potential impacts that the development or proposed use would have on the operation of other businesses or nearby residential properties e.g. through levels of noise and disturbance.

Diagram 14. The City Centre and Central Shopping Core

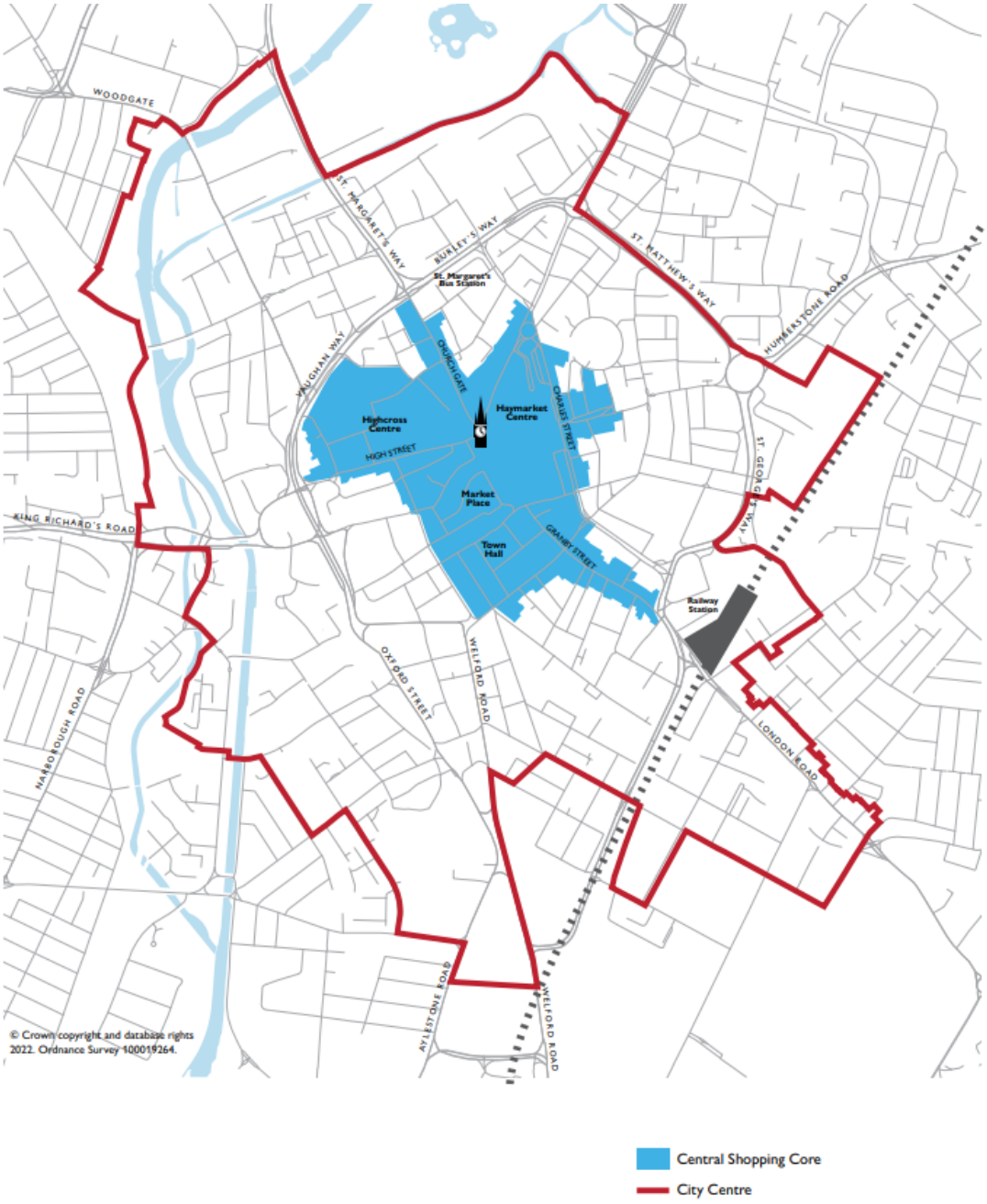
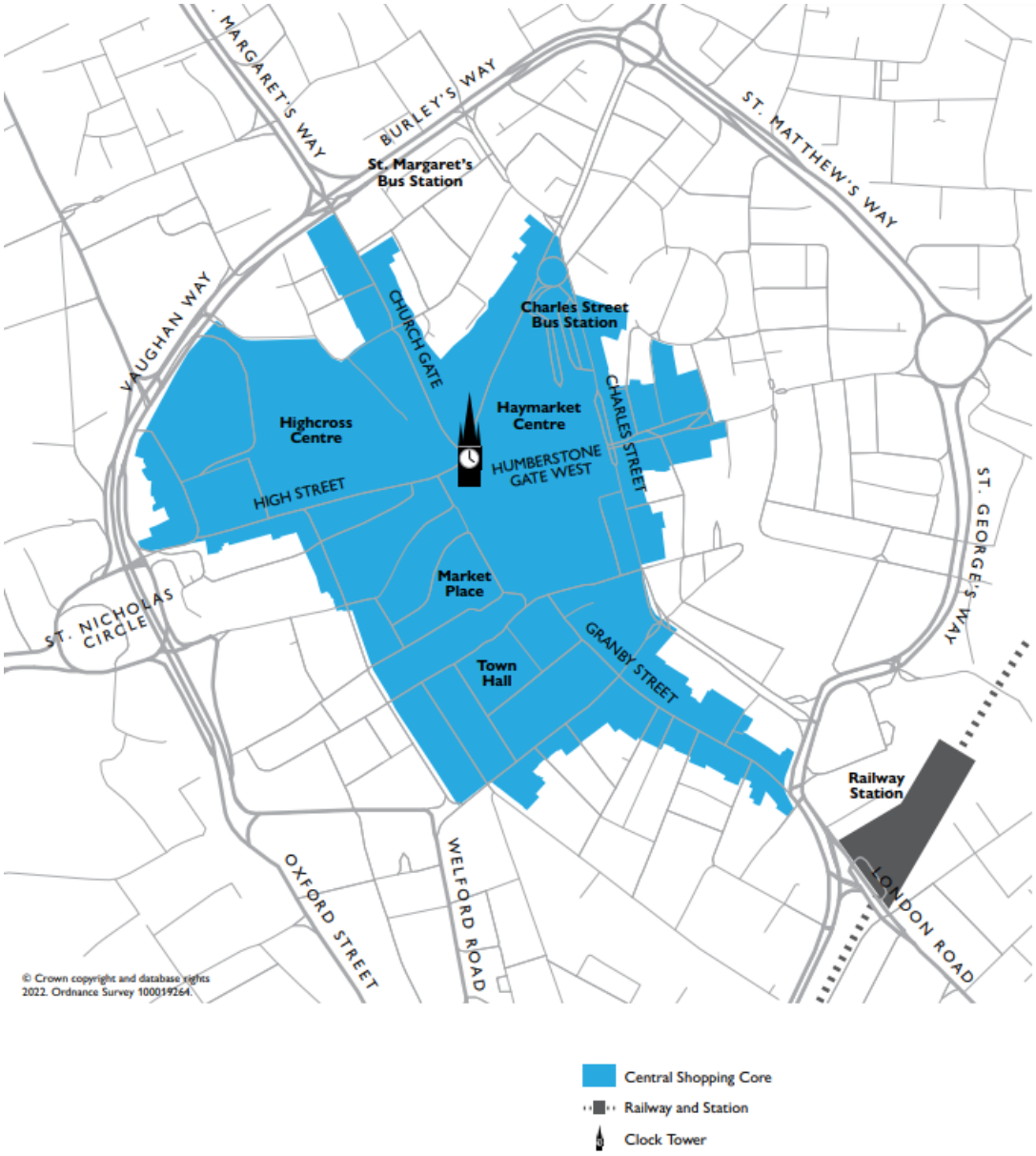


Diagram 15. The Central Shopping Core



Policy TCR04. Central Shopping Core (Primary Shopping Area)

New retail development -and other supporting uses such as Class E(c) Class E(b), pubs (SG), hot food takeaways (SG) will continue to be focussed within the central shopping core (primary shopping area) in accordance with Policy TCR01.

Other main town centre uses (e.g. leisure/entertainment, tourism, healthcare,

cultural facilities) can support the main retail function of the central shopping core and add to the vitality and viability of the centre. These uses will be supported where they are suitably located and would not unduly detract from the essential shopping function of the central shopping core. (**Policy** TCR 01)

~~In assessing proposals for n~~**N**on-retail uses within the central shopping core **would be supported where:** ~~consideration will be given to:~~

~~a) The location and prominence of a unit~~
~~b) The levels of activity or footfall that the proposed use would generate;~~
~~c) Whether a~~ **A** shop front is retained (**Policy** DQP08)
d) ~~Whether the proposal would~~ **A non-retail use** retain**s** or enhance**s** an active ground floor use and street frontage
e) ~~Any special contribution that~~ **T**he proposal would make **a special contribution** to the vitality and viability of the central shopping core
~~f) The length of time that a unit may have been vacant for~~
~~g) The availability and suitability of alternative vacant units~~
h) ~~Whether t~~**T**he use is suitable in scale and size for the character of the area
i) The **proposal would deliver good** quality ~~of the~~ design
j) ~~Whether t~~**T**he proposal would **preserve or** enhance **the significance of** the heritage **asset** ~~value of a building or area~~ **(Policy HE01)**

Development which secures the use of upper floors, (including residential development) will be support~~s~~**ed** where:

- The proposed development or uses would not have a harmful impact on the amenity of local residents due to noise, odour, disturbance or the light pollution (**Policy** DQP06); and
- In the case of residential uses a satisfactory living environment can be achieved.

On streets where there is lots of activity, residential or business uses (office, industry, and storage) will not be appropriate at ground floor level except to provide entrances to these uses on upper floors as required.

Evening and night-time activities
Planning permission for uses associated with night-time and evening activity

(e.g. night clubs, bars, pubs, hot food takeaways, some community uses etc.) will be expected to address anticipated impacts on residential uses or on the operation of other businesses in respect of noise, light, vibrations, smell etc. through the installation of appropriate mitigation measures before the new use commences to reduce these impacts to an acceptable level.

Town, District and Local Shopping Centres

13.~~29~~**30** Town, district and local shopping centres perform an important function in providing goods, services and a focus for local communities through the location of shops, health care facilities, libraries, financial services and uses including pubs, cafes and takeaways.

13.3~~0~~**1** Concentrating main town centre uses such as retail, office and leisure developments in town, district and local shopping centres helps to support the vitality and viability of those shopping centres. In addition, uses such as amusement arcades, laundrettes, betting shops, hot food takeaways, saunas and massage parlours, car showrooms and minicab offices which are classed as sui generis are commonly found in centres (and smaller shopping parades). Providing a variety of uses in one place makes mixed shopping and leisure trips easier for people particularly those who rely on walking and public transport and for people with disabilities.

13.3~~1~~2 It is recognised that in recent years the retail and leisure sectors have faced many challenges from changes in consumer behaviour, new retail models, the growth in online shopping and competition from out-of-centre retail development. The Covid 19 pandemic and impact of lockdown

measures (both local and nationally) have added to these pressures. However, the 2021 Retail and Leisure Study did find some signs of resilience to pandemic, particularly in the smaller local centres that provide day to day retail and service needs. The health of centres will be monitored going forward.

13.3~~2~~**3** In time, it is likely that the new Class E will broaden the range of uses that we see in traditional shopping centres on the high street. The flexibility provided within Class E will help retail and leisure operators respond to and adapt to changing circumstances. Increasing economic activity along with providing key community facilities such as medical centres and libraries etc within town centres will help to support high street vitality. The council will therefore be supportive of alternative uses where proposals enhance the vitality and viability of the centre.

13.3~~3~~**4** While centres are generally the most appropriate location for these uses, the council will carefully consider their potential impact when assessing planning applications to make sure that they do not harm the character of the centre, the amenity of nearby residents or adversely impact pedestrian and highway safety.

Policy TCR05. Town Centre Uses in Town/District and Local Shopping Centres

Main town centre uses including amusement arcades, launderettes, betting shops, hot food takeaways, saunas and massage parlours, car showrooms, minicab offices, and pay day loan shops, outside the central shopping core will be focused in the shopping centres shown on the Policies Map.

Proposals for ~~such development and for extensions to shops within these centres will be considered against~~ **main town centre uses will be actively supported within town, district and local shopping centres, subject to** the following criteria:

a) ~~Do~~ **The proposal would** not prejudice the use of upper floors for

residential use

b) ~~How t~~**T**he scale and design is sympathetic to the size and character of the centre and its role in the hierarchy

c) ~~The impact of traffic generated by the development and the arrangements for parking, loading, unloading, servicing and their impact on pedestrian and~~ **It would not have an unacceptable impact on** highway safety

d) ~~The~~ **It would contribute to a** diversity of uses ~~on offer and the effect on the~~ **within the centre and not harm its** retail function of the shopping centre

e) ~~The proposal will~~ **It would** maintain and enhance the vitality and viability and character of the shopping area

Proposals for hot food takeaways and pubs will be assessed in accordance with ~~p~~**Policy** TCR06.

Proposals elsewhere will be resisted other than those which accord with Policies TCR01 and TCR02.

Food and Drink in Town, District and Local Centres

13.3**5** Food and drink uses, including hot food takeaways are a fundamental part of most centres. These uses fill vacant units, add to the diversity of uses and offer a popular facility for local communities. However, most centres are surrounded by and include residential properties. Food and drink uses can generate noise, odours, litter and disturbance to residents by increased pedestrian and vehicular traffic drawn into an area which can be detrimental to residential amenity. The pattern of activity often associated with hot food takeaways is late night use at unsociable hours. As well as creating anti-social behaviour issues and health concerns, when clustered together these uses can increase the level of impact on residential amenity. Too many of these uses can also reduce the capacity of the centre to serve everyday shopping needs and create daytime voids due to hours of operation within

the centre.

13.3~~5~~**6** These issues are often more evident in the smaller centres where there is less background noise and a reduced level of retail offer. Other centres like Belgrave Road, Evington Road, Narborough Road (Braunstone Gate) district centres and London Road local centre have developed a strong and diverse food and drink offer. This can add to the attractiveness of the centre and make them destination places.

13.3~~6~~7 To help maintain a diverse and active shopping street and avoid disturbance to residents it is recommended that normally no more than three hot food takeaway (sui generis) uses should be adjacent to each other in a frontage length and that between groups of hot food takeaway uses there should be at least two intervening non hot food takeaway uses. In centres with ten or fewer units proposals for hot food takeaway and drink units will be assessed on their individual merit.

13.3~~7~~**8** In locations where residential properties are nearby such uses will only be acceptable if planning conditions restricting the hours of opening can reasonably be imposed. Opening outside the hours of 07:30 – 23:00 will be unacceptable if significant additional detriment is likely to be caused to the amenity of local residents by the operation of food and drink facilities.

Policy TCR06. Development for Hot Food Takeaway and Food and Drink uses ~~Purposes~~ in Town, District and Local Shopping Centres

Hot food takeaway and food ~~&~~ **and** drink **uses** ~~facilities~~ (Sui generis), will continue to be supported in centres to meet demand and to add vitality and diversity. However, this will be subject to considerations of residential amenity. ~~, the effect on the vitality and viability of the centre and the cumulative impact of these uses.~~

In assessing proposals for hot food takeaway and **food and** drink uses

account will be taken of the number, distribution and proximity of other hot food takeaway and **food and** drink uses, including those with unimplemented planning permission and the impact on the vitality and viability of the centre.

Proposals for the change **of** use of premises within centres for ~~food,~~ hot food takeaway and **food and** drink purposes will be permitted except where:

a) The development either individually or cumulatively with other hot food takeaway and **food and** drink use**s** (including unimplemented planning permission) would be likely to prove significantly detrimental to **the living conditions and outlook** amenities of the occupiers of nearby residential properties, ~~to visual amenity,~~ and to parking and traffic issues which cannot reasonably be controlled by condition

b) a ventilation flue is required but ~~is~~ it **is** considered that it would not be effective for purpose, it would cause problems of noise or fumes for the occupiers of nearby properties and~~;~~ **/** or would be detrimental to visual amenity

c) A shop front is not retained

d) It would prejudice the use of upper floors for residential use either at the application site and/or adjacent properties

#) It would have a significant negative impact, either individually or cumulatively, on the vitality and viability of the centre.

Where new hot food takeaways are acceptable the following measures may be necessary to reduce the litter associated with the proposed hot food takeaway:

a) The provision and maintenance of a litter bin outside the premises at all times when the business is open

b) One or more litter bins within the surrounding areas as appropriate to meet likely need

c) Commitment to undertake litter picking both within the immediate vicinity of the premises and where necessary further away

d) Provision of advisory signage

Where appropriate these measures will be secured by condition.

13.38**9** To help reduce litter associated with hot food takeaways and ensure that there is no unacceptable impact from litter on the amenity of the area as part of the application the council will consider the need for the proposed new hot food takeaway to install litter bins, commit to undertake litter picking and provide advisory signage. As litter may be deposited further away from the immediate vicinity of the premises the council will consider the wider effect this has on local amenity and may ask premises to undertake litter picking to collect litter (generated from off-sales from that premises) which has been deposited further away from the immediate vicinity. Where appropriate these measures will be secured by conditions to require ongoing compliance with any measures proposed.

Neighbourhood Shopping Parades

13.39**40** Neighbourhood parades usually consist of a short row of shops that help to serve the day to day needs of the immediate local community. The retail units are usually small in scale with the majority of units providing either a convenience function or service function, such as a hairdresser or takeaway. They complement the retail hierarchy by giving people access to local shops and services within walking distance.

Policy TCR07. Neighbourhood Parades

Within neighbourhood parades the following uses will be supported:

- Commercial, business and service uses (Class E)
- Community facilities

Proposals for other uses will be permitted provided that the use would not result in the neighbourhood parade being unable to meet the day to day needs of the local community and it can be demonstrated that:

a) The proposal will retain an active ground floor use and frontage and

provide a direct service or sales to visiting members of the public

b) The development or use(s) will not be detrimental to the amenity of local residents (either individually or cumulatively) due to noise, odour or disturbance or light pollution or highway safety

c) ~~Where planning permission is necessary, c~~**C**hanges of use ~~at ground floor~~ to residential will be ~~permitted to the rear or~~ on upper floors **or to the rear on the ground floor** and a satisfactory living environment can be achieved (Policies DQ~~O~~**P**06 and H07)

13.4~~0~~**1** There are 34 neighbourhood parades in the city, and they are an important local facility, particularly for people who are less mobile and for the more vulnerable members of the community. This is especially the case in areas that do not have easy access to larger centres or supermarkets. Therefore, the council will maintain and where possible enhance, such local community facilities. The neighbourhood parades ~~will be~~ **are** shown on the future Policies Map. (See Appendix 3)

Outside the Defined Shopping Centres

13.4~~1~~**2** Where proposals for new town centre development uses including laundrettes, betting shops and pay day loan shops have satisfied the requirements of the sequential test and suitable sites and premises are not available in appropriate centres or edge of centre locations (and if necessary, an impact assessment has been undertaken), planning permission will normally be granted for new town centre development, provided that the proposal is of an appropriate scale; it is readily accessible by a choice of means of transport; and it is unlikely to have adverse implications for residential amenities and for traffic and parking conditions. It is unlikely that the change of use of a mid-terrace house would be acceptable.

13.42**3** There are also a range of out-of-centre retail parks such as St. George's Retail Park, St. Margaret's Way (Wolsey Street and Blackbird Road), Putney Road, Raw Dykes Road, Aylestone Road that traditionally accommodated bulky retail goods. It is recognised that whilst these areas currently complement the city's retail offer, any proposals for the future expansion, intensification, or changes of use at these locations should be carefully assessed to ensure that they do not have a detrimental impact on designated centres and any existing, committed, or planned town centre investment. These out of centre retail parks are considered to be the preferred location for bulky retail goods.

Policy TCR08. Main Town Centre Development Outside of Defined Centres

Where proposals for new shopping development and other main town centre uses, including betting offices, pay day loan shops, hot food takeaways and laundrettes, have satisfied the requirements of the sequential test (~~p~~**P**olicy TCR01) and suitable sites and premises are not available in appropriate shopping centres or edge of centre locations (and if necessary, an impact assessment (~~p~~**P**olicy TCR02) has been undertaken) then the council will consider more favourably if the following apply:

a) The proposed development is easily accessible by foot, cycle and by public transport
b) Significant disturbance is unlikely to be caused to nearby residential areas (the change of use of mid terrace houses will not be acceptable) and
c) The ~~traffic generated by the~~ **proposed** development ~~will not have a significant detrimental impact on pedestrian and~~ **would not result in an unacceptable impact on** highway safety

Retail Development and Main Town Centre Uses Not in a Town Centre – Planning Conditions

13.4~~3~~**4** Corner shops and other isolated shops still provide a local service. Sometimes they are in isolated areas that are not well served by the defined centres and therefore provide an important facility for the local community. Proposals that involve reinstating corner shops that have converted to residential use would be considered against policy TCR08.

13.4**5** Town centre policy in the NPPF will help to determine the acceptability of retailing proposals that are outside of a defined centre. The type of goods sold, and the amount of space devoted to their sale can potentially threaten nearby centres. Therefore, the use of appropriate planning conditions will be considered amongst others to limit the range of goods sold to prevent the development from being subdivided into smaller units and to prevent future addition of mezzanine floors. This is to protect the vitality and viability of town centres.

13.4~~5~~**6** **The Use classes are not linked to any spatial considerations. As such the expanded Use Class E applies equally to both town centres and out of centre locations, and there may be unintended consequences in providing additional flexibility across Class E outside of town centres.** In instances, where approval is to be granted for a new, or change of use to a Class E use outside of a defined town centre that does not require consideration of the sequential test or an impact assessment (e.g. day nursery) a condition may be attached to the permission that would restrict the proposed use to a particular sub-category**, which has been justified in the application submission**. This is to allow appropriate consideration of the sequential and impact assessment if a subsequent proposal was received that would require consideration of these policy tests. This ~~is to~~ **will** protect the vitality and viability of town centres **and ensure that unacceptable impacts do not arise from future Class E development**.

Policy TCR09. Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre

a) If the sale of comparison goods from out-of-centre retail development, including supermarkets and superstores would adversely affect the viability of a shopping centre ~~as a whole~~, the range of goods sold and/or the mix of convenience ~~(includes food and drink)~~ and comparison goods ~~(includes clothing, shoes, furniture and household appliances)~~ will be limited by condition.

Where necessary:

b) Conditions may also be necessary to prevent the development being subdivided into smaller units and to prevent the future addition of mezzanine floors

c) A condition may also be necessary to restrict a Class E use to a particular sub-category if that use does not require consideration of either the sequential or impact tests **for main town centre uses.**

14. Open Space, Sports and Recreation

Evidence Base

14.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Green Wedge Review Joint Methodology (2011)
- A Green Wedge Review (2017) and Addendum Report (2020)
- Open Space, Sport, and Recreation Study (2017)
- Burial Space Strategy (2014)
- Playing Pitch Strategy Assessment Report **and Action Plan** (2017) ~~and Action Plan (2017)~~
  ~~Addendum to Playing Pitch Strategy (2022)~~
- **Playing Pitch Strategy Position Statement (2022)**
- Allotment Strategy (2015 – 2020)

Background

14.2 Leicester has a wide range of open spaces that make a major contribution to the quality of life of city residents and visitors. These include green wedges, parks, children's play areas, sports pitches, natural open space, allotments, cemeteries, civic spaces, rivers, and canals as well as other incidental open spaces that together comprise the open space network.

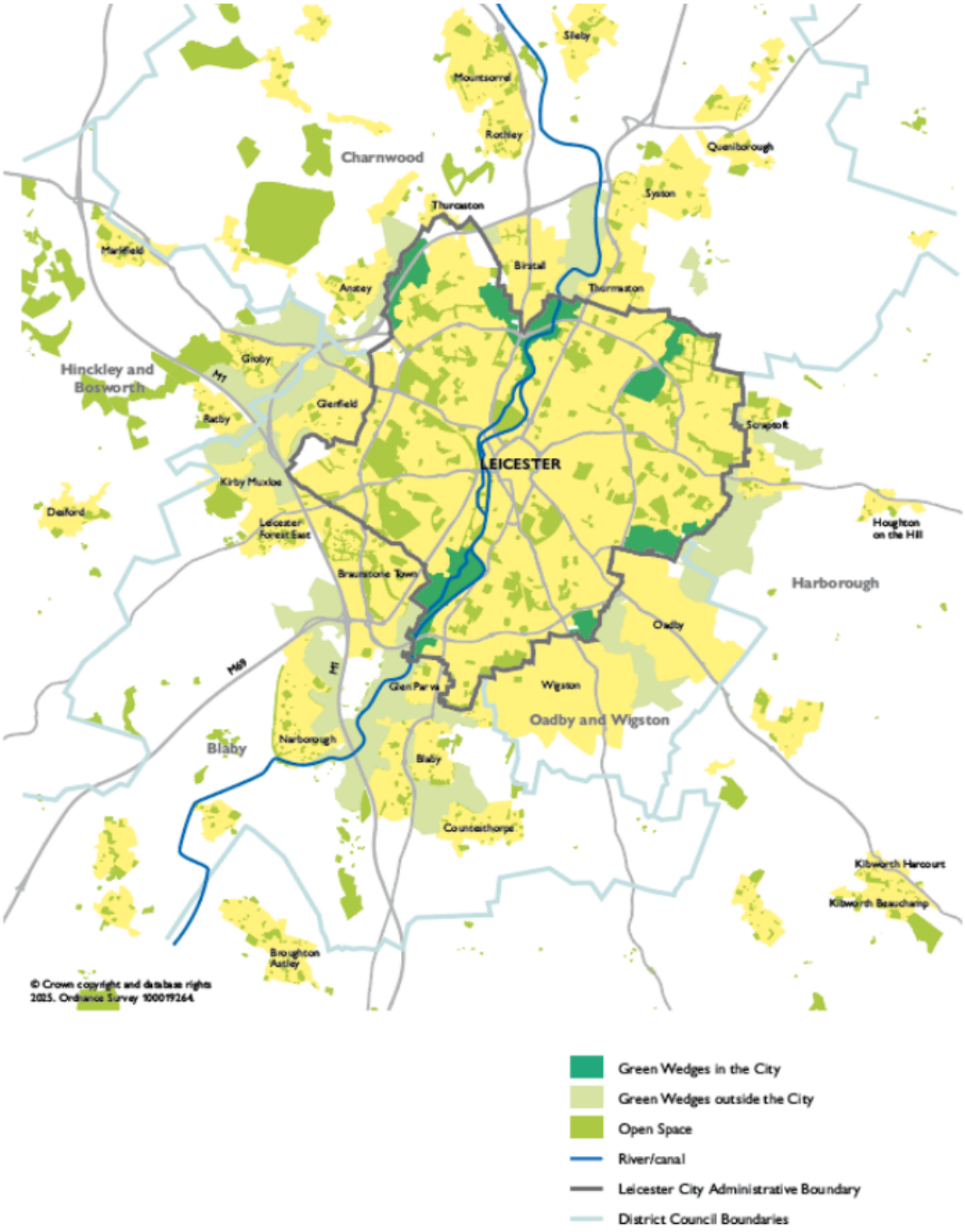
14.3 Open spaces secure many benefits for people living and working nearby, providing places to be active for community events, to unwind, to grow food and to spend time in a natural environment. This is beneficial for people's mental health as well as physical health.

14.4 ~~They~~ **Open spaces** are ~~also~~ valuable for wildlife and **the natural environment. Many of the city's open spaces are expected to contribute to broader strategies seeking to enhance green infrastructure networks and build interconnectedness across the region, such as the Leicestershire, Leicester, and Rutland Local Nature Recovery Strategy, which was published in August 2025, which is anticipated to emerge during the Plan period. They also** provide important functions in relation to climate change, such as flood storage, improving water quality and reducing 'heat island' effects. These are the warmer temperatures experienced within urban areas compared to surrounding rural areas due to a concentration of surfaces that absorb and retain heat, as well as human activities.

14.5 Open spaces are an important part of the landscape setting for the built environment and in achieving sustainable development.

14.6 The open space network does not stop at the city's boundary. It is connected to wider networks of open space in adjoining authorities. Green wedges have a strategic function and extend beyond the city's administrative boundary into the Leicester Urban Area. The River Soar and Grand Union Canal are part of a larger waterway corridor in the region. People travel to sports facilities and open spaces in the Leicester Urban Area (and vice versa). In view of this the council will continue to work with partners, (e.g. neighbouring local authorities, Sport England, and sport governing bodies) to optimise the benefits and improve access to open spaces serving the wider area, including in the development of the ~~future~~ **Local** Nature Recovery **Strategy** ~~network~~.

Diagram 16: Open Space Network, Leicester Urban Area



The open space network designations shown beyond Leicester City's administrative boundaries are for illustrative purposes only.

Green Wedges

14.7 Green wedges are extensive areas of predominantly open and green

land. They run from the edges of the city towards the city centre. In most cases green wedges extend beyond the city boundary through green wedge allocations in adjoining districts. This gives them a strategic importance as they connect the city to the surrounding Leicestershire countryside.

14.8 The extent of the ~~previously defined~~ green wedges can be seen in Diagram 16 above. They have four strategic functions:

- To prevent the merging of settlements (considering both physical separation and the perception of distance between settlements)
- Guiding development form
- Providing a 'green lung' into urban areas (including a continuous link between open countryside and land which penetrates into urban areas)
- Providing a recreational resource (including publicly accessible informal and formal recreation facilities)

14.9 The extent and function of Leicester's green wedges have been reviewed in the Green Wedge Review (2017) and Addendum Report (2020). This review followed the Green Wedge Review Joint Methodology (2011) that was jointly prepared by the Leicester and Leicestershire authorities, with the exception of Blaby District Council and Melton Borough Council.

14.10 Some allocated sites (i.e. the former Western Park Golf Course, land East of Ashton Green, land North of A46, and land West of Anstey Lane**),** are on land which was formerly designated as green wedge. This land no longer has green wedge status. Land within these parcels which remains undeveloped will be designated as open space.

14.11 At both the strategic and local level, green wedges also provide and link a range of uses such as open space; sport and recreation; green infrastructure; wildlife corridors; improving air quality; flood alleviation measures; and transport corridors**, which can help secure wider benefits such as supporting improved connectivity and promoting active and sustainable travel choices**. These uses should be preserved and where

possible enhanced. The only types of land use that will normally be considered appropriate for these areas are those where the predominantly open and undeveloped nature of the land is retained. **Green wedges contribute significantly to the city's green infrastructure and ecological networks. Development of any type and/or scale within these ecologically sensitive areas has potential to impact habitats and species without appropriate consideration at the earliest stages of development design. Therefore, any application for development within a green wedge will be expected to be accompanied by a Preliminary Ecological Appraisal to provide an assessment of any likely impacts upon local ecological features and whether further survey work is required, e.g., protected species surveys. The Preliminary Ecological Appraisal will also inform whether the development has potential to significantly negatively impact ecological features requiring a more detailed Ecological Impact Assessment. An Ecological Impact Assessment appraises the likely significant ecological effects of a project, irrespective of the scale or type of project.** It is recognised that some built development may be required in connection with some of the uses identified within the policy.

Policy OSSR01. Green Wedges

The green wedges as shown on the ~~future~~ Policies Map will be maintained as areas that prevent the merging of built settlements, help guide where development can take place, provide a green lung into urban areas and act as a recreational resource.

Development **with**in green wedges will **only** be permitted ~~where~~ **for the following**:

a) ~~It~~ **The proposal** does not adversely affect the predominantly open and undeveloped character of the green wedge**, and**

b) The proposal relates to**:**

i) agriculture,

ii) horticulture,

iii) forestry,

iv) nature areas,

v) allotments,

vi) burial grounds,

vii) low impact waste uses,

viii) outdoor sports,

ix) leisure~~, or /~~recreation facilities **that are predominantly open uses,** including school playing fields,

x) footpaths,

xi) cycleways and bridleways**,**

xii) **renewable energy development,**

xiii) **mineral extraction**

Or the proposal delivers local transport infrastructure which can demonstrate a requirement for a Green Wedge location.

~~c) It provides a high quality of boundary and frontage treatment~~

~~d) It enhances, retains or creates additional open space networks between the countryside and within the urban areas~~

~~e) It enhances or retains public access to and within green wedges~~

~~f) It enhances or creates additional recreational and/or biodiversity areas within the open space~~

~~g) The proposal relates to a renewable energy development~~

Where development is otherwise acceptable within a Green Wedge, it shall:

a) provide a high quality of boundary and frontage treatment;

b) enhance, retain, or create additional open space networks between the countryside and within the urban areas;

c) enhance or retain public access to and within Green Wedges; and

d) enhance or create additional recreational and/or biodiversity areas within the Green Wedge.

A preliminary ecological appraisal should be submitted alongside any planning application for development in the Green Wedge.

Open Spaces

14.12 The council will seek to maintain and enhance the quality of the open space network so that residents have easy access to good quality open space, sport, and recreational provision that meets the needs of the city.

14.13 The quantity, quality, and accessibility of these types of spaces which are publicly accessible have been assessed in the Open Space, Sport and Recreation Study (2017), Green Wedge Review (2017) and addendum (2020), and the Playing Pitch Strategy ~~(2017)~~. These open spaces include parks and gardens, informal open space, civic space, children and young people's space, outdoor sports space, natural open space, allotments, and burial grounds. There are also other types of open space, such as school playing fields, which may not be accessible to the public, but still contribute to the network of open space.

14.14 Other open spaces such as privately-owned sports pitches (e.g. tennis courts and bowling greens) and open space sites below 0.5ha also have important amenity value but may not be shown as open space in the ~~future~~ Policies Map. The council will seek to protect these sites and assess any development proposals on a case-by-case basis.

Policy OSSR02. Development of Open Spaces

Development of open space ~~as~~ shown on the Policies Map **and other open space, such as privately-owned sports pitches and sites below 0.5ha not shown on the Policies Map,** will **not** be permitted ~~if~~ **unless** ~~the open~~

~~space is~~:

a) **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, in addition

b) **The open space is** not needed for another type of open space; or

c) The loss resulting from the proposed development would be replaced by equivalent or better open space provision in terms of typology, quantity, quality and accessibility; or

d) The development is for alternative sports and recreational provision to that currently provided for on the open space, or ancillary development associated with the open space, the needs for which **clearly** outweigh the loss of the current or former use; or

e) The development enhances and/or retains public access to and within the open space; or

f) The development enhances or creates additional recreational and/or biodiversity value**, and/or the development delivers flood alleviation measures.**

Open Space in New Development

14.15 The amount of open space required should meet the needs and priorities in the local area as defined by the **council's** Open Space, Sport and Recreation Study ~~(2017)~~. Currently the city council has an adopted standard of 2.88 ha of publicly accessible open space per 1,000 population. In the city centre, open space enhancements will include the potential upgrading of public realm where impacts related to the development can be demonstrated. **Further detailed guidance on the application of the adopted open space standard both on- and off-site will be set out in an updated SPD on green space. The Greenspace SPD will also address the requirement for development to provide allotments where there is a need for them in the area. Allotments play an important role in enabling**

people to grow food close to their homes and providing physical and mental health benefits, as well as improving biodiversity. ~~The Council will update applicable Supplementary Planning Guidance to confirm the quantitative and qualitative Green Space improvements standards and requirements, in the City.~~



Victoria Park

14.16 The council may adopt new open spaces if it is in the council's and the public's interest, and they have been constructed to a standard agreed by the city council. Commuted maintenance sums will be sought to allow maintenance for 20 years. If the council is not to adopt new open space, the applicant should make provision for its long-term maintenance and management.

Policy OSSR03. Open Space in New Development

a) New development proposals**, including strategic site allocations (Policies SL02, SL03, SL04, SL05, and SL06) and any future cross-boundary developments (Policy Ho02),** should meet the need for open space provision arising from the development, taking account of local quantitative, qualitative and accessibility deficiencies in existing public and privately maintained open space, sport and recreation provision

b) New high quality on-site open space, to an agreed standard, will normally be required and should be publicly accessible to all. Where appropriate, in addition to or as an alternative, contributions to improve the quality of,

or access to existing open space and public realm will be sought

c) New open spaces should be located in accessible overlooked areas taking into account possible impacts of noise and floodlighting

d) **Open space in n**~~N~~ew development will be expected to be integrated across the site and connect to the wider open space network. This should be in the form of appropriate landscaping, water conveyance routes as part of a Sustainable Drainage Scheme, ~~and~~ tree planting that will provide connections for wildlife, water management, access via walking and cycling routes, and improved amenity

e) Where development lies adjacent to the open space network the proposal should be designed and positioned to facilitate wildlife migration and good design

Local Green Space

14.17 Should local communities wish to designate a Local Green Space this should occur when a new local plan is prepared or reviewed, or through the preparation of a Neighbourhood Plan. Potential designations will be tested against the criteria outlined in the NPPF ~~(2021)~~ and should be consistent with the planning of sustainable development, and complement investment in homes, jobs and other essential services.

Sports provision

14.18 Playing sports can have many positive impacts on people's health and wellbeing. An assessment and action plan for outdoor sports in Leicester has been undertaken in the Playing Pitch Strategy ~~Assessment Report (2017) and Action Plan (2017) and Addendum (2022)~~. Types of sports considered include football, rugby, cricket, tennis, hockey and bowls, all of which require appropriate playing pitches throughout the season.

14.19 The Local Plan can safeguard sites and facilities and secure contributions towards site enhancement. The provision, improvement, and management of facilities is a joint responsibility with Sport England, national and regional governing bodies, the city council, adjoining local authorities as well as local sports clubs.

14.20 The city council intends to protect, enhance, and provide sporting facilities within the city in line with **the adopted Playing Pitch Strategy and Action Plan and the council's** ~~its~~ program**me** to enhance built facilities ~~and the adopted Playing Pitch Strategy and Action Plan~~. **A built sports facilities strategy in Leicester is yet to be developed. The Playing Pitch Strategy and Action Plan will inform on the need for new built outdoor sports facilities until a built sports facilities strategy is adopted.** ~~In addition,~~ The cross-boundary implications of growth will be taken into account~~,~~ through the Duty to Co-operate dialogue and consultations.

14.21 There is potential for conversion to sports pitches and facilities, which will be determined through Supplementary Planning Guidance drawing on the Local Infrastructure Assessment and Viability Assessment.



Game of rugby

Policy OSSR04. Existing Playing Pitches, Sports and Recreational Buildings

Existing playing pitches**, sports and recreational buildings, and associated development ancillary to outdoor sports facilities** will be protected from development for other use**s** unless it can be clearly demonstrated that:

a) The ~~site~~ **existing use** is surplus to requirements

b) Equivalent or better facilities, in terms of quantity and/or quality will be provided in a suitable location

c) The development is for alternative sports and recreation**al** provision, the ~~needs~~ **benefits** of which **clearly** outweigh the loss

d) The proposal is consistent with or does not conflict with the delivery of the **Council's adopted** Playing Pitch Strategy and Action Plan ~~(2017)~~

Policy OSSR05. Playing pitches and associated facilities

The city council will support proposals for development to provide or support playing pitches and their associated facilities provided:

a) The proposal can be well accessed by walking, cycling, public transport and by those with disabilities (**Policy** T03)
b) The amenity of nearby residents is protected, including from the impacts of use (e.g. **noise,** traffic and parking) and associated floodlighting
c) The proposal is consistent or does not conflict with the delivery of the **Council's adopted** Playing Pitch Strategy and Action Plan

Policy OSSR06. Built Sports Facilities

Development of new, or enhancement of existing built sports facilities will be permitted and encouraged where this contributes positively to the well-being and social cohesion of local communities, with preference being given to locations within or adjacent to ~~an~~ appropriate town or edge-of-town-centre sites.

Built sports facilities will be acceptable outside town centres where:

a) It can be demonstrated that there are no suitable premises within or adjacent to centres
b) There are overriding community, amenity and environmental benefits deriving from an out of centre location
c) Residential amenity is not unreasonably affected (**Policy** DQP06)
d) The development is easily accessible by walking, cycling and public transport (**Policy** T03)

Leicester's Waterways

14.22 The River Soar and the Grand Union Canal thread their way through Leicester, from south to north, creating a strong waterway corridor through the city. ~~The~~ Waterway corridors have an important role to play in the heritage and regeneration of the city together with ~~its~~ **their** value for leisure, recreation, connecting open spaces, biodiversity, flood management, transportation and tourism. Spending time by the waterway can also secure many health and wellbeing benefits.

14.23 Development within the waterway corridors has an opportunity to harness the potential of the waterway to provide a positive and attractive environment for businesses, visitors and as a place to live. The River Soar and Grand Union Canal Partnership (RSGUCP) was established to promote the long-term regeneration and sustainability of the waterway corridors.

14.24 Development within the waterway corridors should seek to align with the aspirations of the RSGUCP Waterway Strategy and Action Plans. Proposals should make the most of opportunities to secure multiple benefits in improving amenity value, enhancing biodiversity, facilitating connectivity between development and neighbouring sites, reducing flood risk, and improving water quality. Where appropriate, contributions may be sought for improvements/enhancements to the waterway corridors.

14.25 While it is possible for hydroelectric power to make a small contribution to meeting Leicester's electricity need, the development sensitivity of potential sites means that the likelihood of fulfilling the power generating potential is low. However, any proposals for small-scale hydroelectric schemes for sites situated adjacent to a weir or lock will be assessed on their individual merits and in consideration of other policy objectives.

Policy OSSR07. Waterways

Development within the waterway corridors will be permitted **where it** ~~taking into account the following objectives~~:

a) Realise**s** the potential of the proximity of waterways to maximise the regeneration benefits of the site
b) Reflect**s** the character variations in the waterways, in terms of use, location and design
c) Complement**s** and enhance**s** the architectural quality of the waterside, particularly in regard to historic assets
d) Protect**s**, maintain**s** and enhance**s** the nature conservation value of the waterway corridors, including delivering for the Water Framework Directive
e) Protect**s**, maintain**s** and enhance**s** the sustainable drainage functions of the waterway corridors
f) Take**s** opportunities to enhance the recreation and leisure roles of the waterway corridors
g) Maintain**s**, enhance**s**, and create**s** safe and publicly accessible routes to, along and adjacent to waterways, which are suitable for active travel (e.g. walking and cycling) for all potential users
h) Improve**s** surveillance of the waterway, including appropriate orientation, design, lighting and outlook
i) Provide**s** safe, secure and accessible mooring and boating facilities, where possible and appropriate
j) **Is** design**ed** to allow for flood management, access for maintenance, landscaping and emergency work, as required
k) **Does** not have an adverse impact on the structural integrity of the waterway
l) Encourage**s** the planting of trees along waterways to improve biodiversity and provide shading

15. The Natural Environment

Evidence Base

15.1 There are several background studies that ~~will~~ underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Biodiversity Action Plan (2021-2031)
- Green Infrastructure Strategy (2015-2025)
- Tree Strategy (2018 - 2023)

Background

15.2 Leicester has a diverse and interesting natural environment due to the complexity of its urban habitats and geology. The mix of grasslands, wetlands, and woodlands together with post-industrial brownfield sites, former quarries, gardens, rivers/canals, and built structures provide habitat niches for a wide range of species creating one of the most nature rich parts of Leicestershire. The council will continue to work with partners, including neighbouring local authorities, statutory bodies, and local nature conservation organisations, to consider how best to improve and optimise the conditions and function of Leicester's biodiversity and geodiversity. **The city council will also work collaboratively and across administrative boundaries with other local planning authorities in Leicestershire and Rutland, public bodies, and local stakeholders, in order to support the delivery of strategic ambitions and priorities for nature, such as those set out in the emerging Local Nature Recovery Strategy for Leicestershire, Leicester, and Rutland (August 2025).**

Designated Biodiversity Sites

15.3 Many of our most important and biodiverse areas in the city have been

designated as a ~~Site of Special Scientific Interest (SSSI)~~, Local Nature Reserve**s** (LNR), Local Wildlife Site**s** (LWS), ~~or~~ Biodiversity Enhancement Site**s** (BES)**, or as a Site of Special Scientific Interest (SSSI),** to afford them additional protection and enhancement opportunities. These sites will be maintained, protected and enhanced.

15.4 The boundaries of all locally designated sites are defined on the policies map. It is recognised that ecological value of sites can change over time, and that new sites may come forward. It is intended that additional sites identified or designated during the plan period will be appropriately protected and enhanced.

15.5 Leicester's constricted authority boundaries coupled with the need to accommodate housing and employment means that there is significant pressure on the city. Consequently, some former biodiversity sites have been allocated for housing~~,~~ in this plan. These sites no longer hold biodiversity site designation.

Protected and Priority Species/Habitats

15.6 Protected and priority species and habitats are identified as under threat of rarity or extinction and have suffered severe decline. Some sites that contain priority habitats have been identified and designated as LNRs and/or LWSs, but many other priority habitats and species are located across the whole of Leicester. These include areas of wetland, hedgerows, meadows, and woodland that support rare and vulnerable species, such as bats, otters, and hedgehogs. The council will continue to seek to conserve, restore and enhance such areas and the species they support through actions set out in the Biodiversity Action Plan**,** ~~and~~ to strengthen the ecological network across Leicester where possible. This will help to create, connect and strengthen wildlife dispersal routes throughout the city and contribute towards the establishment of coherent Nature Recovery Networks, both locally and across the wider region.

Strategy

15.7 The council expects development to create, protect, maintain, and enhance biodiversity and to optimise its value for wildlife through appropriate habitat management and maintenance. The mitigation hierarchy will be used to consider the impacts on biodiversity. Steps must first be taken to avoid any likely significant impacts to biodiversity. If this is not possible, it will be necessary to demonstrate the need for development outweighs the need to safeguard the nature conservation value of the site and show how the unavoidable impacts can be mitigated**. This should be done** by taking steps on site to minimise the duration, intensity and/or extent of impacts that cannot be avoided. Where all on-site mitigation options have been exhausted then compensation off-site should be considered, but only as a last resort where there is no other alternative.

~~15.8 It is anticipated that policies will need to be reviewed following changes in government legislation and national planning policy relating to biodiversity.~~

Policy NE01. Protecting designated sites, legally protected and priority species, and priority habitats

~~For proposals affecting nationally or locally designated sites, legally protected and priority species, and priority habitats, the following will be considered:~~

a) Development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments) will not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both the impact on the features of the site that make it of special scientific interest, and any impacts on the broader network of Sites of Special Scientific Interest

b) ~~Development proposals on, or affecting, locally designated sites (including regionally important geological sites), will only be permitted where it can be demonstrated that the need for development outweighs the need to safeguard the nature conservation or geological value of the site~~

~~c) Development proposals on, or affecting, sites supporting priority habitats and priority species, will only be permitted where it can be demonstrated that the need for development outweighs the need to safeguard the nature conservation or geological value of the site~~

d) Development proposals on, or affecting, sites supporting legally protected species will only be permitted where it can be demonstrated that it has suitably avoided, minimised, mitigated or compensated for the loss of that habitat and/or impact on that species. Developments that cannot demonstrate this should not be permitted

~~Development will only be permitted where significant harm to biodiversity is avoided. Where harmful impacts cannot be avoided, they should be minimised and mitigated for through design, layout and detailing of the development, or as a last resort compensated for, which may include off-site measures.~~ **If significant harm to biodiversity and/or geodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.**

Biodiversity Gain

15.9 To help support the city's ambition to deliver an overall environmental net gain, the council will expect proposals to achieve at least ~~a 10%~~ **the statutory** biodiversity net gain in line with government legislation. **If the relevant percentage for biodiversity net gain set in legislation is changed during the lifetime of this Plan, the required biodiversity net gain set in Policy NE02 will also change accordingly.**

15.10 All major development proposals will be expected to adhere to the following principles:

- Development must provide a **minimum statutory** net gain in biodiversity. **Proposals for provision of a biodiversity net gain greater than the statutory requirement will be supported subject to viability considerations and meeting the requirements of other relevant policies of this Plan.**
- Biodiversity should be incorporated into the built design at an early stage
- Enhancements should seek to contribute to **the Leicestershire, Leicester, and Rutland Local Nature Recovery Strategy and to** Leicester's Biodiversity Action Plan objectives and subsequent updates, ~~https://www.leicester.gov.uk/ planning-and-building/conservation/nature-and-biodiversity/nature- conservation-and-planning/~~ **which can be viewed at the 'Nature conservation and planning' webpage on the Leicester City Council website**
- Enhancements should act to strengthen Nature Recovery Networks and the existing green infrastructure network to improve habitats and connectivity for wildlife. This is particularly important on sites adjacent or close to designated and/or priority habitats
- A Biodiversity ~~Impact~~ Assessment should be provided **at application stage** which clearly shows the size, scale and biodiversity value of any habitat/vegetation types existing on the site, those being retained and/or lost due to the proposal, and **those** being provided as part of biodiversity compensation and enhancement measures
- Spatial delivery of Biodiversity Net Gain is expected ~~on site first, then local off-site delivery required within local Nature Recovery Networks (as opposed to national level))~~**, in order of priority, to:**
    - **First, in relation to onsite habitats with a score of 4 or more according to the statutory biodiversity metric, avoid adverse effects from the development**
    - **Then, so far as those adverse effects cannot be avoided, mitigate those effects**
    - **Then, in relation to all onsite habitats which are adversely affected by the development, the adverse effect should be compensated by prioritising in order, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains within local nature recovery networks (as opposed to at the national level), and finally the purchase of biodiversity credits.**

- Management Plans and long-term funding must both be in place to ensure enhancements are sustainable and result in a lasting benefit to biodiversity
- **For phased development, the minimum statutory biodiversity net gain applies to the overall development, not to each phase. This is to recognise that phased development can occur over a long period of time where full details of all phases may not be known at the time of planning permission. Consequently, for these permissions, the standard approach may not be possible. Instead, an Overall Biodiversity Gain Plan must be submitted to and approved by the council before any development can begin, and a Phase Biodiversity Gain Plan for each phase must be submitted to and approved by the council before the development of that phase can begin. Full details for biodiversity net gain requirements relating to phased development can be found in the national Planning Practice Guidance on Biodiversity net gain.**

15.11 All minor development proposals, except ~~householder applications,~~ **those listed in Planning Practice Guidance and Department for Environment, Food & Rural Affairs guidance as exempt from mandatory BNG requirements,** must provide at least ~~10%~~ **the statutory** net gain in biodiversity which can also support the wider benefits associated with green infrastructure such as improved air, soil and water quality and managing flood risk. **Proposals for provision of a biodiversity net gain greater than the statutory requirement will be supported but will be subject to viability considerations and meeting the requirements of other relevant policies of this Plan.**

Policy NE02. Biodiversity Gain

~~All developments will avoid biodiversity loss and enhance biodiversity where possible. In accordance with national legislation, developments are required to provide a minimum of 10% biodiversity net gain.~~ **Following application of the mitigation hierarchy outlined in paragraph 15.10, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features. All qualifying development proposals must deliver at least the statutory minimum measurable biodiversity net gain attributable to the development in line with legislation. Delivery**

of biodiversity net gain is expected to follow the Biodiversity Gain Hierarchy.

Developments will be permitted where:

a) An overall net gain in biodiversity of at least ~~10%~~ **the statutory minimum percentage**, as calculated by Natural England's most recent Biodiversity Metric or successor document, and commensurate with the size and scale of development, has been demonstrated

b) The design of the new development, including landscape, enhances retained habitats and provides new areas and opportunities for wildlife onsite, wherever possible**,** and/or

c) The size, location, creation, establishment, and long-term aftercare of off-site biodiversity compensation and enhancement has been agreed with the council **and are consistent with the Local Nature Recovery Strategy for Leicestershire, Leicester, and Rutland (August 2025).**

All development proposals, unless specifically exempted by Government, must provide clear and robust evidence for biodiversity net gains and losses in the form of a biodiversity assessment, which should be submitted with planning applications.

Green and Blue Infrastructure

15.12 Leicester's green and blue infrastructure network helps to support wildlife move around the city and delivers multiple environmental and health benefits**,** such as improved mental health. This includes improving air and water quality, storing carbon, managing flood risk, providing opportunities for biodiversity net gain, facilitating urban cooling, providing places to grow food, and spaces for people to enjoy for leisure and recreation purposes. This network is formed by strategic blue and green corridors such as the River Soar and Grand Union Canal, the Great Central Way, the Rothley Brook and

the Mainline and Ivanhoe Railway lines. These are supported by smaller networks including the city's brooks and main roads, open spaces and sports facilities, private gardens, and landscaped areas around development proposals. Many opportunities exist to encourage connectivity and diversity for our wildlife, and to maximise the multiple benefits of green and blue infrastructure.

15.13 Proposals should consider opportunities to incorporate and connect to green and blue Infrastructure at the earliest possible stage of the development process. Proposals involving several connecting development sites, such as sustainable urban extensions, should incorporate a site-wide green infrastructure strategy. Where publicly accessible open space forms part of ~~the~~ **a** green infrastructure plans the functions associated with the use should be maximised to achieve maximum ecosystem services, including natural and semi-natural habitats, where appropriate. **Natural England's Green Infrastructure Framework and the Council's Green Infrastructure Strategy are useful guides when considering green infrastructure.**

Policy NE03. Green and Blue Infrastructure

~~Development~~ **Planning applications are expected to demonstrate how** proposal~~s should~~ **would**:

a) Integrate green and blue infrastructure into the design of the scheme at the earliest stages of the development process, taking into consideration existing natural assets, and the most suitable locations and types of new provision

b) Maximise the multiple functions and associated benefits of green and blue infrastructure including improving air and water quality, storing carbon, managing flood risk, providing opportunities for biodiversity net gain, facilitating urban cooling, growing food, and providing spaces for people to enjoy for leisure and recreation purposes

c) Connect green and blue infrastructure across and around the site, and to the wider green and blue infrastructure network

d) ~~Agree~~

The long-term maintenance and management of green and blue infrastructure **is to be agreed with the council** at an early stage. **Planning conditions or obligations will be used to secure the agreed arrangements.**

Development proposals should create new habitats, and links between habitats, in line with the Green Infrastructure Strategy and the Local Nature Recovery Strategy for Leicestershire, Leicester, and Rutland (August 2025), to maintain and enhance a network of wildlife sites and corridors. This should minimise habitat fragmentation and provide opportunities for species to respond and adapt to climate change.

Ancient Woodland, Veteran Trees, and Irreplaceable Habitats

15.14 Ancient woodland and veteran trees are rare within Leicester. They are recognised as an irreplaceable resource in the city council's ~~"~~Tree Strategy~~"~~ that cannot be replaced through normal biodiversity off-setting processes due to the time taken for them to reach maturity and optimum biodiversity value. The Ancient Woodland Inventory published by Natural England and local records of veteran and mature trees will provide the evidence ~~base on which~~ **for** sites **where loss should be avoided** ~~to avoid loss~~ in line with the council's Tree Strategy.

Policy NE04. Ancient Woodland, Veteran Trees, and Irreplaceable Habitats

Development should aim to protect and, if possible, enhance ancient woodland, ancient or veteran trees, and irreplaceable habitats. Development resulting in the loss of**,** ~~or~~ harm to**, or the deterioration of** ancient woodland, ancient or veteran trees, and irreplaceable habitats **will be refused, unless there are** ~~must be~~ wholly exceptional **reasons** and ~~is only permitted when~~:

a. The public benefit clearly outweighs the loss or harm to the habitat**; and**
b. A suitable compensation strategy is agreed with the council and is in place

16. Transportation

Evidence Base

16.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- ~~Climate Change Action Plan (2021)~~ **Climate Ready Leicester Plan 2023-28**
- Midlands Connect Strategic Transport Plan for the Midlands (2022)
- Leicester and Leicestershire Strategic Transport Priorities (2020 – 2050)
- **Leicester Transport Plan 3 (2011-2026)**
- Leicester Transport Plan 4 (Draft) (2021 – 2036)
- ~~The Smart Leicester Strategy~~
- Air Quality Action Plan (2015 to 2026)
- Strategic Growth Plan (2018)
- Infrastructure Delivery Plan (202**3**~~2~~)
- Economic Recovery Plan – First Steps (2021)
- Leicester Covid 19 Transport Recovery Plan (2020)
- Cycle City Action Plan (2015 – 2024)
- Leicester Cycling and Walking Improvement Plan (2019)
- ~~Joint Health and Wellbeing Strategy and Action Plan (2019)~~ **Leicester's Health, Care and Wellbeing Strategy 2022-2027**
- Leicester and Leicestershire Rail Strategy (2017)
- Leicester Street Design Guide (2020)
- Zero Emission Bus Regional Areas scheme (ZEBRA bid)
- ~~Enhanced Bus Partnership Plan (Bus Services Improvement Plan) 2022-3~~ **Leicester Bus Partnership: Bus Service Improvement Plan 2024 – 2036.**

Background

16.2 A sustainable, well connected, and reliable transport system is vital to achieve the city's objectives to cater for economic and housing growth, address the Climate Emergency as well as improve air quality and therefore people's health. Good land use planning and good transport planning go hand in hand and this Local Plan draws on the current and emerging transport strategies outlined in this section.

16.3 The city council consulted on its draft Leicester Transport Plan in Summer 2021. The plan sets out the transport vision, ambitions, policies and priorities for Leicester to 2036. The plan **will be updated and** ~~is being~~ finalised following consultation ~~and to take into account of the draft Department for Transport's (DfT) new guidance for Local Transport Plans. It is expected that Local Transport Plans will need to be prepared before 2024 and to have a stronger alignment with Local Plans.~~

16.4 The Leicester and Leicestershire Strategic Growth Plan underlines the importance of the Leicester Urban Area as the central focus for sub-regional development. The city's facilities and services need to be accessible not just to people in the Leicester Urban Area, but also to those in the neighbouring districts and the wider sub-region, and the ~~draft~~ **emerging** Leicester Transport Plan takes account of this.

16.5 The lockdowns associated with the Covid 19 pandemic seriously affected all forms of transport and appear to have changed some working patterns, for example, working from home. Public transport has still to recover from the pandemic, but car use has generally returned to pre-pandemic levels although peaks are not as strong. The large rise in cycling during the first lockdown demonstrates how behaviour can change significantly when conditions are perceived to be right (less traffic on the roads) and active provision is made for cycling. The city council provided over 10 miles of 'pop-up' cycling infrastructure in 10 weeks at the start of the pandemic which provided extensive new and safe opportunities to cycle in

the city.

Transport Strategy for Leicester

16.6 The Leicester Urban Area experiences significant congestion, particularly during peak periods and with the planned growth of the urban area and wider sub-region this could become more challenging. Transport in the city needs rebalancing to more sustainable modes of transport if we are to manage these pressures and deliver against our economic, environmental, and social ambitions. Promoting walking, cycling and public transport as primary modes of travel is central to achieving a more balanced and sustainable transport system in the city. For the years 2017 to 2019 the average trip length in Leicester and other similar-sized authorities was five miles, and 28% of all car trips were less than two miles. As such, there is a significant opportunity to encourage people to walk, cycle and take the bus more often. However, modal change can only be achieved through improvements in our walking, cycling and bus provisions, to deliver comprehensive networks of services and infrastructure that are attractive to potential users.

16.7 The Transport Strategy vision and ambitions are set out within the draft Leicester Transport Plan. The transport vision for Leicester is for a carbon neutral, growing, healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience for people and a vibrant local economy.

16.8 This vision is supported by ambitions for Leicester to 2036:

- 100 % zero emission vehicles throughout city (including buses, trains, taxis, fleet and freight)
- Many more people working regularly from home and more responsible use of cars for necessary trips only
- A transformed bus network with free ‘Greenlines’ services and targeted discounts on Mainlines services, ‘best-fare’ digital integrated ticketing and

improved local buses including ‘Flexilines’

Public transport (including bus and rail), Park and Ride, cycling or personal e-mobility will be the first choice for longer journeys for most people

Active transport, cycling and walking will be the first choice for shorter journeys for most people

A thriving, accessible low-car city centre that is easy to move around in and supports economic growth in the whole city

Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment

A rush-hour free city, gradually managing traffic to reduce peak hour demands

16.9 The vision and ambitions illustrate how Leicester could change over the next 15 years. This vision cannot be achieved without help and co-operation and funding from partners including transport operators, developers and Government. Local residents and businesses also play a key role ~~is~~ **in** supporting and delivering the vision.

16.10 The emerging Leicester Transport Plan will provide a renewed context for the submission stage of the ~~l~~**L**ocal ~~p~~**P**lan with a strong focus on promoting the use of public transport, walking & cycling, low emission and smarter travel. It builds on the council’s Connecting Leicester strategy and extends the recent Transforming Cities programme for sustainable transport infrastructure, as shown on Diagram 17 - The Spatial Transport Strategy. This is achieved by enhancing city centre bus and rail transport hubs and walking, cycling and bus links between them. Developing strong bus, cycling and walking links on key radial corridors, park and ride enhancements including electrified buses, and smart travel initiatives including integrated digital ticketing

16.11 Encouraging a shift towards clean low emission vehicles alongside a change to more sustainable transport modes will support climate change, air

quality, and health objectives.

16.12 ~~The Enhanced Partnership Bus Plan (2022-30)~~ **The Bus Service Improvement Plan (2024-2036) will be** ~~is~~ a key element of the Leicester Transport Plan setting out an ambitious way forward for public transport. The ~~Enhanced Partnership~~ Bus **Service Improvement** Plan will deliver a series of legally committed Enhanced Partnership Bus schemes in line with funding availability. This will bring about a transformative change in bus travel that is electric, frequent, reliable, easy to use, and good value.

16.13 The emerging transport strategy also focuses on making better use of existing and developing new infrastructure to support sustainable travel between existing neighbourhoods, in the city centre, adjacent regeneration areas, and in the major developments that will extend the Leicester Urban Area. The ~~l~~**L**ocal ~~p~~**P**lan has a key role to play in supporting the rebalancing of transport modes and the promotion of clean low emission transport, in particular by ensuring that new development is well located and integrated with sustainable transport modes, that it promotes mode shift and low emission travel and contributes towards achieving efficient and effective sustainable transport networks, as well as being accessible for those that need to use cars.

~~16.14 The council has consulted on a workplace parking levy aimed at tackling congestion alongside improving air quality and addressing climate change challenges. The council is considering the consultation responses and intends to determine next steps in the Autumn 2022.~~

16.15 The council has also produced street design documentation including the street design and character areas evidence documents which requires that healthy connected innovative places are developed. These guides look at how the needs of residents are taken into account, including the requirements for the promoting of walking, cycling and other forms of sustainable transport to help Leicester meet its zero carbon objectives.

16.16 The following sections outline the key sub-regional and local transport related plans and strategies that help set the context for the transport policies which follow. The Local Plan also reflects current national transport policy and relevant guidance included in the NPPF.

Sub Regional Context

Midlands Connect

16.17 The regional transport strategy context has been established through the 'Midlands Connect Strategic Transport Plan for the Midlands - Fairer, greener, stronger' published in April 2022. This identifies key priorities for regional level transport investment, to support a more productive, prosperous, sustainable economic development of Leicester and Leicestershire including:

- Midland Mainline Electrification and rail capacity improvements in the Leicester area including new rolling stock
- Coventry-Leicester-Nottingham new direct rail services and journey time improvements
- Birmingham – Leicester rail journey time improvements
- Significant upgrade to Leicester Railway Station facilities including pedestrian and cycle approaches to the station from the city centre
- Improving connectivity between Leicester and the North~~, feeding into HS2's Eastern Leg to Leeds and beyond~~
- A46 improvements at Hobby Horse, Syston
- M1 improvements including Leicester Western Access ~~and North Leicestershire extra capacity~~

Transport for East Midlands

16.18 Transport for East Midlands (TfEM) provides leadership on strategic transport issues in the East Midlands, agrees major investment priorities and

provides collective input into the work of the Midlands Connect, the Department for Transport and its delivery bodies. TfEM and Midlands Connect are working together to promote eight key investment priorities for the East Midlands:

- **Full electrification of the** Midland Main Line ~~Electrification~~
- **Improved rail connectivity between** Nottingham-Leicester-Coventry ~~Rail Connectivity~~
- ~~HS2 to the East~~ **Improved Rail Connectivity between the** Midlands**,** ~~&~~ Leeds **and the North East**
- **Improvements on the** A46 Growth Corridor & Newark **Northern Bypass**
- **Improvements to the** A50/A500 Growth Corridor
- **Improvements to the** A5 Growth Corridor
- Improving Safety & Reliability on the A1
- **Improving capacity around the M1 Junction 24** ~~Improving Connectivity across the EMDevCo (East Midlands Development Corporation)/East Midlands Freeport areas~~

Local Transport Policy Context

16.19 Integrated land use and transport policies are key to Leicester's vision for the future. The **emerging** Leicester Transport Plan **will** supports the ~~l~~**L**ocal ~~p~~**P**lan by showing how sustainable transport infrastructure and other initiatives can help to manage and cater for growth pressures.

16.20 The Local Plan can support the Leicester Transport Plan by ensuring that:

New developments include sustainable transport infrastructure and promote the use of it by new and existing residents

New developments are located in sustainable places such as close to transport interchanges. This is particularly important in the city centre.

New developments, where relevant, are designed to encourage use of sustainable modes over cars, for example, by innovative design

encouraging walking and cycling over cars for short journeys

The principle of fifteen-minute neighbourhoods is supported, with new developments encouraged to include accessible facilities for residents and employees

Air Quality

16.21 To address the issues of air pollution, the city council adopted an Air Quality Action Plan covering the period 2015 to 2026. This sets the strategic approach for improving air quality in Leicester. A series of priority interventions, focussed on more sustainable modes of transport such as walking, cycling, public transport and the transition to zero emission vehicles, are being delivered aimed at bringing levels of pollution **below the national air quality objectives**. ~~below EU targets.~~ It also identified the land use planning system as a key way of reducing air pollution in the city by requiring air quality considerations to be embedded into planning policy. ~~Action 15 of the Air Quality Action Plan is to implement a land use planning guide for developers with the aim to ensure that any likely scheme impacts are appropriately mitigated, and future scheme occupants are able to make low emission choices. This is expected to take the form of a supplementary planning document.~~

16.22 In 2020 Leicester became fully compliant with all **national air quality objectives** ~~EU air quality standards~~, partially due to the COVID-19 lockdown conditions~~.~~ **and has continued to** ~~The aim is to~~ maintain this compliance, ~~especially with the EU target of 40µg/m$_3$ for nitrogen dioxide (NO$_2$),~~ **with the ambition to lower our emissions to the levels** ~~and then progress towards new more stringent targets~~ set by the World Health Organisation (WHO) **Air Quality Guidelines** ~~in autumn 2021~~.

16.23 In ~~spring~~ 202**3**~~2~~ **the Government set two PM2.5 targets to be met by 2040, these require that: the annual mean concentration is 10µgm-3 or lower and that the population exposure is reduced by 35% compared**

to 2018 levels. Leicester is currently compliant with PM2.5 targets. ~~a new intermediate UK target for particulate matter of 2.5 microns and below (PM2.5) was consulted upon. A further Air Quality Strategy review will be held later in 2022 with the intention of publishing a new Government Clean Air Strategy in 2023. More stringent air quality standards are expected through this Government strategy, possibly to bring the UK into line with the 2021 WHO target levels.~~

16.24 The council's emerging transport strategy will seek to progressively improve air quality below **national air quality targets** ~~EU targets~~ and towards the 2021 WHO targets.

Buses

16.25 A high quality and convenient public transport system serving the Leicester Urban Area is essential to promote sustainable transport choices for a growing population, encouraging modal shift away from private car use.

16.26 A key element of the new Leicester Transport Plan will be the Leicester ~~Enhanced~~ Bus ~~Partnership~~ **Service Improvement** Plan, developed in association with bus operators and other stakeholders, which reflects the aims and objectives of the National Bus Strategy. The bus strategy describes the measures needed to increase bus patronage in and around the city.

16.27 These include a 'Mainlines' urban network of 25 co-ordinated route groups using 168 electric buses and a network of five 'Greenlines' electric bus routes, including express routes connecting to park and ride sites together with significant investment in outer and inner orbital bus services. Additional measures will include fast, frequent bus corridors, as well as integrated contactless ticketing, improved interchanges, improved reliability, promotion and wider electronic information provision. The programme is being widely promoted under a distinctive network-wide 'Leicester Buses'

brand.

16.28 Buses are the main form of public transport within the Leicester Urban Area, with around 90% of routes commercially provided. Bus accessibility varies across the city. In general access by bus into the city centre is better than orbital services around Leicester which are partial and infrequent. The city centre is very accessible by bus during the daytime, albeit services are delayed by peak hour congestion, but less so during evenings and on Sundays.

16.29 To encourage the use of public transport there is the need to break down the barriers for interchange and to make journeys easier and quicker, through use of co-ordinated smart ticketing and quality legible travel information. With significant ~~in~~ growth **in** travel demand to non-central locations for work, education and health, there is also a need to improve links between all rail and bus transport hubs to improve cross city movements and there is also a need also support to provide a significant uplift in orbital travel bus service provision.

16.30 Work has now been completed on the rebuild of St. Margaret's Bus Station that has created a modern, quality city centre bus interchange. It includes improvements to adjacent streets to provide integrated walking and cycling facilities and taxi ranks. Funding was secured through the Government's Getting Building Fund. This follows the refurbishment of Haymarket Bus Station in 2016.

16.31 The council has been successful in securing £70m from the Government to deliver a Transforming Cities Fund (TCF) programme in reshaping public, shared and active transport infrastructure in Leicester, which is expected to be completed by 2024/25.

The TCF programme **has** ~~seeks to~~:

- Transform**ed** public transport provision through investment in bus

priority measures and complementary walking and cycling improvements on key radial corridors serving new development to the northwest and southwest of the city

- Improve**d** and better connect**ed** city centre transport interchanges**, for example through the delivery of the Leicester HOP! city centre bus service**
- Kick start**ed** investment in electric buses within the city **(by 2024, half of the bus fleet is now electric, funded by a successful government Zero Emission Bus Regional Areas funding bid)**

16.32 The Bus Services Act (2017) provides local authorities with opportunities to consider how bus services operate to best effect in their area. An Enhanced Partnership Scheme between the Council and the bus operators ~~has been~~ **was** agreed **and a new updated Bus Service Improvement Plan was published that reflected the significant partnership progress (94 out of the 100 commitments delivered) and change that has taken place from the previous Plan. The Bus Service Improvement Plan sets out an ambitious yet realistic programme of work, building upon recent major investments.** ~~which by 2025 will radically transform Leicester's Bus Services (as detailed within the Enhanced Bus Partnership Plan). This will also maximise the benefits that will accrue from the proposed transport investment from the Transforming Cities Fund.~~

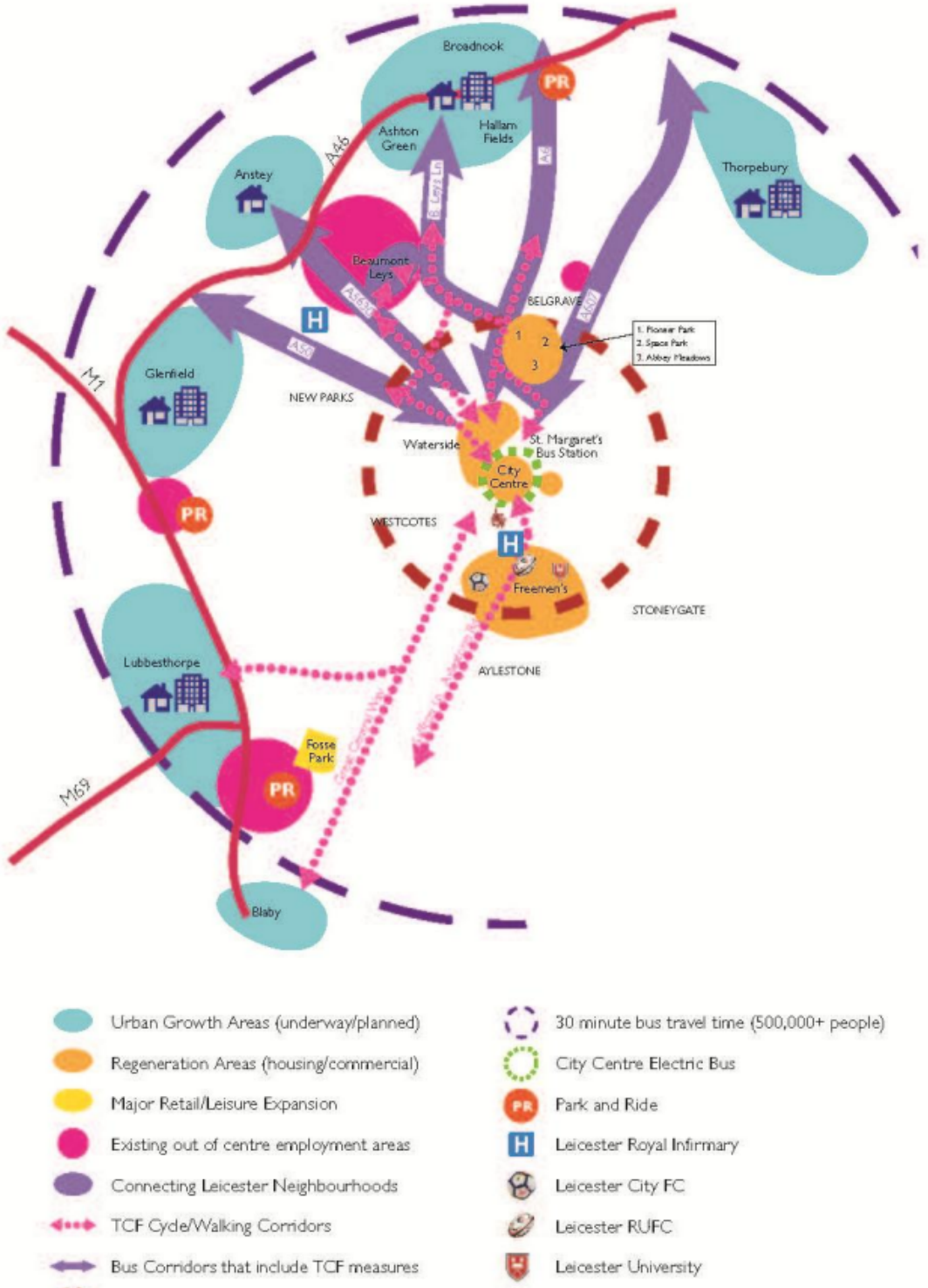
16.33 The successful ZEBRA funding bid **has** ~~will~~ invest**ed** a further £47m in electric buses in the city by 2024, leading to a third (130) of the overall fleet electric used by a half of bus users.

16.34 The **updated Bus Service Improvement** ~~Enhanced Partnership~~ Plan sets out a range of proposed investment and actions up to 2030 **(first phase of the programme)** designed to **return bus patronage to pre-Covid levels by 2025 and then** increase patronage **by a further 10% by 2030,** ~~40%,~~ user satisfaction to 9**0**~~5~~% and the shift the whole network to sustainable electric operation. This will be subject to bringing in investment of around **£80m**

investment ~~£200m~~ from a range of private and public sources, together with ongoing additional subsidy of around £4**3**m pa **to keep all current commitments going, together with a further £3.5m per annum funding gap to achieve the new plans through to 2030**.

16.35 The city council will support development proposals that provide convenient walking links to bus routes and support the provision of new bus infrastructure serving a development such as priority bus measures and shelters. In some cases, support for new or enhanced services may be required to help encourage bus use, particularly in major new developments.

Diagram 17: The Spatial Transport Strategy



Walking and Cycling

16.36 Encouraging walking and cycling through new infrastructure and behavioural change initiatives play a key role in delivering modal shift over

shorter journeys, helping to reduce vehicle emissions and contributing towards healthier lifestyles. Well-designed improvements also contribute to place making as well as helping people to make sustainable lifestyle choices by creating new and attractive routes and interconnecting spaces.

Cycling

16.37 Cycling (including e-bikes) improves general accessibility to sites that do not have a frequent bus service and bike share also provides an alternative form of public transport that may be quicker than travelling by car and with active travel, health & air quality benefits.

16.38 The council is developing a new Cycle City Action Plan ~~'2023-2030'~~ which will set out the current strategy for delivering cycling improvements developed with stakeholder support and following public consultations.

16.39 The new Action Plan will:

- Develop a city-wide network of high-quality routes that are continuous, well-signed, easy to follow and safe including segregated routes along main roads, low traffic neighbourhoods and off-road routes
- ~~Expansion~~ **Delivery** of **a** public bike share as an active travel citywide public transport option for all communities, neighbourhoods, and key developments
- Cycle parking provision and new routes for all key developments, retail, employment, education, sport, leisure, health sites and public transport hubs
- Extensive offers of cycle training for children & adults of all abilities and skills, coaching and mechanic training for coaches, ride leaders and instructors
- Year-round promotions of everyday cycling for all neighbourhoods and communities including high profile mainstream festivals & events, marketing and communications

- Ongoing engagement programmes for stakeholders, business, community groups & advocates supporting cycling and for new, returning and potential cyclists

16.40 The council's ongoing Connecting Leicester programme has seen substantial investment in public and sustainable transport amounting to over £100m. This has included extensive high-quality cycling and walking infrastructure focussed in and around the city centre and a dramatic improvement in the public realm through revitalised streets and new public squares and spaces. The Connecting Leicester programme investment from 2011 within the city centre has delivered a **125%** ~~46%~~ increase in cycling **across the inner ring road** between 2011 to 20**24**~~19~~. **The council's Transforming Cities programme has also implemented new high quality segregated cycleways on key commuter radial routes.**

16.41 However, across the network there remain:

Inconsistent, discontinuous and indirect cycling routes

Insufficient cycling links connecting neighbourhoods and employment sites outside the city centre

Inadequate secure cycle parking provision and a lack of bike share at key workplaces, transport hubs and other strategic locations

~~16.42 The council's Transforming Cities programme is implementing new high quality segregated cycleways on key commuter radial routes. This also includes the delivery of a comprehensive bike share scheme initially for the city centre area through 'Santander Cycle Leicester'. The bike share scheme was launched in 2021 and will improve connectivity within the city centre, offering bus, car and rail users new opportunities to extend or complete their trips by cycle. Over 500 electric bikes will be available to hire from more than 50 locations across the city now partly delivered.~~

16.43 The city council will support development proposals which adhere to

the Leicester Street Design Guide and Government Local Transport Note 1/20, Inclusive Mobility (2022) and Manual for Streets Guidelines to achieve the targets of the Governments “Gear Change” strategy.

Walking

16.44 Walking is an important method of getting around, as well as an element of most other journeys e.g. walking to/from bus stops or car parks. Encouraging walking as an alternative to car use contributes to healthy lifestyles, helping to prevent obesity as well as supporting improved air quality.

16.45 The council’s successful Connecting Leicester streets and spaces programme has delivered major cycling and walking and public realm improvements in the city centre over the past ten years. Latest plans, as part of the Local Cycling and Walking Infrastructure Plan (LCWIP) links are being made to adjacent neighbourhoods further cycling and walking improvements connecting within and to the city centre, including junction priority and road space allocation, and where appropriate and expanding the same connectivity principles to neighbourhoods in accordance with the council’s ambition for 15-minute neighbourhoods. In the first phase to 2025, this will be funded in the north and west of the city through TCF funds. Future phases will see this extend across the city area. **In an Active Travel England’s review of active travel infrastructure and support, the council, in 2024, has been rated as one of the highest performing local authorities for the second year running.**

16.46 An overarching objective of this programme will be to ensure improvements contribute fully to healthy living objectives and also take into account the full range of accessibility considerations for all groups which includes those with hidden disabilities and neuro-diverse conditions. This will be considered through use of the Leicester Street Design Guide (see paragraph 16.49) including application of the Healthy Streets Checklist for

new schemes.

16.47 The Transforming Cities Programme **has delivered** ~~is delivering~~ new and improved walking routes for commuters, alongside behavioural change initiatives through the DfT's Capability Fund. ~~E.g.~~ **For example,** ~~T~~**t**~~he~~ provision of wider footways and/or formal crossing facilities, where an increase in pedestrian movements are expected. The council is also delivering a school run parking programme to address traffic issues around schools and is committed to reducing car travel and increasing walking and cycling through new infrastructure and behaviour change initiatives such as park and stride.

16.48 Local Plan policies support the needs of everyone in the community including the needs of people with disabilities and the elderly.

Street Design Guide

16.49 The council has published a Street Design Guide to guide the improvement and provision of new road space in the city. This sets out clear guidance on how cycling, walking and bus priority can be achieved on relevant streets and also considers accessibility for all in new street design. The Design Guide supports the design of major new developments to ensure a balanced hierarchy of streets and spaces. (Policy DQP01 sets on design principles for 'Movement and Connections' of new development proposals. The council's new Street Design Guide will provide further detailed design advice).
~~https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/~~



Peacock Lane/New Street and the Cathedral

Rail

16.50 Rail is often the preferred mode of travel over longer distances as it can offer a convenient, quick, reliable, and comfortable option. Rail usage at Leicester had grown by 4.8m (2012) to 5.3m (~~2019/20).~~ **2023/24), after dropping to 1m in 2020/21.** Making sure that there is capacity for continued growth in travel by rail for both local and longer distances remain a challenge.

16.51 The city and county councils have developed the Leicester and Leicestershire Rail Strategy 2017 which provides a comprehensive analysis of the potential for improved rail services serving the area and notes the need for better integration and improvement at Leicester Railway Station. This strategy has been used effectively to influence the rail improvement projects included in the Midlands Connect Strategy. In short, these are intended to

seek further improvement to north-south rail connections on the Midland Mainline, East-West connections to Coventry, Birmingham, and Nottingham. Proposals for improvement of the Leicester to Coventry line, including through-trains at Nuneaton, provide the potential to consider future parkway facilities serving the city. This will need to be considered as part of delivery of the wider Strategic Growth Plan. ~~Plans to reopen the Ivanhoe Railway Line from Burton-on-Trent to Leicester have been progressed as the project has been invited by the Government to submit an outline business case for funding.~~

16.52 Leicester station is a key transport hub for the city which will play a much greater role in contributing to the growth and prosperity of the city in the future. Currently Leicester Rail Station is poor quality compared with others of a similar size especially in terms of transport integration (with bus/cycle/taxi/pedestrians) and acting as gateway to the city centre. It has become clear that the station will require substantial enhancement to serve this growth and to significantly improve interchange. The council has been successful in securing £22m through the Government's Levelling Up Fund to deliver the first phase of the Leicester Railway Station project. This includes work to provide a new entrance and public square and repurposing of the 'porte cochere' for commercial uses. However, later phases remain unfunded.

16.53 The council's vision and proposals for Leicester Rail Station set out in the Central Development Area (CDA) chapter of this plan, is for a major transformation scheme, not only for the rail station itself, but also land around it. This will provide the key catalyst to improve the station as an effective and attractive regional transport interchange. It will also help to address the severe shortage of high-quality office space in the city, which will have a substantial impact on the potential productivity gains that could be derived from inward investment.

Park and Ride

16.54 Park and ride is aimed at longer distance car commuters and visitors travelling to Leicester City centre from areas without direct rail or long-distance bus connectivity. By providing frequent and reliable park and ride services we can significantly reduce car traffic on the main arterial roads and associated air pollution along these built-up corridors.

16.55 The three existing sites are all located on the north and west edge of the conurbation, close to the outer ring road and motorway network. Gaps in provision in the short term, include provision for those accessing Leicester via the A50 to the north-west. ~~A new park and ride site is being delivered with TCF funds at Beaumont Leys centre.~~ The Transforming Cities Fund programme has converted all park & ride bus services to electric vehicles, which will deliver cleaner transport with improved frequency.

16.56 In the longer-term new sites are likely to be required serving the south and east of the city where major new growth is expected post 2031, as outlined in the Strategic Growth Plan. The **Bus Service Improvement** ~~Enhanced Bus Partnership Bus~~ Plan identifies an expansion of park and ride facilities as a possible option to support vehicles driving further afield. Park and ride provision to the east, north-east and north-west of the urban area is lacking, and the Racecourse (A6 London Road/A563 Outer Ring Road) is proposed to complete the north, south, east and west park and ride coverage across the urban area. In addition, it is proposed to join up the existing park and ride services to give north-south connectivity. It will also be expected that all new park and rides provide adequate provision to charge electric vehicles to ensure that the sites promote the use sustainable transport modes.

Roads

16.57 The city enjoys excellent road access to the rest of the region and the UK, via the M1 and M69 motorways and the A46 that are part of the UK's Strategic Road Network. In terms of city transportation there is congestion on

roads during peak hours and this is set to become worse as the city grows. Modal shift to sustainable transport options together with localised improvements to support resilience of the main radial and orbital routes, is therefore key to managing travel growth in the city. Carefully targeted road and junction improvements, including smarter signalling and bus prioritisation, can assist in relieving congestion hot spots, supporting bus travel and improving air quality in a locality.

16.58 Above all, the design of new and improved roads should put safety first and this will be a key local plan requirement, alongside promotion of sustainable forms of transport on city highways.

16.59 Strategically, major infrastructure improvements have been identified within the Midlands Connect Strategy, which includes the A46 improvements in the Syston area and M1 improvements to Leicester Western Access to help ease congestion and support future growth. The Strategic Growth Plan proposes development to the South and East of Leicester. A new link to the south and east of Leicester had been proposed that would connect the M1 to the south-west and A46 to the north-east of Leicester. This proposed extensive transport infrastructure scheme was identified to facilitate future jobs and housing. At this stage there is no commitment to this route and the focus for improvement remains the M1 and A46 to the west and north of the city. Future review will be required on the new link including any connecting infrastructure into city radial transport corridors.

16.60 The Leicester and Leicestershire Strategic Growth Partnership **is** ~~are~~ undertaking a Strategic Transport Assessment to understand the long-term transport implications of significant growth to 2051. The Strategic Transport Assessment **has tested four different growth options. The outputs intend to provide a further piece of evidence to help identify how growth should be distributed across Leicester and Leicestershire in the long term.** ~~will test both existing SGP spatial distribution strategy as well as alternative growth distribution strategies. The impact of the proposed growth~~

~~is yet to be realised but~~ **t**~~T~~he relevant outputs relating to the city will need to be closely aligned with the emerging transport work and timeframes within ~~this~~ **the** ~~l~~**L**ocal ~~p~~**P**lan. Site specific transport assessments of development sites may be required at a planning application stage which network surrounding the sites is investigated together with an analysis of opportunities to maximise sustainable transport solutions.

16.61 To support this plan, the council has undertaken a transport assessment of the impacts of the proposed development strategy over the plan period. The assessment has been based on the outputs of the Leicester and Leicestershire Pan Regional Transport Model (PRTM). The council has been working closely with Leicestershire County Council Local Highway Authority and National Highways to understand the impacts. The council **has used** ~~is using~~ this evidence to determine an appropriate mitigation strategy with a focus on sustainable transport interventions. The infrastructure required is presented in Appendix 4.

16.62 However, further work is required to understand the cross-boundary impacts, particularly considering adjacent local authorities proposed development growth. The council will continue to work with Leicestershire County Council, National Highways and neighbouring partner local authorities, where appropriate, to explore and enhance the current transport evidence base to provide additional information around specific mitigation requirements.

Street Design and Creating Healthy Neighbourhoods

16.63 Building on the principles set out the ‘design quality places’ chapter, and the council’s street design guide, it will be expected that all new proposals help meet the council’s goal to create healthy neighbourhoods. A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, and cycling. Within Leicester, all modes of transport are expected to

be positively designed into the built form. Streets should be well-designed to create attractive public spaces with character, through their layout and landscape.

16.64 A clear layout and hierarchy of streets and other routes will be required which will help people to find their way around so that journeys are easy to make. Priority should be given to pedestrian and cycle movements which means creating routes that are safe, direct, convenient and accessible for people of all abilities. Public rights of way will be required to be protected, enhanced and well-linked into the wider network of pedestrian and cycle routes. Within all areas of the city, development should be designed so that residentials and visitors should not need to rely on the car for journeys, including getting to workplaces, shops, schools and other facilities.

Freight Movement

~~16.65 Leicester's Transport Plan's local policies on freight reflect the policies in the Future of Freight Plan published by the Government in June 2022. The proposed National Freight Network may affect roads such as the A47 in Leicester, and any implications of this will be considered in due course.~~

16.66 The movement of transport and goods is essential for the economy. A large number of freight movements in Leicester are undertaken by road, which can have significant impacts in terms of noise, congestion and air pollution, as well as on the quality of life for communities. Goods vehicles manoeuvring and loading and unloading, also add to pollution and may cause congestion and danger to pedestrians and other road users.

16.67 Although long distance heavy freight is relatively well managed in Leicester and there are relatively few HGVs passing through the city the council works with the Leicester Freight Quality Partnership, Leicestershire County Council and Midlands Connect to consider and solve any adverse impacts. The Local Plan is also mindful of ensuring that HGVs use

appropriate routing on the highway network within the city and is aware of how HGV movements may have changed from the use of satellite navigation systems. The use of specific freight signage will be investigated by the council minimise inappropriate routing through residential areas. There are significant benefits to be gained with a large-scale decarbonisation programme for freight and deliveries, created and implemented in partnership with operators, users and the other transport authorities.

16.68 However, there are much greater numbers of smaller delivery vehicles in residential areas because of the increase in internet shopping, and action is needed to manage the impacts of these vehicles. Recognising these more recent issues, the council has commissioned a freight study for Leicester and the results of this study will help to inform future policy. In the meantime, the council will work with existing programmes including:

- Encouraging a transfer to cycle couriers in the city centre and neighbourhoods where possible
- Using smart technology to support initiatives on logistics including last mile delivery options
- Promotion of zero emission vehicles where possible, noting that electric battery propulsion may not be suitable for long distance freight vehicles

16.69 The contribution made by rail and water will always be very limited in Leicester. No suitable sites exist within Leicester for strategic rail freight sites which are often 50 hectares or larger (units all over 9,000 m^2). However, pressure remains within the wider Leicester area for large scale B8 (distribution) which will generate significant freight movements within Leicester.

Smart Transport

16.70 Leicester, like many other urban areas is facing the challenge of how we can do more to become a healthier, more liveable, sustainable and

resilient city. New ideas and new technologies that look beyond traditional, infrastructure-heavy approaches to transport are expected during the plan period. These provide which will develop innovative ways to improve mobility and make journeys, greener, safer and accessible to all.

16.71 The use of smarter traffic signals to manage traffic congestion and air pollution will continue to be part of the council's programme of improvements in the near term.

16.72 The council continues to **support the take up** ~~strongly support the roll out~~ of electric vehicles **(EV)** to bring about cleaner travel and healthier outcomes for the city. It is preparing an EV Strategy that will guide the roll out of charging infrastructure, particularly that provided by the council as well as taking opportunities to require charging infrastructure in new development. **The council is currently in discussions with the Government on future funding. The Government's requirement for increased private sector investment should help ensure a larger scale roll outs of chargers.** The council would also expect to see opportunities for the provision of 'e' cycling infrastructure including the provision of charging facilities.

16.73 Over the plan period the council expects smart technologies such as Smart Highways, Mobility as a Service (MaaS), driverless vehicles, micro mobility such as e-bikes and smart electric charging, to become a more common solution to both managing Leicester's highways and promoting sustainable transport. Developments in demand responsive services and smart ticketing for bus travel will also be important. The latter will allow more seamless travel between bus operators in the city and also to establish common ticketing platforms across the region, likely to be led by Midlands Connect.

16.74 A key opportunity for implementing smart transport technology will be within the Central Development Area (CDA). This is due to the continued increase in people both living and working in the CDA and the short nature of

most of their journeys. This is expected to lead to less ownership and usage of cars in the future.

Policy T01. Sustainable Transport Network

The council will continue to work closely with partners, **and key stakeholders both inside and outside of the city boundary** to deliver shared plans that proactively support development of a sustainable transport network for the city~~, as indicated in the Leicester Transport Plan~~.

Development will be supported in ~~suitable~~ **sustainable** locations, where it promotes sustainable transport by ensuring:

a) Walking, cycling, bus and rail are prioritised, and development is fully integrated with relevant networks**, including the public rights of way network** and new infrastructure being developed for these transport modes
b) Transport interchanges and hubs are easily accessible to new residents and employees
c) Developments are designed to encourage walking, cycling and public transport use, and to discourage unnecessary car use
d) Micromobility options, **electric vehicles,** ~~car, e-bike~~ **bike** and ~~bike~~ **mobility scooters** sharing arrangements will be encouraged
e) Proactive measures are put in place, to help address climate change and deliver improved air quality, through low emission transport solutions
f) The safety of all highway users, is a primary consideration
g) The design of new highway infrastructure, fully takes into account accessibility for all potential users, including those with limited mobility and the elderly
h) Opportunities to support healthy living are promoted
i) The streetscape and public realm design, creates high quality places
j) Opportunities for transport technologies, that support sustainable transport objectives are promoted

16.75 There will also be a continued joint investment in electronic digital ticketing and real time information systems, across the whole bus network. This will provide a wide choice of integrated contactless payment methods, together with London-style best fare capping. Accurate, reliable, real-time information to every bus stop and interchange for all buses.

16.76 ~~The introduction of bike share in the city centre is an important new means to get about in this area.~~ Opportunities for sustainable car clubs such as 'e' car clubs should be investigated, in particular where development has limited car parking, or where car ownership is being actively discouraged, such as student housing and Private Rented Sector (PRS) housing. A supplementary planning document on 'parking standards' will set out the requirements for electric charging points to be provided in all uses to support 'e' car clubs.

Policy T02. Climate Change and Air Quality

By the end of the plan period, it will be expected that implementation of the council's transport plans and policies will:

a) Deliver against the council's climate change ~~targets and commitments~~ **aims and its net zero ambition for Leicester (as set out in the Climate Ready Leicester Plan 2023-28)** ~~(to be established, following the climate emergency consultation)~~
b) Ensure air quality in Leicester will progressively improve, below UK nitrogen dioxide targets **(annual mean concentration of NO_2 must not exceed 40µg/m^3 and there should be no more than 18 exceedances of the hourly mean limit value, concentrations above 200 µg/m^3 in a single year)** towards the 2021 WHO targets, and delivers against emerging fine particle PM2.5 commitments. ~~Major development~~

~~proposals will be expected to take account of future supplementary planning document on air quality~~

This will be achieved by:

c) Prioritising sustainable modes of transport, including cycling, walking and public transport

d) Increasing the uptake of low emission vehicles, by requiring new development to make provision for zero emission vehicle

e) Requiring all major developments located close **to** or within the Air Quality Management Areas (AQMA), through an air quality impact assessment~~:~~ ~~T~~**t**o demonstrate that there is not an unacceptably detrimental effect on air quality**.** ~~and~~

~~Meet the requirements of the council's Air Quality Action Plan and any future supplementary planning guidance~~

Policy T03. Accessibility and Development

New development will be permitted, where it takes into account the need for accessibility by all potential users and in particular how it can support delivery of the council's sustainable transport objectives. This will be achieved by ensuring that:

a) People are able to make responsible transport choices, by having suitable and affordable alternative options to the car easily available; and

b) By having local services within 15 minutes by walking or cycling

Pedestrians and People with Limited Mobility

c) The needs of pedestrians, the elderly, people with disabilities and those with limited mobility, have been properly considered and incorporated in any scheme design and layout

d) All new and improved routes are high quality, convenient, safe and well connected with the existing routes and streets

e) Support is provided for active travel behaviour initiatives, as appropriate
f) Support developments that provide a ’15-minute neighbourhood’, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment

Cycling

g) All new and improved routes are high quality, convenient, safe and well connected with the existing/proposed cycle route network and streets
h) Adequate cycle parking is provided, including secure cycling parking and bike share infrastructure as appropriate
i) New or improved cycle routes are designed to avoid conflict with pedestrians, motorists and other road users

Buses

j) New bus routes/priority measures and connections with the existing bus network, are provided and are well integrated into new development schemes as appropriate and ensuring that the Leicester Enhanced Bus Partnership Plan is taken into account
k) New development is designed and located, so that occupiers are within close walking distance (400m) to existing or proposed frequent bus
l) Support is provided for active travel behaviour initiatives as appropriate
m) Bus hubs are well integrated, with walking and cycling networks and appropriate cycle parking provision is made

Rail

n) Development in the Rail Station area is well connected by walking, cycling, and bus infrastructure, including appropriate secure cycle parking provision
o) Development does not prejudice the implementation of future rail infrastructure, at Knighton Junction, Syston Junction and Wigston Junction

New paragraph:

Park and Ride sites on the edge of Leicester play an important role in reducing car traffic entering the city. Park and Ride offers commuters and visitors a quick, easy and economical way into Leicester. The proposed level of housing and employment growth across the Leicester and Leicestershire area, over the Plan period, means that there is a critical need to address this dependency on the private car and increase the use of public transport, cycling and walking, as alternative ways to travel.

Policy T04. Park and Ride

Proposals for new Park and Ride sites and extensions to existing Park and Rides will be supported where they satisfy other relevant policies in the Local Plan.

New development should where relevant, support and provide for integration with existing and proposed park and ride sites and routes.

New paragraph:
As Leicester continues to grow, with increasing population density, and given the geographical compact nature of the city, it is important to encourage more sustainable freight opportunities and deliveries city wide, such as through the delivery of the ECO Stars Scheme and continuing the Freight Quality Partnership. The council will work with partners including those in the freight industry to ensure that freight is handled in the most sustainable manner possible.

Policy T05. Freight

To ~~meet~~ **ensure that** the needs of commercial vehicles, including HGVs and Vans are met and that adequate provision can be provided for the freight need**s** of Leicester, the following will be required:

a) Ensuring that non-residential development provides parking spaces, loading and unloading facilities and manoeuvring space within the site, **including the provision of electric vehicle facilities** for all necessary commercial vehicles

b) Encouraging the efficient and sustainable movement of freight, including last mile opportunities and by alternative methods, beyond traditional road-based transport where possible

c) Opportunities to maximise the use of existing waterways within Leicester, through the provision of water taxis and water freight connection should be explored where feasible, by working with the canals and rivers trust.

d) Providing opportunities for sustainable freight movement where possible on rail, by working with Network Rail and other agencies in considering potential low-key freight uses

New paragraph:

Appropriate transport links are crucial for a successful economy, and for giving a good quality of life to local residents. When considering new development, it is necessary to consider its potential impact on the existing transport network, how it links to the network, impacts on highway safety and the provision for movement, servicing and parking, and ensure that appropriate mitigation measures, including the required infrastructure are identified. It is important to deliver an approach to development that minimises the need to travel and maximises the availability of relevant sustainable transport options, so that growth in private vehicle use is kept to a minimum. This Local Plan is supported by an Infrastructure Delivery Plan which identifies the city's transport infrastructure requirements and sets out what is needed. A Travel Plan and Transport Assessment or Transport Statement will be required for all developments which generate significant amounts of movement.

Policy T06. Highways Infrastructure

The council will require the transport impact of development to be mitigated, through the following provisions and highways infrastructure list, as identified in the Infrastructure List in Appendix 4.

a) The prioritisation of sustainable transport infrastructure supporting relevant walking, cycling, bus and rail improvement

b) Improvement of highways infrastructure, to deliver safe and efficient schemes, including road and junction improvements and related traffic management measures; delivery of relevant safety schemes and 20mph zones; and urban traffic management systems and smart signalisation where appropriate

c) Appropriate parking provision as set out in the council's standards

d) Travel plans including behaviour management provisions



Former Great Central Railway Station and public realm improvements, Great Central Street.

Parking

16.77 Travel by car remains a reality for now and is an important means for people to get to work, shop and enjoy leisure and cultural facilities. Parking provision is important to support these activities and the local economy more generally. However, we need to rebalance people's travel behaviour where possible, reducing the amount people travel by car and by prioritising travel by more sustainable alternatives. The location, amount, quality and type of parking provision, can influence travel behaviour and it is important that we carefully manage the provision of new parking, including that associated with new development. It will also be expected that developers refer to Leicester's Street Design Guide when considering the design of new parking

arrangements.

~~16.78 The council is investigating the potential for a Workplace Parking Levy in Leicester as part of a comprehensive parking strategy for public, private and on-street car parking. The scheme, if implemented, would charge organisations which are providing parking spaces for employees, as a means of funding local sustainable transport improvements, whilst helping to manage congestion and improve air quality/address climate change challenges.~~

Aims and objectives

- To balance the need for car parking, with the provision of sustainable transport options, to help manage congestion, tackle our climate change challenges and improve air quality
- To provide good quality, well located parking in the city to meet people's needs where they have to travel by car
- To ensure appropriate parking provision is made for sustainable modes of transport, including cycling, low emission vehicles and car clubs
- To support the efficient use of available parking spaces and in doing so, encourage the redevelopment of poorly located poor-quality car parks, where they are no longer required
- To support the implementation of the council's wider parking strategies
- To encourage the use of Park and Ride options, rather than city centre car parking for longer journeys

Policy T07 Car Parking

a) All new developments, including changes of use, which generate a demand for car parking, will be required to make provision to meet such demand, (either on site or offsite) including for those with disabilities, appropriate to the scale and nature of the development, having regard to

road safety considerations and any ~~parking standards set out in supplementary documents~~, local and national guidance.

b) Car parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design, to address car parking issues:
    - Ensure car parking is usable, safe and secure
    - Avoid car parking dominating the street-scene
    - Use discreet and innovative solutions, to deliver a suitable mix of car parking
    - Ensure it does not impede cycling infrastructure
    - **Integrate sustainable urban drainage wherever possible.**

c) For residential developments:
    - Meet any defined parking standards, ~~as set out in guidance,~~ unless there is a strong reason that this cannot be met
    - Designated parking locations must be convenient for residents
    - Communal parking areas must be safe and attractive, use appropriate materials, lighting and landscaping features and include sufficient levels of overlooking, be small enough to retain a courtyard feel, and incorporate convenient pedestrian linkages to properties
    - Streets should be wide enough to accommodate the likely levels and positions of on-street parking
    - ~~Dwellings with on-plot parking should provide an external charging point, sufficient to enable over-night charging for electric vehicles.~~ For developments with communal parking areas, such as apartments, a proportion of the un-allocated parking spaces should have the capacity to easily retrofit a recharge point for communal use
    - Car free housing developments will be positively considered in suitable locations, such as the city centre and close to transport interchanges

d) All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking

e) Within commercial, industrial and non-residential developments, adequate provision should be made for parking, servicing and loading, without having an impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Car parking spaces should also have the capacity to easily retrofit a recharge point for communal use

17. Future Minerals and Waste Needs

Evidence Base

17.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Leicester and Leicestershire Waste Development Framework Core Strategy and Development Management Policy Document (2010)
- Waste Needs Assessment (2021)

Background

17.2 As a unitary authority, Leicester is responsible for minerals and waste planning within its administrative boundary. However, it is important to coordinate and work with all relevant organisations to ensure that the Local Plan addresses waste planning issues which cross administrative boundaries given the interdependencies that exist in relation to waste recycling. For example, people who live outside the city's administrative boundary use waste facilities within the city and vice versa.

17.3 The city council will be producing a ~~separate~~ Waste and Minerals Local Plan **as part of the Plan review** and have commissioned work to determine future waste and mineral needs.

Waste

17.4 The city council has undertaken a Waste Needs Assessment 2021 (WNA), which provides an up-to-date picture of the amount of waste currently managed in Leicester, the anticipated amount of waste managed by 2036,

and the city's waste management capacity. The WNA shows that total waste arisings in Leicester are forecast to increase from a current level of 0.75 million tonnes per annum to just over 1 million tonnes per annum by 2036.

17.5 The WNA also informs that, in its existing waste management facilities, Leicester has more than sufficient capacity for the processing of waste in preparation for reuse and recycling, and inert recycling for the period up to 2036. However, dependent on the scale of individual facilities and processes proposed, there is an identified potential for further facilities such as small-scale composting, other treatment and energy recovery, and soil treatment to be provided within Leicester city.

17.6 Leicester City Council processes nearly all of its municipal waste at the Bursom Recycling Centre, at the Wanlip Anaerobic Digester or other private facilities. As stated above, the WNA shows that the amount of waste produced in Leicester is expected to rise in line with the future growth of the city. Therefore, recycling rates will need to continue to rise, to ensure that this additional waste is processed through the most sustainable locations and methods. It is acknowledged however, that due to Leicester being a constrained urban authority, limited opportunities exist within the city**'s** administrative boundary to provide final waste disposal facilities such as landfill. It is therefore accepted the city will continue to be reliant on facilities in other areas of the region and country.

17.7 Future municipal waste needs for Leicester will be determined following further work which will lead to a specific waste plan but because the existing waste contract with Biffa Leicester ends in 2028 other solutions for disposal of Leicester's municipal waste may need to be considered before the adoption of the waste plan. **The Environment Agency is responsible for regulating waste and issuing environmental permits for waste operations. The Council will work closely with the Environment Agency in assessing any applications for new waste sites.**

17.8 There are also other waste types, notably commercial and industrial waste, construction, demolition, and excavation waste~~.~~, t**T**he movements of which are much more difficult to assess, not least because demolition waste materials are often recycled on site at major redevelopments.

Minerals

17.9 ~~Planning for minerals extraction is of great importance at a national level because aggregates are required for construction and the provision of infrastructure.~~ **The NPPF identifies a need to ensure that a steady and adequate supply of minerals is available to support the economy and states that great weight should be given to the economic benefits of minerals extraction, whilst also making clear that minerals should be used sustainably.** Leicester City Council has not previously produced its own Minerals **Local Plan** ~~planning policies as no known currently workable mineral deposits exist in the city. However, the role of the city as a unitary authority is to properly consider minerals policy for Leicester.~~ **as whilst mineral resources do exist in the city, no active extraction is undertaken. Nevertheless, the delivery of this Plan will require the use of a significant amount of aggregates and other minerals. Therefore, the Council will work jointly with Leicestershire County Council and aggregates providers to prepare an annual Local Aggregate Assessment, to forecast future demand, ensure potential areas for future use for mineral working are safeguarded and also will co-operate with neighbouring and more distant authorities to ensure an adequate provision of industrial minerals to support their likely use in industrial and manufacturing processes.**

17.10 Historically, sites within Leicester have generally produced clay for the brickmaking industry, sand, and gravel. However, there has not been any extraction of these materials for many years and there has been little interest expressed by the industry in extracting, particularly since most of the administrative area of Leicester is covered by urban development or

protected green space.

Waste and Mineral requirements

17.11 Leicester City Council will continue to meet the existing requirements as defined by the adopted Waste Development Framework (WDF) until a replacement Waste Local Plan can be adopted. This will mean that Leicester City Council will provide a level of waste management capacity that is sufficient to accommodate the quantity of the region's waste. To this end, the WDF will promote a spread of new facilities across the WDF area, including Leicestershire, to reach regional targets, and in respect of municipal waste the targets set in the Leicestershire Municipal Waste Management Strategy, for increased reuse and recovery to be met and for the treatment of waste.

17.12 With a view to working towards sustainable development it is important to ensure that all new waste management development is designed to minimise its impact on the environment. Central principles of sustainable development are the need to reduce emissions of greenhouse gases as well as other forms of pollution, reduce levels of energy and water consumption, to minimise waste and to reuse or recycle materials. It is also important that sites for waste management are carefully designed and operated, given the importance of protecting the best of the county's natural resources and heritage, and the need to protect local communities from traffic, noise, dust and other problems which are often associated with such development.

17.13 Hydraulic fracturing, or fracking as it is more commonly referred to, is the process of drilling down into the earth before a high-pressure water mixture is directed at the rock to release the gas inside. ~~Whilst current government policy is to support fracking,~~ There are no **current** licenses **for fracking** in the city nor are there any known areas where it could take place.

Policy FMWN01. New Waste and Existing Waste Uses

Applications for new, and extensions to existing facilities, will be assessed against the following criteria:

a) There is a proven local market or quantitative need for a facility to process an identified waste stream(s)
b) It will ~~use a technology or combination of technologies, which will~~ help increase the city's recycling and recovery rates
c) The site can easily be accessed by either the strategic road network or other forms of transport such as rail (**Policy** T01)
d) The local area is able to accommodate the proposed waste use, or where the proposal is in an area of other waste uses, the combination of these uses will not lead to significant harm
e) Any impacts on the natural and historic environment, **which includes impacts on archaeological remains,** and residential amenity can be adequately mitigated in line with policies regarding these matters within this plan (**Policy** HE01, **Policy** DQP06)
f) The site will be adequately screened to minimise any visual impact (**Policy** DQP01)
g) Where waste needs to be 'stacked' or 'bundled,' these shall be no higher than the height of any site screening, or the local prevailing building heights, whichever is smaller
h) Waste processing which has the potential to produce significant odours and noise (following mitigation), will only be acceptable where it is carried out in a sealed structure
i) New waste development should be on brownfield land ~~where possible~~**. For any proposals for waste uses/facilities on greenfield land, it must be demonstrated by the applicant that there are no suitable brownfield sites available.**

Where the use is temporary, a strategy will be required defining what steps will be taken once the use has ceased, to either:

j) Allow the site to be redeveloped or regenerated
k) Return the site to a similar condition to what the site was like before the use commenced

Policy FMWN02. End of Life Vehicle Facilities

New, or extensions to existing, end of life vehicle processing facilities will be approved where:

a) There is a proven need for the facility
b) It is located in an area which will not impact residential amenity, or in the case of extensions, if any impact to residential amenity can be satisfactorily mitigated (**Policy** DQP06)
c) Any dismantling and depollution of vehicles is carried out in a sealed unit to ensure the protection of the local and wider environment

Also, the following details will be needed:

d) How recovered materials will be stored including all waste liquids, removed parts for re-sale and car shells
e) A scaled plan showing arrangements for capture of waste liquids
f) A statement about how hazardous waste materials including but not limited to brake pads, brake fluid, oil, lead balance weights, catalytic convertors and batteries will be disposed of
g) The total of waste throughput per annum

Policy FMWN03. Managing Leicester's Minerals Resources

Proposals for mineral extraction will be considered having regard to the policies of the development plan as a whole and in the context of the NPPF to plan for a steady and adequate supply of aggregates and industrial minerals. Where harm to the vision of the development plan is shown, permission will be granted only where it has been demonstrated that there are overriding benefits that justify mineral extraction.

Within a minerals safeguarding area, as identified on the policies map,

non-mineral development will only be supported if the applicant can demonstrate that:

a) **mineral sterilisation will not occur; or**
b) **due to the quantity or quality of the mineral it is no longer of any existing or potential value; or**
c) **the mineral can be extracted satisfactorily prior to the incompatible development taking place; or**
d) **the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed and does not permanently sterilise the mineral; or**
e) **there is an exceptional overriding need for the development, which outweighs the value of the mineral resource.**

Restoration will be required to take place after extraction, to ensure the site is returned to the most appropriate and beneficial after use at the earliest opportunity.

~~The city council will contribute to the region's supply needs, to ensure an adequate and steady supply of minerals, in a way that supports Leicester's social, environmental and economic objectives. This will be achieved by:~~

~~a) Identifying specific mineral safeguarding areas, including deposits of brick clay and sand and gravel. These areas are shown on the policies map~~
~~b) Where a mineral development is proposed within a mineral safeguarding area, consideration should be given to:~~
~~Whether the mineral resource is present, has already been extracted, or is of insufficient extent to be of any economic value~~
~~The potential impact of extraction on the environment, local communities and other neighbouring uses~~

~~An Environmental Statement may be required. Restoration will be required to take place after extraction, to ensure the site is returned to the most appropriate and beneficial after use at the earliest opportunity. Where a non-mineral development is proposed, within a mineral safeguarding area, consideration should be given to:~~

~~c) Whether there is an exceptional overriding need for the development, which outweighs the value of the mineral resource~~

~~d) The potential impact of development on the environment, local communities and other neighbouring uses~~

~~e) The views of the mineral planning authority on the risk of preventing minerals extraction~~

17.14 National planning policy requires that planning policies take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials. The city council believes that the use of secondary and recycled aggregates is an important element of sustainable development. Furthermore, promoting the use of secondary and recycled aggregates helps to minimise primary extraction and waste. Proposals for new aggregate recycling facilities will therefore be acceptable to the Council where they meet the criteria specified in Policy FMWN04 below.

Policy FMWN04. Provision of New Aggregate Recycling Facilities

Applications for new aggregate recycling facilities such as urban quarries and temporary facilities, designed to regrade previously developed land, will be looked upon favourably where:

a) The site will make a significant contribution to secondary aggregate production in Leicester
b) It meets the location criteria set out in Policy FMWN01 New Waste and Existing Waste Uses
c) It is easily accessible by lorries, HGVs and other vehicles without unduly impacting amenity (**Policy** T05)
d) The site is adequately screened using both fencing and landscaping (**Policy** DQP04)
e) Any materials stored on site are not stored at a height which causes a visual obtrusion
f) Methods are implemented to prevent dust and other particulate matter leaving the site in an uncontrolled manner

18. Development and Infrastructure

Evidence Base

18.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website.

- **How Can the Infrastructure to Support the Growth in the Local Plan be Delivered? (2020)**
- **Infrastructure Assessment (Updated) (Excluding Transportation) – Final Draft (January 2023)**
- **Infrastructure Assessment with Infrastructure Delivery Schedule (2022)**
- Infrastructure Delivery Plan (2023~~2~~)
- **Whole Plan** Viability Assessment (2022)
- Strategic Growth Plan (2018)

Development and Infrastructure

Background

18.2 The delivery of new or improved infrastructure to support sustainable development is crucial to the economic and social wellbeing of the city. Development needs to be supported by the necessary social, physical and green infrastructure such as education, roads, sports facilities, health facilities, open space, public realm, emergency services and utilities. It is therefore important to ensure that appropriate levels of infrastructure are provided to support the growth required in the local plan.

Local Plan Infrastructure Assessment

18.3 A Local Plan Infrastructure Assessment **was undertaken to support the preparation** ~~has been prepared for this stage of~~ the **Local** ~~p~~**P**lan ~~preparation process~~. This sets out the engagement **that took place** with service providers, and the scope and range of infrastructure required. ~~This~~ **The Infrastructure Assessment** inform**ed**~~s~~ the Infrastructure Delivery Plan (IDP) which reflects the council's priorities and sets out the essential infrastructure to support development and growth. The IDP is a key part of the evidence base for the Local Plan and ~~will~~ identif**ies**~~y~~ infrastructure capacity and needs across the city. The IDP sets out where possible the costs, funding and timescales for provision.

Cross Boundary Infrastructure

18.4 The council will also work with its neighbouring authorities on needs arising from growth and development of sites beyond the city boundary. This requires consideration of interdependent infrastructure and critical dependencies beyond the city's administrative boundary. It is likely that cross boundary cooperation will be needed particularly around highways matters and also education provision.

18.5 The co-ordination of interdependent infrastructure and a framework for its funding and delivery is important in assessing strategic needs across the Leicester Urban Area. The consideration of wider supporting infrastructure across administrative boundaries is also important with regard to the 'Duty to Co-operate'. The close partnership work with the Leicestershire authorities on the Strategic Growth Plan will assess the longer-term strategic infrastructure needs within Leicester and Leicestershire.

Viability

18.6 Viability is an important part of the plan making process as set out in the NPPF. The council needs to take into account economic viability and has prepared a Local Plan viability assessment to ensure that the cumulative

impact of planning policy, standards, and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable. ~~The Viability Assessment has been prepared in accordance with the~~ **When assessing the viability of schemes, the starting point should be the** guidance set out in the NPPF and Planning Practice Guidance on Viability and Plan Making. **Only where development is proven to be unable to sustain developer contributions through a viability assessment process will the council consider reducing financial contributions to identified infrastructure. If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance since the whole plan viability assessment was undertaken, which would create barriers to delivery in a transparent manner and reflecting national guidance.**

Funding of Infrastructure

~~18.7 The city council will seek the provision of infrastructure through a range of measures in accordance with planning guidance as well as a range of funding sources. The option to pursue the adoption of CIL or any future replacement for CIL will be assessed as part of the viability evidence, which will be addressed in a future supplementary planning document. The council will seek developer contributions towards the provision of infrastructure in accordance with the current CIL Regulations and the National Planning Policy Framework.~~

Developer Contributions and the Provision of Infrastructure

18.8 Our planned growth must be supported by infrastructure and facilities which are delivered at the appropriate time and in the right locations. We will make the most of our existing infrastructure, upgrading and improving where possible, and also seek the provision of new infrastructure where it is essential to support sustainable growth.

18.9 The council currently seeks the provision of infrastructure required as a result of development in accordance with the current planning guidance and regulations. These are Section 106 of the Town and Country Planning Act (1990), and the Community Infrastructure Levy - CIL Regulations 2010 (as amended). **Any requests for developer contributions would be required to meet the following criteria as set out within the CIL regulations:**

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.**

New paragraph 18.10:
The government has also stated that they will introduce a new infrastructure levy which will partly replace the existing developer contributions regime as part of the changes to the planning system. The council will provide additional guidance in due course when the new levy is introduced.

18.1~~0~~**1** The council will continue to secure development-specific infrastructure through the existing regulatory framework in mitigating the site-specific impacts of development and the provision of affordable housing. In general, site-specific mitigation measures such as access roads and highways works providing a safe and acceptable means of access, sustainable energy and flooding requirements, on site public realm and open space will continue be secured through planning obligations. **The required infrastructure to support the plan is set out in detail within** Appendix 4 ~~provides some of the detail~~. ~~However,~~ i**I**t is the intention of the council to produce a developer contributions and infrastructure supplementary planning document following the adoption of this plan**.** ~~.~~ **however this guidance will not increase the expected developer costs beyond what is already set out within this plan.**

Policy DI01. Developer Contributions and Infrastructure

~~Development will provide or contribute towards the provision of measures to~~

~~directly mitigate its impact. Contributions and the delivery of necessary infrastructure will be secured by planning condition and/or planning obligation.~~

~~The council will seek planning contributions to ensure the infrastructure necessary to support the Local Plan is delivered in accordance with the current Section 106 and CIL Regulations (as amended) and to secure site specific planning obligations, for the delivery of essential infrastructure to support development.~~

~~Infrastructure necessary to support new development will be provided and be available when first needed, to serve the development's occupants and users and/or to mitigate otherwise adverse material impacts. To achieve this, the delivery of development may need to be phased, to reflect the delivery of infrastructure.~~

~~**Viability**~~

~~Any consideration of viability, including in decision making, will be in accordance with the guidance.~~

~~**Monitoring Fees**~~

~~The council will seek a fee to be used for the monitoring of developer contributions.~~

Development will be expected to provide or contribute towards the provision of the infrastructure needed to support it as set out in Appendix 4.

The council will seek developer contributions where development creates a requirement for additional or improved services and infrastructure and/or to address the off-site impact of development so as to satisfy other policy requirements. Planning contributions may be sought to fund a single item of infrastructure or to fund part of an infrastructure item or service, subject to statutory processes and regulations.

Where new infrastructure is needed to support development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.

Obligations will be negotiated on a site-by-site basis and will only be sought where these meet the current CIL tests as set out the most

recent legislation.

As set out in Appendix 4, appropriate matters which could be funded by planning contributions include:

- **Affordable housing**
- **Transport improvements, including walking and cycling facilities**
- **Education (primary and secondary)**
- **Primary and Secondary Health Care**
- **Outdoor and indoor sports provision and leisure**
- **Burial facilities**
- **Community facilities**
- **Gypsy and Traveller provision**
- **Emergency services including police and fire & rescue**
- **Flood defence and alleviation schemes, including SuDS**
- **Biodiversity enhancements**
- **Open space, including green infrastructure and allotments.**

The council will only consider the viability of development proposals at the planning application stage where it can clearly be demonstrated, through a robust site-specific Viability Assessment, that development would not be financially viable and deliverable if full planning obligations were sought.

Broadband and Mobile technology

18.11**2** The NPPF is clear that planning policy should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. However, it is also very clear that radio and electronic infrastructure should be kept to the minimum and use of existing masts, buildings, and other structures for used for electronic communications should be shared where possible. The council will support the provision of full fibre broadband within new large scale residential development and new employment and office development where viable. The council will also support the provision of new mobile broadband such as 5G, public Wi-Fi provision and communications equipment only where it is sensitively designed and does not significantly impact residential

amenity.

18.12~~3~~ **3** New masts and other forms of communication infrastructure will also be required to not cause unacceptable street clutter to avoid the potential for conflict between pedestrians, cyclists and vehicles, or compromise pedestrian and cycle movements. Also, since mobile communication equipment is often located on highways, verges and other areas of open space & areas of nature, any nearby trees should be protected from both the operation of the equipment as well as the works required to install said equipment.

18.13~~4~~ **4** Once any communications infrastructure is no longer required for electronic communications purposes it will be required to be removed from the land or building on which it is situated as soon as practicably possible, and any impacted building or structure is restored to its condition before the development took place.

18.1**5** Planning applications will need to be in accordance with the policy requirements set out in the Local Plan.

Policy DI02. Electronic Communications

Broadband
All new residential development of 10 dwellings or more, or non-residential development with additional floorspace of 1,000 m^2 or more, or a site area of 1 hectare or more, will be expected to include the provision of full fibre gigabit capable network infrastructure Fibre to the Premises (FTTP) to enable broadband services for all occupiers.

On residential sites below 10 dwellings, or non-residential development with additional floorspace of less than 1,000 m^2, or a site under 1 hectare, in area, FTTP should still be installed where the costs are no more than copper line broadband infrastructure.

Mobile Communications Infrastructure and Masts

Planning permission will be granted for mobile telecommunications development where it can be demonstrated that:

a) The proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation that is operated in the national interest
b) The site is part of a network that keeps the number of sites to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion
c) The proposed development is acceptable in terms of visual amenity and the outlook of neighbouring properties having taken into account all practicable options and alternative sites, including the possibilities of mast-sharing and erecting aerials on an existing building, site, mast or other structure
d) Highway safety can be protected and street clutter minimalised
e) The installation and operation of the infrastructure would not harm the health or vigour of existing trees.
f) Applications for an addition to an existing mast or base station are accompanied by a statement that self-certifies that the cumulative exposure, when operational, will not exceed guidelines set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP)

19. Neighbourhood Planning

19.1 The Government has given local communities new rights to shape their neighbourhood through the preparation of neighbourhood plans. Once made neighbourhood plans form part of the Development Plan and have the same status as ~~this local plan~~ **the Local Plan** in making decisions on planning applications within their area.

19.2 The council is committed to working positively with local communities and community groups where they wish to develop a neighbourhood plan and to supporting them through the statutory processes. This includes ensuring that neighbourhood plans are in general conformity with strategic policies, as set out in ~~city of Leicester~~ **the** Local Plan, together with any future waste and minerals plans, and helping to avoid duplication of local policies. Neighbourhood plans have the potential to have an important role in bringing forward housing development as defined within this plan in a manner that is both sustainable and shaped by local communities.

19.3 The following polices are deemed ~~not~~ strategic and therefore ~~do not~~ need to be taken into account when preparing neighbourhood plans:

Table 10. List of policies that ~~do not~~ need to be taken into account when preparing neighbourhood plans

~~Policy Ho02. Housing Development on Unallocated Sites~~
~~Policy Ho09. Retention of Family Housing~~
~~Policy Ho11. Hostels~~
~~Policy CCFR05. Delivering Renewable and Low Carbon Energy Projects~~
~~Policy DQP04. Landscape Design~~
~~Policy DQP05. Backland, Tandem and Infill Development~~
~~Policy DQP07. Recycling and Refuse Storage~~
~~Policy DQP08. Shopfronts and Security~~
~~Policy DQP09. Signs and Banners Advertisements Design and Location~~

~~Policy DQP10. Advertisement Hoardings~~
~~Policy DQP11. Changing Places Facilities~~
~~Policy CT02. Assets of Community Value~~
~~Policy CT03. Protection of Public Houses (Class Sui Generis)~~
~~Policy E08. Vehicles Sales and Car Washes~~
~~Policy OSSR03. Open Space in New Development~~
~~Policy OSSR04. Existing Playing Pitches~~
~~Policy OSSR05. Playing pitches and associated facilities~~
~~Policy OSSR07. Waterways~~
~~Policy T03. Accessibility and Development~~
~~Policy T04. Park and Ride~~
~~Policy FMWN02. End of life Vehicle Facilities~~
~~Policy FMWN04. Provision of New Aggregates Recycling Facilities~~

Policy VL01. Presumption in Favour of Sustainable Development
Policy SL01. Location of Development
Policy SL02. Strategic Site 1: Former Western Park Golf Course
Policy SL03. Strategic Site 2: Land to the east of Ashton Green
Policy SL04. Strategic Site 3: Land north of the A46 Bypass
Policy SL05. Strategic Site 4: Land west of Anstey Lane
Policy SL06. Strategic Site 5: Beaumont Park
Policy Ho01. Housing Allocations
Policy Ho03. Housing Mix
Policy Ho04. Affordable Housing
Policy Ho05. Housing Densities
Policy Ho06. Older Persons' Housing
Policy Ho07. Self-build/Custom Build
Policy Ho08. Internal Space Standards
Policy Ho09. Student Development
Policy Ho11. Houses in Multiple Occupation (HMOs)
Policy Ho13. Gypsy, Traveller and Travelling Showpeople Accommodation
Policy CCFR01. Sustainable Design and Construction

Policy CCFR02. Energy Statement
Policy CCFR04. Low Carbon Heating and Cooling
Policy CCFR06. Managing Flood Risk and Sustainable Drainage Systems (SuDS)
Policy HW01. A Healthy and Active City
Policy HW02. Health Impact Assessments (HIA)
Policy DQP01. Design Principles
Policy DQP02. Tall Development
Policy DQP03. Inclusive Design
Policy DQP06. Residential Amenity
Policy DQP10. Media Screens
Policy DQP11. Mesh Wrap Advertisements
Policy CDA01. Central Development and Management Strategy
Policy CDA02. New Development Within the Character Areas
Policy CHA01. The Railway Station
Policy CHA02. Mansfield Street
Policy CHA03. St. Margarets
Policy CHA04. Wharf Street
Policy CHA05. Belgrave Gateway
Policy CHA06. Leicester Royal Infirmary and De Montfort University
Policy CHA07. St. George's Cultural Quarter
Policy CHA08. Old Town
Policy CHA09. New Walk
Policy ORA01. Abbey Meadows and Pioneer Park
Policy ORA02. Waterside
Policy ORA03. University of Leicester
Policy ORA04. Leicester City Football Club (LCFC)
Policy ORA05. Walnut Street
Policy HE01. The Historic Environment
Policy CT01. Culture, Leisure and Tourism
Policy CT02. Protection of Cultural Facilities
Policy CT03. Assets of Community Value
Policy CT04. Protection of Public Houses

Policy CT05. Great Central Railway Museum
Policy CT06. Provision of New and Retention of Existing Places of Worship
Policy E01. Non-Strategic Economic Development Areas
Policy E02. General Economic Development Areas
Policy E03. High Quality Economic Development Areas
Policy E04. Pioneer Park
Policy E05. Textile Area and Neighbourhood Employment Areas
Policy E06. St. George's Cultural Quarter
Policy E07. Employment and Skills Plans
Policy TCR01. Hierarchy of Town Centres
Policy TCR02. Supporting Sustainable Town Centres
Policy TCR03. City Centre
Policy TCR04. Central Shopping Core (Primary Shopping Core)
Policy TCR05. Town Centre Uses in Town/District and Local Shopping Centres
Policy TCR06. Development for Food and Drink Purposes
Policy TCR07. Neighbourhood Parades
Policy TCR08. Main Town Centre Development Outside of Defined Centres
Policy TCR09. Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre
Policy OSSR01. Green Wedges
Policy OSSR02. Development of Open Spaces
Policy OSSR06. Built Sport Facilities
Policy NE01. Protecting Designated Sites, legally Protected and Priority Species, and Priority Habitats
Policy NE02. Biodiversity Gain
Policy NE03. Green and Blue Infrastructure
Policy NE04. Ancient Woodland, Veteran Trees, and Irreplaceable Habitats
Policy T01. Sustainable Transport Network
Policy T02. Climate Change and Air Quality

Policy T05. Freight

Policy T06. Highways Infrastructure

Policy T07. Car Parking

Policy FMWN01. New Waste and Existing Waste Uses

Policy FMWN03. Managing Leicester's Minerals Resources

Policy DI01. Developer Contributions and Infra Structure

Policy DI02. Electronic Communications

Policy Mo01. Plan Review

20. Planning Enforcement

Background

20.1 The NPPF states that the planning system operates to regulate development and the use of land in the community's interest, whilst having regard to the development plan and other material planning considerations.

20.2 The effective and proper enforcement of planning control is essential to maintain community confidence and uphold the integrity of the planning system. It is important that the local environment is protected, as are the interests of residents, visitors and businesses of the city from any harmful effects of unauthorised development. When exercising enforcement functions, the council will act in a way that is fair, transparent, accountable, proportionate, consistent and targeted at cases in which action is needed.

20.3 The Town and Country Planning Act 1990 sets out the statutory powers available to the council to enforce planning legislation. The following comprise a breach of planning control under planning legislation:

- **carrying out development that is operational development (the carrying out of building or other operations) and changes of use without the required planning permission;**
- **failing to comply with any condition or limitation subject to which planning permission has been granted;**
- **illegal advertisements;**
- **unauthorised works to listed buildings or works to protected trees.**
- **unauthorised works in conservation areas.**

Policy PE01. Planning Enforcement

The city council as a local planning authority has a general discretion to take enforcement action where development has a significant harmful impact, it is expedient and is in the public interest to do so.
The council will investigate and act, on reported breaches of planning control in accordance with Planning Enforcement Policy and Procedure. Cases will be prioritised and investigations will be carried out proportionately according to the planning harm caused and the resources available.

Where appropriate, the council will seek to resolve issues through negotiation. However, if informal negotiations fail to resolve the identified breach of planning control and where it is considered appropriate and expedient to do so, formal action will be taken.

The council's Planning Enforcement Policy and Procedure is published on the council website and will be updated periodically as required.

21. Monitoring: Plan Review

Introduction

21.1 We anticipate that our strategic policies will be subject to an immediate review which the council has committed to on the adoption of the Plan.

21.2 Monitoring is crucial to the successful delivery of the Local Plan, because it helps to identify the key challenges and opportunities and enable adjustments and revisions to be made if necessary.

21.3 One of the tests of soundness is whether there are clear mechanisms for implementation and monitoring. The city council is therefore committed to the effective monitoring of the policies within the Local Plan, to establish when interventions might be necessary to ensure timely delivery of what is proposed.

21.4 There is not an expectation that all the policies within the plan will be monitored. The council is committed to an immediate review on adoption of the Plan.

21.5 The city council proposes to monitor the strategic policies as listed in Chapter 19 of the Local plan, as a minimum, and has outlined the indicators, which ensure that the requirements of both the NPPF and PPG (including SEA & SA) are met.

21.6 By identifying appropriate indicators and targets, the effectiveness of policies and proposals can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing

because they are not achieving the intended objective.

21.7 Monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. An Authority Monitoring Report (AMR) is anticipated to be produced in December each year, and this is the main record of monitoring information. The need to intervene, or otherwise, will be kept under regular review.

21.8 There is also the requirement to have an up to date 5-year housing land supply, and submit the returns for the Housing Delivery Test. These requirements will be adhered to, and the required information will be published at appropriate times.

21.9 The table below shows the proposed framework for monitoring the Local Plan policies. The purpose is to clarify how the city council will be able to regularly monitor the effectiveness of the Local Plan. The city council's Authority Monitoring Reports can be found on our website.

Mo01: Plan Review

A whole Plan review will be commenced immediately upon adoption of this Local Plan.

On adoption the council will publish a Local Development Scheme to set out the timescales for completion of such a review.

The review will particularly focus upon the following areas:

- **housing**
- **employment**
- **Gypsy and Travellers' accommodation**
- **minerals**
- **waste**

The expectation is that the review will be complete within three years of

adoption of this Local Plan, and will have regard to changes to relevant legislation, policy and guidance.

~~21.1 It is important that the policies and proposals of the plan are monitored and reviewed to gauge their effectiveness as they are implemented. The monitoring process highlights the areas of the plan which need reviewing and gives an indication as to whether the plan is achieving its aims. In particular, a new Housing Delivery Test has been introduced to measure each local authority's performance in delivering new homes.~~

~~21.2 There will be other people and organisations that will have a key part to play in the implementation of the Local Plan, including developers, landowners, public utilities and other public sector agencies such as the Environment Agency, English Heritage and Natural England. The private sector will be responsible for a large amount of delivery, whether for housing, employment, retail, or other forms of development. The council is committed to working in partnership with these various organisations to ensure that the aims and objectives of the Local Plan are delivered. Appendix 4 identifies who will have a key role to play in both the funding and delivery of development.~~

~~21.3 A key aspect to ensure the implementation of the Local Plan is through regular and robust monitoring. The council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the production of an Authority Monitoring Report (AMR). Results of monitoring will be used to inform any changes to policies or additional actions considered to be required at the time of the local plan review.~~

~~**Key areas of the Authority Monitoring Report**~~

~~Housing Delivery Test – the monitoring of residential land availability, the~~

supply of housing land, house building rates, brownfield development, housing densities, city centre housing and affordable housing

- Employment – the supply of strategic employment land, quality of employment sites, greenfield/brownfield take up rates and loss of employment land
- Retailing – survey of city centre, district and local centres and neighbourhood parades, and retail floorspace – these are mainly concerned about vacancy rates and mix of uses

Supplementary Planning Documents

21.4 To assist with their implementation the policies and proposals in the plan will be supplemented by site development guidance and supplementary planning documents (SPD).

21.5 They further clarify and illustrate Local Plan policy and land use proposals providing helpful guidance for those preparing planning applications. Their purpose will be to state the type of development required or provide technical guidance on issues such as parking standards, climate change, developer contributions, tall buildings, and character areas for the Central Development Area (CDA).

Table 11: Monitoring Framework

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Chapter 4	**Strategy For Leicester**					
Policy SL01: Location of Development						
Total no. of net additional homes completed in accordance with Policy SL01	Meeting the housing requirement of 1,296 homes per year from April 2020 – March 2036. (Key objective 1)	Social	1,296 homes at April 2024	This is based on the assumption that the plan is adopted in 2025/26	10,368 by April 2028 15,552 by April 2032 20,736 by April 2036	Authority Monitoring Report Persistent under-delivery will trigger policy / plan review.
Total no. of net homes delivered in the Central Development Area	Deliver a minimum of 515 homes per year from April 2024 – March 2036	Social	515 homes at April 2024	This is based on the revised CDA supply of 6,178 dwellings in the updated trajectory	2,060 by April 2028 4,120 by April 2032	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
in accordance with Policy SL01	within the CDA (Key objective 1)				6,178 by April 2036	
Policy SL02. Strategic Site 1: Former Western Park Golf Course						
Total number of homes delivered on Former Western Park Golf Course	Deliver a minimum of 412 homes on strategic site in accordance with Policy SL02 (Objective 1)	Social	50 homes by April 2032	This is based on the assumption in the revised trajectory.	412 homes by April 2036	
Number of Sqm of employment space completed	Deliver 11.24 Ha of employment land for Class	Economic		Any mix and combination of:- • (light industry (E(g)iii),	32,254 sqm	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	E (g)iii, B2 and B8 uses			• general industry (B2) • small scale storage and distribution (B8) [under 9000sqm, per unit]		
Delivery of Gypsy and Traveller pitches	In helping to provide decent residential accommodation for all, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople	Social	0 on site at before allocation		7 pitches	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
SL03. Strategic Site 2: Land to the east of Ashton Green						
Total number of homes delivered on Land to the east of Ashton Green	Deliver a minimum of 670 homes on strategic site in accordance with Policy SL03 (Objective 1)	Social	30 homes by April 2030	This is based on the assumption in the revised trajectory.	340 homes by April 2033 670 homes by April 2036	
Number of Sqm of employment space completed	Deliver 2.4 Ha as employment land for (Class E(g)iii), B2 and B8 uses	Economic		Any mix and combination of:- • (light industry (E(g)iii), • general industry (B2) small scale storage and distribution (B8)	11,232 sqm	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
				[under 9000sqm, per unit]		
Delivery of school on Strategic Land	Deliver secondary school working with Department for Education.	Social			Secondary school operational by 2026/27.	
SL04. Strategic Site 3: Land north of the A46 Bypass						
Total number of homes delivered on Land north of the A46 Bypass	Deliver a minimum of 420 homes on strategic site in accordance with Policy SL04 (Objective 1)	Social	50 homes by April 2029	This is based on the assumption in the revised trajectory.	420 homes by April 2034	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
SL05. Strategic Site 4: Land west of Anstey Lane						
Total number of homes delivered on Land west of Anstey Lane	Deliver a minimum of 336 homes on strategic site in accordance with Policy SL05 (Objective 1)	Social	42 homes by April 2029	This is based on the assumption in the revised trajectory.	336 homes by April 2033	
SL06. Strategic Site 5: Beaumont Park						
Number of Sqm of employment space completed.	25,000 sqm of floor space for light industry (E (g)(iii)), general industry (B2) and storage and	Economic			25,000 Sqm of employment space in 2036	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	distribution (B8) uses (ancillary offices only)					
Delivery of a Gypsy and Traveller Transit Site	To help provide for the identified need, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople	Social	0 sites before allocation	Assuming no delivery on alternative sites	Minimum 12 caravan spaces	
Chapter 5	Housing					
Policy Ho02: Housing Development on Unallocated Sites						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
No. of homes completed on windfall sites	Deliver 1,875 homes on windfall sites in accordance with Policy Ho02 (Objective 1)	Social	200 homes by April 2028	This is based on the revised trajectory in November 2024	200 homes by April 2028 1019 homes by April 2032 1875 homes by April 2036	
Policy Ho03: Housing Mix						
Decisions made in accordance with the housing mix policy	To provide a suitable mix of housing on new sites (Objective 1)	Social	Not previously monitored		100% of decisions taken in accordance with the housing mix required by most up to date evidence	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Policy Ho04: Affordable Housing						
Total no. of affordable homes completed	Achieve 1,117 affordable homes per annum during plan period (Objective 1)	Social	366 affordable homes delivered in the year 2021-22			Review required
Policy Ho07: Self-build/custom build						
Number of self-build and custom plots being delivered.	Provide supply of custom/self-build plots during the Plan Period.	Social	Not previously monitored		Meeting demand in number of entries on custom/self-build register	Planning applications and self/custom-build register.
DM Policy Ho09. Student Development						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Any PBSA applications submitted and approved within the HMO Article 4 Direction areas	To meet the housing needs of both the student population and local residents	Social		Assumes popularity of PBSA will continue to increase	No PBSA within or abutting Article 4 Direction Areas	Planning Applications
No. of student homes approved and completed	To meet the housing needs of both the student population and local residents	Social		To be monitored as part of residential land availability	4,800 bed spaces by 2036 or to be informed by most up to date housing needs evidence produced by the council -	Approved permissions and completion through standard monitoring.

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Chapter 6	**Climate Change and Flood Risk**					
Policy CCFR05: Delivering Renewable and Low Carbon Projects						
Total increase in renewable energy capacity (MWh per Year)	Achieve net zero carbon emissions within the city by 2030	Environmental	27,988 MWh per Year in 2019		No Target	AMR (Annual Monitoring Report)
Number of renewable energy project applications received	Achieve net zero carbon emissions within the city by 2030	Environmental	No applications in 2020		No Target	
The number of renewable energy project applications approved	Achieve net zero carbon emissions within the city by 2030	Environmental	Not previously monitored		No target	
Chapter 7	**Health and Wellbeing**					
Policy HW02: Health Impact Assessments (HIA)						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Number of (HIAs) submitted in accordance with HW02	Improve the health and wellbeing of local residents Ensure decent homes are within the reach of all citizens Improve air quality Develop and encourage healthy neighbourhoods and a sense of community	Social	Not previously required monitored		100% of relevant application accompanied by HIA	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Chapter 8	**Delivering Design Quality**					
Policy DQP01: Design Principles						
How many applications for 10 or more dwellings meet the "Healthy Lifestyle standard"	New development must improve the quality of life and health of the city's residents	Social	Not previously Monitored No Baseline		100% of applications meeting standard	
Chapter 10	**Heritage**					
Policy HE01: The Historic Environment						
Number of nationally listed buildings	Maintain and enhance the contribution made by local heritage to civic pride and tourism	Social	397 in 2022		No Target	AMR (Annual Monitoring Report)

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Number of Locally listed heritage assets	Maintain and enhance the contribution made by local heritage to civic pride and tourism	Social	417 in 2022		No Target	AMR (Annual Monitoring Report)
Number of heritage conservation areas	Maintain and enhance the contribution made by local heritage to civic pride and tourism	Social	25 in 2022		No Target	AMR (Annual Monitoring Report)
Chapter 12	**Employment**					
Policy E01: Non-Strategic Economic Development Areas						
Delivery of a Gypsy and Traveller Transit Site on Site 687	To help provide for the identified need, the city	Social	0 sites before allocation	Assuming no delivery on alternative sites	Minimum 12 caravan spaces	AMR (Annual Monitoring Report)

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	council will meet the accommodation needs of gypsies and travellers and travelling showpeople					
Total floorspace delivered for business/ industrial uses (Classes E(g)iii, B2, B8)	Deliver 29.08 Ha of employment land	Economic Development	Net loss of 7976.8 sqm in the year 2021-22	E(g)/B Class (Mixed) includes:- E(g) i) offices E(g) ii) R &D E(g)(iii)industrial	See Tables 1 & 2 below	
These are underpinned by the fact that there is a commitment to an immediate review of The Plan, if monitoring highlights that there has not been an adequate level of Employment development taking place:- Table 11.1 – Leicester Employment Land Need Modelling, 2019-36 as Floorspace						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action

Use Class	Floorspace/Year Sqm	Total Need Over Local Plan Need, Sqm	Total Need, ha at 3,900 sqm/hectare
E(g)/B Class (Mixed) *	238	5,236	*1.32*
E(g) Class (Mixed)	1,108	24,376	*6.16*
E(g)(iii)	129	2,838	*0.66*
B2	5,989	131,758	*33.88*
B8	4,067	89,474	*22.88*
Total	11,531	253,682	*65.00*

This also needs to include supply from the following locations and any 'windfall employment' development:-

Table 11.2 – Supply of Employment Sites – Estimated Increase in Floorspace Assuming 20 percent Increase in Site Density

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action

Address	Size (ha)	Floorspace (Sqm) Assuming 20 percent Site Intensification, i.e. 4,680 sqm/hectare
Eastern Part of Thurcaston Road/Hadrian Road Open Space	2.2	10,296
Mountain Road	2.1	9,828
East of Samworth's Bradgate Bakery	5.0	23,400
Section 73 Planning Application	7.6	35,568
Sub Total	*34.49*	*147,578*
Charnwood Provision	23.00	107,640
Sub Total	23.00	107,640
Total	57.49	255,218

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Policy E02. General Economic Development Areas						
Total floorspace or ha lost, to non-employment development, on land allocated for business/ industrial uses (uses falling outside Classes E(g), B2, B8).	Deliver 29.08 Ha of employment land	Economic	Not previously monitored	-	No target	Annual Monitoring Report
Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses	Deliver 29.08 Ha of employment land	Economic	Not previously monitored			
Policy E03. High Quality Economic Development Areas						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Total floorspace or Ha lost, to non-employment development, on land allocated for business/ industrial uses (uses falling outside Classes E(g), B2, B8).	Ensure that sufficient land is available for class B2, small B8 and E(g)iii uses in purpose-built premises.	Economic Development	Not previously monitored		Minimal loss of E(g), B2 and B8 uses	Annual Monitoring Report
Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses	Ensuring that sufficient land is available for class B2, small B8 and E(g)iii uses in purpose-built premises.	Economic	Not previously monitored			Planning applications
Policy E04. Pioneer Park						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Number of planning applications received for the uses specified in the policy	To attract foreign direct investment into the emerging space sector and our economic assets led by the University of Leicester Creation of high added value jobs and skills	Economic Development	Not previously monitored		All applications approved should conform to uses specified	Planning Applications
Policy E05. Textile Areas and Neighbourhood Employment Areas						
Total floorspace or ha lost, to non-employment development, on land allocated for	Continue to work with neighbouring authorities to provide	Economic Development	Not previously		No target	Planning Applications

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
business/ industrial uses (uses falling outside Classes E(g), B2, B8). Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses	sufficient employment land within Leicester and across the Housing Market Area (HMA), given the critical dependencies for employment which cross the city's administrative boundaries To support a thriving and diverse economy		monitored			

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Policy E06. St. Georges Cultural Quarter						
Total floorspace delivered for office and on land allocated or designated for such uses business/industrial uses.	To protect and promote the growth of the Cultural Quarter's unique mix of creative industries, cultural facilities	Economic Development	Not previously monitored		No target	Planning Applications
Policy E07. Employment: Support Strategies						
Number of conditions / Section 106 agreements on approved applications which require an	Leicester City Council will support and promote the use of local people and businesses through the	Economic Development	Not previously monitored		100% of relevant applications specified in the policy accompanied by section	Planning applications

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Employment and Skills Plan	construction and implementation stages of development proposals, particularly for large scale major proposals that generate significant levels of employment through the development phase				106 agreements	
Chapter 13	Town Centre and Retail					
Policy TCR01: Hierarchy of Town Centres						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Total retail (Class E(a)) floorspace over 200sqm approved floorspace outside of town centres	To sustain and enhance the vitality and viability of Leicester's hierarchy of town centres by concentrating new shopping and related facilities in them To minimise the disturbance caused by retail development to nearby	Economic	Not previously monitored		No Target	Planning Applications

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	residential areas					
Policy TCR02: Supporting Sustainable Town Centres – Impact Assessments						
Impact Assessments submitted for retail and leisure applications over 200sqm	To sustain and enhance the vitality and viability of Leicester's hierarchy of town centres by concentrating new shopping and related facilities in them	Economic	Not previously monitored, national standards used		100% of relevant applications accompanied by impact assessment	Planning Applications
Chapter 14	**Open Space Sport and Recreation**					
Policy OSSR01: Green Wedges						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Amount of land designated as Green Wedge (Ha)	• Prevent merging of settlements • Guide development form • Provide a "Green Lung" into urban areas • Provide a recreational resource	Environmental/ Social	698.9Ha of land at plan adoption		Maintain amount of land designated	
Policy OSSR02: Development of Open Spaces						
Amount of open space lost due to development (Ha)	Ensure residents have easy access to good quality open space,	Social			Minimise loss of designated space	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	sport, and recreational provision that meets the needs of the city.					
Chapter 16	**Transportation**					
Policy T01. Sustainable Transport Network						
Share of journeys made by public transport or active travel compared with private cars	Healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience.	Environmental				
Policy T02. Climate Change and Air Quality						

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
Air quality within Leicester AQMAs	Improve Leicester's nitrogen dioxide levels towards 2021 WHO targets.	Environmental			10µg/m3 of PM2.5 and NO2to be achieved by 2040	
Chapter 17	Future Minerals and Waste Needs					
Policy FMWN01: New Waste and Existing Waste Uses						
Number of applications for new facilities or extensions to existing facilities received	Leicester City Council will provide a level of waste management capacity that is sufficient to accommodate the quantity of the	Environmental	Not previously monitored		No Target	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	region's waste					
Policy FMWN02: End Of Life Vehicle Facilities						
Number of applications for new facilities or extensions to existing facilities	Leicester City Council will provide a level of waste management capacity that is sufficient to accommodate the quantity of the region's waste	Environmental	Not previously monitored		No Target	
Policy FMWN04: Provision of New Aggregate Recycling Facilities						
Number of applications for new facilities or	Leicester City Council will provide a	Environmental	Not previously		No Target	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
extensions to existing facilities	level of waste management capacity that is sufficient to accommodate the quantity of the region's waste		monitored			
Chapter 18	Development and Infrastructure					
Policy DI01: Developer Contribution and Infrastructure						
Total sum of developer contributions received	The council will continue to secure development-specific infrastructure through the existing regulatory	Economic			No Target	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	framework in mitigating the site-specific impacts of development and the provision of affordable housing					
Policy DI02: Electronic Communications						
Amount of the city covered by superfast broadband (Ha)	The council will also support the provision of new mobile broadband such as 5G, public Wi-Fi provision and communications	Economic/Social			100% Coverage	

Monitoring Indicator	Key Policy Aim / Key Objective	Sustainability Category	Baseline	Assumptions / Notes	Target	Method / Action
	equipment only where it is sensitively designed and does not significantly impact residential amenity					

Appendix 1: Housing Trajectory. September 2022 (2024)

	Completions	Completions	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	
Completions	1050	842															1892
Commitments			3206	1769	811	101	150	531	574	528	720	720	150	150	0	0	9410
CDA			449	449	449	449	449	449	449	449	449	449	449	449	449	449	6286
Allocations			26	109	99	71	131	431	466	470	378	322	259	117	160	29	3068
Windfall						214	214	214	214	214	214	214	214	214	214	214	2354
Total supply	1050	842	3681	2327	1359	835	944	1625	1703	1661	1761	1705	1072	930	823	692	23010
Overall Need	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	2464	39424
Balance	-1414	-1622	1217	-137	-110	-162	-152	-839	-761	-803	-703	-759	-139	-153	-164	-177	-1641

Allocation Site/ Permission Reference	Description	Outstanding Site Capacity (Units)	Completions				Projected											Total	Notes
			2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Completions																			
			1059	543	1545	593												4139	
Commitments																			
20160958/20240085	Ashton Green, Leicester Road/Beaumont Leys Lane/Thurcaston Road	1883								211	211	211	210	210	210	210	210	1883	
20161513	Ashton Green, Leicester Road/Beaumont Leys Lane/Thurcaston Road (159)	159					80	80	39									159	
20221761	Abbey Park Road 49, The Bloc Factory Rear Of (10)	10						10										10	
20212413	Abbey Park Road, Former Advanced Tapes and Bus Depot (109)	109						109										109	
20163355	Northgate Street Soar Lane, Leicester Waterside (337)	337					60	60	60	47								337	
20211510	1 Causeway Lane (100)	100					50	50										100	
20200651	14 Jarvis Street (21)	21						21										21	
20161041 & 20161020 & 20221169	61 Great Central Street (70)	70					28	28	17									70	Plan is shdy accounted for 14 dwellings on this site. This capacity has been discounted from the CDA total figure
20162111	135-140 Highcross Street, rear of 61 Great Central Street (65)	65					50	35										85	
20162053 & 20162664 & 20162060 & 20160954 & 20160956 & 20161543 & 20173258	47 Vaughan Way, Kimberley House (8)	8						8										8	site considered in Plan2 in figure, 67 units already completed, 5 outstanding capacity discounted from CDA figure
20200942	Pool Street, Pool House (281)	281					125	125	101									281	
20011249	Leicester House, Lee Circle (12)	12					12											12	
20150866	21 Horsefair Street (115)	115					30	29	28	28								115	
20162183	97 Churchgate (142)	142						71	71									142	
20171254 & 20230240	Sandacre Car Park (264)	264						66	66	66	66							264	
20230679	3 Horsefair Street, Horsefair House (40)	40						20	20									40	
20211339	Lee Circle, City Industrial units (92)	92					30	30	32									92	
20210727	St Peters Lane & Church Gate, Land at Corner (19)	19					19											19	
20210461	20 St Peters Lane , former Debenhams Store (306)	306						50	50	50	50	50	55					306	
20172136 & 20191256	61-65 Charles Street (7)	7					7											7	
20200878	33-49 Market Street (14)	14					14											14	
20202281	Albion Street 31-35 (38)	38					19	19										38	
20150946	Welford Place, New Walk, King Street, Marlborough St, Welford Rd (17)	17					17											17	
20211864	60 Charles Street (72)	72					10	35	26									72	
20150742	Filbert Street, Limeter Road (361)	361					66	65	60	64	49	47						361	
20220664	Woodgate 88 (39)	39					39											39	
20190484	87-95 Hinckley Road (30)	30					30											30	
20233134	3 Dorset Street (17)	17					17											17	
20221514	Norwood Road, Stocking Farm Neighbourhood Centre (45)	45						15	30									45	979 app approved to reduce this from 50-45 dwellings
20190691	98 Jarrom Street (159)	159					53	53	53									159	
20152063	488A Saffron Lane (14)	14					14											14	
20191299	42 Belgrave Gate, Former ABC Car Park (126)	126					45	41	40									126	
20200287	Hawkins Road, land to rear (39)	39																0	Accounted for in site allocations Site19
20220960	The Newry, Newry Specialist Learning Centre & southfield Infant School, Southfields Drive (53)	53																0	Accounted for in allocations Site063
20230713	Meadow Way, Land Off (100)	100					75	25										100	
20173335	183 Belgrave Road (14)	14					14											14	
20172232	160 Belgrave Road, Belgrave Commercial Centre, Ground to 3rd Floor (38)	38						38										38	
20182187	160 Belgrave Road, Belgrave Commercial Centre, 4th & 5th Floor (9)	9						9										9	
20210514	94 New Walk (17)	17					17											17	
20200769	Leasebrough Road, Rear of 3-65 (37)	37																0	Site considered in allocations site180
20230706	137 Harrison Road (10)	10						10										10	
20221991	61-63 Bendigh Street (10)	10						10										10	
20201190	68 Stancygate Road (10)	10						10										10	
20170762	9 Frewin Street, Layton House (19)	19					19											19	
20190377	32, 34 & 36 Derby/Thorpe Road (18)	18					18											18	
20133315 & 20170819	Glory Lane Towers Hospital Site (Nine Park) (30)	30					8	11										30	
20230911	Hospital Close (100)	100						50	50									100	
20231023	Hospital Close, 15-53 (odd), 18-38 (even) and 40-54 (even) Phase (35)	35								35								35	
Small Sites 5-9 Dwellings																			
20192291	65-67 Knighton Road	5						5										5	
20211609	19-21 Guthridge Crescent	5					5											5	
20221777	5-5 Bramley Road	5						5										5	
20222200	17 Medina Road	6						6										6	
20191979	167-169 Western Road	4					4											4	
20201473	Land & Garages Rear of 94-102 Whitkirk Drive North, 9 Carnfield Rise	9						9										9	
20190804	237 Saffron Lane , Land Adjacent	9					9											9	
20171674, 20171106	52-56 High Street	7					7											7	
20220419	7-9 Horsefair Street	8					8											8	
20220178, 20220179, 20220177, 20220179, 20221454, 20221458	5 Bowling Green Street	1					1											1	
20233040	43-44 Granby Street	5						5										5	
20210521	5 Princess Road West	7					7											7	
20222329	53 Regent Road	8						8										8	
20222404	140 Melton Road	9						9										9	
20220668	125 London Road, Park Hotel	8						8										8	
20221899	9 Salisbury Road	9					9											9	
20203358	303 London Road	5					5											5	
20221334	33A Bromley Road	8						8										8	
20192230	Ashfield Road - Brookfield Bowling And Social Club	1					1											1	
20201547	100 Osborne Road, Land Adj	5					5											5	
20211525	384 Gipsy Lane	6						6										6	
20200972	126-128 Uppingham Road	4					4											4	
20211167	122 Dillon Road	3					3											3	
20211473	Groby Road, Land adj to Woodland Retreat	2					2											2	
20231344	18 Blackmore Drive	4						4										4	
20151721	Hamelin Road, Former Queensmead Junior School	82					60	22										82	
20211469	19 Throsgland Close	2					2											2	
20151729	Tilling Road	73					73											73	
20220390	52 Lomond Crescent	1					1											1	
20211783	68A Roydene Crescent	2					2											2	
20220958	72 Alma Street	1					1											1	
20211508	32-34 Foxes Road Central, Maurice Residential Home	33					33											33	
20230569	160 Hinckley Road, Wyggeston Hospital (Woolcotes Drive, Cherrytrees Special School)	9						9										9	
20232021	27 Sykefield Avenue	2						2										2	
20222128	33 Westleigh Road	4						4										4	
20202099	93 Heyworth Road	2					2											2	
20210071	63 Aylestone Drive	3					3											3	
20233363	23 Broomfield Crescent	2						2										2	
20232283	418 Thurcaston Road	1						1										1	
20222394	53-55 Swithland Avenue	2						2										2	
20221728	61 Gipsyvale Street	1					1											1	
20232128	311 Saffron Lane	1						1										1	
20230475	56 Windley Road	3						3										3	
20211564	185 Loughborough Road	2					2											2	

20231762	83-87 Wellington Street, Baker And Sears, Flat 4	1						1										1	
20230944	103 Northdene Road	2						2										2	
20221390	1 Parvian Road	2						2										2	
20220086	28 Asquith Boulevard	2							2									2	
20231403	16 Elmfield Avenue	2							2									2	
20230652	34 Huntingdon Road	2						2										2	
20220504	17 Marbval Road	2						2										2	
20210266	126 Evington Lane	3					3											3	
20211686	4 Ardleigh Road	3					3											3	
20232236	195 Scraptoft Lane	1						1										1	
20231045	44 Thurnview Road	3						3										3	
20222123	250 Sandhills Avenue	3						3										3	
20231955	13 Farnley Road	2							2									2	
20221098	46 Little Holme Street	349																0	Accounted for in allocation site15
20210523	Highcross Street, Great Central Street and All Saints Open	88						44	44									88	
20222241	176-178 Highcross Street	13							13									13	Site considered in plan4Lie for 27 units (20219022P) 13 capacity has been discounted from ICDA figure
20201364	45 Thirlmere Street, Adj	6					6											6	
20201470	36 Millstone Lane	28					28											28	
20201133	9-11 Marble Street	32					32											32	
20221990	55 Watford Road, James House	302						100	100	102								302	
20200936	100 Watford Road, Rear of	62							62									62	
20211974	115 Aylestone Road	243					100	100	43									243	99 Capacity considered in plan4Lie study (202090137P). 99 discounted from CDA capacity
20200644	57 Rutland Street, International Hotel	445					110	110	110	115								445	
20182594	2-4 Colton Street (Fourth Floor)	11					11											11	
20181815	2-4 Colton Street (Ground, First, Second & Third Floors)	35					35											35	
20181816	2-4 Colton Street (Fifth Floor)	18					18											18	
20180567	96 New Walk	20					20											20	
20190864	23 De Montfort Street	11					11											11	
20182726 & 20221932	188 Watford Road	19						19										19	
20192082	186 Watford Road	43					43											43	
20212274	113-117 London Road	19					19											19	
20211424	170 London Road	5						5										5	
	Total Commitment	7665	0	0	0	0	1644	1706	1101	738	376	308	265	210	210	210	210	210	7188	
	Strategic Allocations																		
	CDA	8178					815	815	815	815	815	815	815	815	815	815	814	814	8178	
702	Former Western Park Golf Course (SL02)	412												50	100	100	100	63	413	
383	Land to East of Ashton Green (SL03)	670										30	80	100	130	130	130	80	670	
261	Land to North of A46 Western Bypass (SL04)	420									50	50	50	50	50	50			420	Deliverability info updated from hearings in response to promoter statement 28/10/24 (Action 59)
306, 718, 1054	Land West of Anstey Lane (SL05)	336										42	82	82	82	82	57	51	336	
	Non Strategic Allocations																			
15	Land to south of St Augustine Road/west of Duns Lane	349						100	100	100	49								349	Site capacity reflecting site permission no 20221890
19	Velodrome Saffron Lane	38					38												38	Site capacity reflecting permission 20200227
190	Lanesborough Road - Former Allotments	37						10	27										37	Site capacity reflecting permission 20200789
219	Land rear of Bonesdale Avenue/Harrison Road allotments	53												37	16				53	
222	Evington Valley Road (Former Dunlop Works) (PS089/18) (Northern half of PSO area)	48								16	16	16							48	Approved Application for change of use to a shop as small area, shouldn't impact capacity
240	114-116 Woolarn Road	5								5									5	suggested for higher capacity (action 137) recorded at 35dph to remain consistent with other sites. Also removed from windfall figure
297	Stanley Road - The Exchange	35							35										35	
307	Mary Gee Houses - 101-107 Ratcliffe Road	40							10	30									40	Timescales adjusted to account for demolition 29/10/2024 (Action 146)
335	Manor House Playing Fields - Narborough Road	14											14						14	
449	Allerton Gardens Open Space	25											25						25	
451	Brent Knowle Gardens	13										13							13	
501	Croyland Green	9										9							9	Site removed from windfall figure to avoid double counting
505	Dorothy Road/Linden Street/Constance Road	31																31	31	
535	Telford Road Open Space	58										30	28						58	
539	Glovers walk open space	34														17	17		34	
549	Hockley Farm Road open space	6														6			6	
557	Ireton Avenue Open Space	54										10	26	18					54	
559	Judgemeadow Community College playing fields	13															13		13	
569	Knaford Way/ Dogwith Drive Open Space	33									4	16	13						33	
577	Land adjacent Kaufman Lane/Preston Rise	33											33						33	
589	Land to east of Beaumont Leys Lane	34										4	16	14					34	
620	Morton Walk Open Space	9											9						9	Site removed from windfall figure to avoid double counting
626	Neston Gardens green space/Mud Dumps	47															30	17	47	Capacity likely to be reduced as part of Main Modifications (Action 138)
629	Nethethall Road Open Space	77											30	30	17				77	
631	Newton Parade/ Croxford Way	13											13						13	
646	Rowcliffe Gardens	53														36	36		53	
647	Rowarth Open Space	36									18	18							36	
648	Rowleth Green	16										5	6						16	
669	Sewardine Gardens	11												11					11	
684	Land adjacent to Palmitos Leisure Centre	15											15						15	
715	Land North of Gorse Road	35										35							35	
960	Land West of Bede Island Road (Braunstone Gate)	20								20									20	Capacity increased in response to (Action 142) regarding pre applications for the site
961	Watford Road Playing Fields. Adj to 614 Watford Road	14									14								14	
962	Amenity Land Between Coleman Road and Goodwood Road (East of Hazelnut Close and Ellwood Close)	9								9									9	Site removed from windfall figure to avoid double counting
963	Southfields Infant School and Newry Specialist Learning Centre	53						28	25										53	Capacity increased in response to planning application 20220960
992	Woodstock Road	5												5					5	suggested for higher capacity (action 137) recorded at 35dph to remain consistent with other sites. Also removed from windfall figure
1001	Phillips Crescent	5												5					5	suggested for higher capacity (action 137) recorded at 35dph to remain consistent with other sites. Also removed from windfall figure
1007	Glazebrook Square	12									12								12	
1030	Land the to the west of Dysart Way	9									9								9	Site removed from windfall figure to avoid double counting
1034	Forest Lodge Education Centre, Charnor Road	33					3	30											33	
1037	Scanna Shed	22																22	22	
1039	Bilton St/Wichurn Rd	17													17				17	
1041	Land off Hazeldene Road Adj. Kestrel's Field Primary School	21													21				21	
1042	Land off Measham Drive (Phase 2) (former playing fields)	53								27	26								53	
	Total Allocation	9540	0	0	0	0	41	168	183	307	198	311	453	402	443	378	387	233	3363	
	Windfall																			
			0	0	0	0	0	0	0	200	205	205	205	204	214	214	214	214	1875	
	Total Supply (Annual)		1050	842	1645	592	2200	2389	1798	1660	1294	1339	1438	1331	1362	1317	1295	1160	22732	
	Cumulative Supply		1050	1892	3537	4129	6329	8718	10516	12176	13470	14809	16247	17578	18940	20277	21572	22732		
	Plan Requirement (annual)		1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	20736	
	Cumulative Need		1296	2592	3888	5184	6480	7776	9072	10368	11664	12960	14256	15552	16848	18144	19440	20736		
	Balance		-246	-654	349	-704	904	1093	502	364	-2	43	142	35	86	21	-1	-136	1996	
	Cumulative Difference		-246	-700	-351	-1055	-151	942	1444	1808	1806	1849	1991	2026	2112	2133	2132	1996		

Appendix 2: Housing Land Supply Calculations (Sedgefield Method)

Sedgefield Method																	
Plan Year		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Housing Supply Component	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	Total
Completions	1050	842	1645	592													
Commitments					1644	1706	1101	738	376	308	265	210	210	210	210	210	7188
CDA					515	515	515	515	515	515	515	515	515	515	514	514	6178
Allocations					41	168	182	207	198	311	453	402	443	378	357	222	3362
Windfall					0	0	0	200	205	205	205	204	214	214	214	214	1875
Total Supply	1050	842	1645	592	2200	2389	1798	1660	1294	1339	1438	1331	1382	1317	1295	1160	22732
Cumulative Supply	1050	1892	3537	4129	6329	8718	10516	12176	13470	14809	16247	17578	18960	20277	21572	22732	
Overall Need	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	20736
Cumulative Need	1296	2592	3888	5184	6480	7776	9072	10368	11664	12960	14256	15552	16848	18144	19440	20736	20736
Balance	-246	-454	349	-704	904	1093	502	364	-2	43	142	35	86	21	-1	-136	1996
Cumulative Difference	-246	-700	-351	-1055	-151	942	1444	1808	1806	1849	1991	2026	2112	2133	2132	1996	
Expected 5 year Supply					9341	8480	7529	7062	6784	6807	6763	6485					
Additional Need					211	211	211	211	211								
5 Year Need + 20% Buffer					9042	9042	9042	9042	9042								
5 Year Need + 5% Buffer										6804	6804	6804					
Land Supply (Years)					5.16534	4.68923	4.16335	3.90511	3.75138	5.0022	4.96987	4.76558					

Appendix 3: Heritage Local Lists

Conservation Areas in Leicester

Number	Name of the Conservation Area	Ward(s)
1	Ashleigh Road	Westcotes
2	All Saints	Abbey
3	Aylestone Village	Aylestone
4	Belgrave Hall	Belgrave/Abbey
5	Braunstone Village	Braunstone Park and Rowley Fields
6	Castle	Castle/Westcotes
7	Church Gate	Castle
8	Evington Footpath	Stoneygate
9	Evington Village	Evington
10	Greyfriars	Castle
11	Granby Street	Castle
12	High Street	Castle
13	Knighton Village	Knighton
14	Loughborough Road	Belgrave
15	Market Place	Castle
16	Market Street	Castle
17	New Walk	Castle

18	Old Humberstone	Humberstone and Hamilton/Troon
19	St George's	Castle
20	South Highfields	Stoneygate/Castle
21	Spinney Hill Park	Spinney Hills/North Evington/Wycliffe
22	Stoneygate	Knighton/Castle/Stoneygate
23	Town Hall Square	Castle
24	West End	Westcotes
25	St Paul's	Fosse

a) Local Heritage Assets in Leicester

Name	**Street**	**Ward**
No. 330, Reorganised Church of Jesus	Abbey Lane	Abbey
Mile Post (London 100)	Abbey Lane	Abbey
Chimneys & Water Tower of Former Wolsey Factory	Abbey Meadows	Abbey
Bandstand	Abbey Park	Abbey
Bathing Steps	Abbey Park	Abbey
Footbridge	Abbey Park	Abbey
Refreshment Rooms (inc. Wolsey Statue)	Abbey Park	Abbey
No. 10, RSSB Meeting Halls, Former School	Abbey Park Street	Belgrave
No. 21, Abbey Mill	Abbey Park Street	Belgrave
The Wolsey Building, Wolsey Mill Frontage	Abbey Park Street	Belgrave
1950s Council Housing Blocks: Auburn,	Aikman Avenue	Western

Name	Street	Ward
Bentburn, Crayburn, Deansburn, Emburn, Fairburn & Gorseburn Houses		
No. 277-311, Shopping Arcade (inc. 2-36 Elgin Avenue)	Aikman Avenue	Western
Black Boy PH	Albion Street	Castle
Lodge & Covered Reservoir, Leicester Water Centre	Anstey Lane	Beaumont Leys
Jame Mosque	Asfordby Street	North Evington
Avenue Primary School	Avenue Road Extension	Castle
Granby Primary School	Aylestone Road	Aylestone
Leicester Co-Operative Store	Aylestone Road	Aylestone
Former Railway Sheds, Gas Depot	Aylestone Road	Saffron
Gas Service Centre, Gas Depot	Aylestone Road	Saffron
Christ Church United Reformed	Barbara Road	Braunstone Park & Rowley Fields
No. 2, Wyvern Arms PH	Barkby Road	Rushey Mead
No. 3	Barrington Road	Knighton
No. 6 & 8	Barrington Road	Knighton
No. 7	Barrington Road	Knighton
No. 9	Barrington Road	Knighton
No. 16	Barrington Road	Knighton
No. 133, Former Hoskins' Brewery	Beaumanor Road	Abbey

Name	Street	Ward
St Patrick’s Church	Beaumont Leys Lane	Abbey
No. 25 - 27	Bede Street	Westcotes
GCR Bridge Over River Soar	Bede Street	Westcotes
No. 106 - 108	Belgrave Gate	Castle
No. 123, Former Diamond Jubilee PH	Belgrave Gate	Castle
Haymarket Theatre	Belgrave Gate	Castle
Royal Oak Public House	Belgrave Gate	Castle
Sculpture by Hubert Dalwood (outside Haymarket Theatre)	Belgrave Gate	Castle
170, Leicester Square	Belgrave Gate	Castle
60, Mile Post (London 98, Harboro 15, Loughb’ro 11)	Belgrave Gate	Castle
No. 87	Belgrave Road	Belgrave
No. 32	Belgrave Road	Belgrave
No. 54	Belgrave Road	Belgrave
Shree Sanatan Centre, Former School	Belper Street	Belgrave
No. 20	Belvoir Street	Castle
No. 24	Belvoir Street	Castle
No. 26	Belvoir Street	Castle
No. 30 - 32	Belvoir Street	Castle
No. 43	Belvoir Street	Castle

Name	Street	Ward
Dutch Gable Frontage To Industrial Units 3-7	Benson Street	North Evington
Durham Ox PH	Birstall Street	Belgrave
Lodge to Braunstone Park	Braunstone Avenue	Braunstone Park & Rowley Fields
No. 47 -79 (odds)	Braunstone Gate	Westcotes
No. 58 - 64 (evens)	Braunstone Gate	Westcotes
Bridge Parapet over Old River Soar	Braunstone Gate/Western Boulevard	Westcotes
Former Victoria Model Lodging House, Now Part of No. 11-13, Kirtons Bakery	Britannia Street	Wycliffe
No. 47	Briton Street	Westcotes
No. 12, Former St Luke's School	Brougham Street	Wycliffe
No. 67-71, Vinola House (& 191 Ross Walk)	Bruin Street	Belgrave
Abbey Primary School	Bruin Street	Belgrave
Former Boot & Shoe Factory, nos. 11-19	Brunswick Street	Wycliffe
Nos. 21-27	Brunswick Street	Wycliffe
No. 27, Former Pineapple PH	Burleys Way	Abbey
No. 1, Formerly The Manchester PH	Burns Street	Castle
King Edward VII Post Box, outside no. 2	Bushby Road	North Evington
Caldecote Primary School	Caldecote Road	Braunstone Park & Rowley Fields
No. 11, Former Leeson's Factory	Canning Place	Abbey

Name	Street	Ward
Former Blue Moon PH	Carlisle Street	Fosse
No. 109, Wool Pack PH	Catherine Street	Belgrave
Church of The Nativity	Cavendish Road, Richmond Road	Saffron
No. 87, Royal Standard PH	Charles Street	Castle
No. 91, Halford House, Formerly Alliance & Leicester Building Society	Charles Street	Castle
No. 92 - 94	Charles Street	Castle
No. 115, City Hall, Formerly Attenborough House	Charles Street	Castle
No. 185, Rainbow & Dove PH	Charles Street	Castle
No. 193	Charles Street	Castle
Beckett’s Buckets	Charles Street	Castle
No. 45	Chatham Street	Castle
Electricity Sub-Station adjacent to No. 45	Chatham Street	Castle
No. 90 - 96, Former Barclays Bank	Clarendon Park Road	Castle
No. 219, Leicester Sikh Centre	Clarendon Park Road	Castle
Knighton Library	Clarendon Park Road	Castle
No. 89-91, Former Wooden Heel Factory	Constance Road	Spinney Hill
Belgrave Library	Cossington Street	Belgrave
Sports Centre	Cossington Street	Belgrave

Name	Street	Ward
Curzon Works	Curzon Street	Belgrave
No. 2, Former Church of Christ	Dashwood Road	Stoneygate
Electricity Sub-Station, Adjacent No. 5	Doncaster Road	Belgrave
Former Boot & Show Factory, no. 40 (Inc. 28 Linden Street/43-45 Constance Road)	Dorothy Road	Spinney Hills
No. 15, Former Consanguintarium	Earl Howe Street	Wycliffe
No. 16, Former Chilprufe Factory	East Park Road	North Evington
Imperial Buildings	East Park Road & Rolleston Street	North Evington
No. 378, Frontage to Former Evington Cinema	East Park Road	Spinney Hill
No. 2	Egginton Street	Spinney Hill
No. 7	Elmsleigh Avenue	Knighton
Former Co-Operative Stables, No. 2B	Empire Road	Fosse
Former Zion Chapel	Erskine Street	Castle
Mayflower Methodist Church	Ethel Road	Spinney Hill
Faircharm Estate, Former St Mary's Mills	Evelyn Drive	Braunstone Park & Rowley Fields
Mayflower Primary School	Evington Drive	Spinney Hill
Masjid Umar Mosque	Evington Drive, Evington Lane	Stoneygate
St Philip's Church	Evington Lane	Stoneygate
Golf Club House, Leicestershire Golf Club	Evington Lane	Evington
Victoria R Post Box, adjacent No. 155	Evington Lane	Evington

Name	Street	Ward
Electricity Sub-Station adjacent to No. 228	Evington Road	Stoneygate
No. 18 - 24 (evens)	Evington Street	Wycliffe
Dunlop Buisness Centre, Former Dunlop Works	Evington Valley Road	Spinney Hill
Electricity Sub-Station Adjacent To Supra House	Evington Valley Road	Spinney Hill
National Space Centre	Exploration Drive	Abbey
Carrick Point	Falmouth Road	Evington
No. 72, Former Sturdee Mills Factory	Forest Road	North Evington
Gatehouse to Former Borough Fever & Smallpox Hospital	Fosse Lane	Fosse
No. 140B, Former Methodist Church & Hall	Fosse Road North	Fosse
No. 354 - 364	Fosse Road North	Fosse
No. 366, Estonian House	Fosse Road North	Fosse
Tram Shelter at Junction With Groby Road	Fosse Road North	Fosse
No. 249, Formerly Westfield Hall	Fosse Road South	Braunstone Park & Rowley Fields
No. 281, Vicarage	Fosse Road South	Braunstone Park & Rowley Fields
Holy Apostles Church	Fosse Road South	Braunstone Park & Rowley Fields
No. 1, Black Horse PH	Foxon Street	Westcotes
No. 62	Friday Street	Abbey
No. 72-74, Former Corporation Depot	Friday Street	Abbey

Name	Street	Ward
No. 20, Frog Island Mills	Frog Island	Abbey
North Bridge	Frog Island	Abbey
17, Foresters Arms PH	Frog Island	Abbey
No. 1 & 3	Gaddesby Avenue	Braunstone Park & Rowley Fields
No. 2 - 6	Gallowtree Gate	Castle
No. 10 - 12	Gallowtree Gate	Castle
No. 18 - 26	Gallowtree Gate	Castle
Sporting Success Sculpture	Gallowtree Gate	Castle
1, Garden Street Slum House	Garden Street	Castle
No. 1A, Tajdaar e Madina, Former Free Library	Garendon Street	Wycliffe
No. 52, The Font PH, Former Harrison & Hayes Hosiery Factory	Gateway Street	Castle
Thurnby Lodge Primary School	Gervas Road	Thurncourt
BAPS Shri Swaminarayan Mandir	Gipsy Lane	Rushey Mead
Gurdwara Shri Guru Dashmesh Sahib, Former Gipsy Lane Hotel	Gipsy Lane	Rushey Mead
Rushey Mead Primary School	Gipsy Lane	Rushey Mead
Church of Our Lady of Good Counsel	Gleneagles Avenue	Rushey Mead
No. 119, 119A, 119B & 119C	Glenfield Road	Western
No. 165, Former St Cathrine’s Convent	Glenfield Road	Western
Christ the King Catholic Primary School	Glenfield Road	Western

Name	Street	Ward
St Andrew’s Methodist Church & Hall	Glenfield Road East	Fosse
Blessed Sacrament Church	Gooding Avenue	Braunstone Park & Rowley Fields
Island Place	Gooding Avenue	Braunstone Park & Rowley Fields
Sparkenhoe Community Primary School Annexe	Gopsall Street	Wycliffe
Abbey Park Weir	Grand Union Canal	Abbey
Evans Weir	Grand Union Canal	Abbey
Hitchcocks Weir & Footbridge over Old Mill Race	Grand Union Canal	Abbey
Limekiln Lock	Grand Union Canal	Abbey
North Lock & Bridge	Grand Union Canal	Abbey
Swans Nest Weir	Grand Union Canal	Abbey
Aylestone Mill Lock & Bridge	Grand Union Canal	Aylestone
Belgrave Lock	Grand Union Canal	Belgrave
Freemen’s Lock	Grand Union Canal	Westcotes
Freemen’s Weir	Grand Union Canal	Westcotes

Name	Street	Ward
St Mary's Mill Lock	Grand Union Canal	Westcotes
Flood Water Marker	Grand Union Canal	Westcotes
Twelve Arches Railway Bridge	Grand Union Canal, River Soar	Westcotes
No. 25, Mansion Court, Former Russells' Factory	Grasmere Street/Eastern Boulevard	Saffron
No. 52-54, Former Great Central Station (inc. Parcel Building)	Great Central Street	Abbey
Central House	Great Central Street	Abbey
Great Central Railway Station Viaduct	Great Central Street/Jarvis Street	Abbey
Shaftesbury Hall, 3 Holy Bones (inc. 12-14 Great Central Street)	**Great Central Street**	**Abbey**
~~Great Central Street~~	~~Abbey~~	
Bridge over the River Biam	Great Central Way	Braunstone Park & Rowley Fields
No. 234, Lancaster Arms PH	Green Lane Road	North Evington
Picadilly Cinema, Former North Evington Working Mens Club	Green Lane Road	North Evington
Crematorium & Chapels, Gilroes Cemetery	Groby Road	Beaumont Leys
Glenfrith House, Leicester Frith Hospital	Groby Road	Beaumont Leys
Jewish Chapel, Gilroes Cemetery	Groby Road	Beaumont Leys

Name	Street	Ward
Lodge & Entrance Gates/Railings, Gilroes Cemetery	Groby Road	Beaumont Leys
No. 16	Guilford Road	Knighton
Nos. 17 & 19	Guilford Road	Knighton
Former Mortuary Building, Leicester General Hospital	Gwendolen Road	Evington
Former North Evington Infirmary Building, Leicester General Hospital	Gwendolen Road	Evington
Hadley House, Leicester General Hospital	Gwendolen Road	Evington
No. 258 - 260	Gwendolen Road	Spinney Hill
No. 345, Formerly Highcross House	Gwendolen Road	Spinney Hill
Oak House, Formerly Crown Hills House	Gwendolen Road	Spinney Hill
Manor House Neighbourhood Centre	Haddenham Road	Braunstone Park & Rowley Fields
Nos. 1 - 14	Haig Place, Braunstone Avenue	Braunstone Park & Rowley Fields
Nos. 15-17	Halford Street	Castle
St Luke’s Church & Hall	Halifax Drive	Abbey
Shree Mandata Samaj Sahayak Mandal, No. 1	Harrington Road	Wycliffe
Carey Hall Baptist Church, no. 159	Harrison Road	Rushey Mead
Methodist Church & Hall	Harrison Road	Rushey Mead
No. 2 Heathley Park, Former Lodge to Borough Isolation Hospital	Heathley Park Drive/Groby Road	Beaumont Leys

Name	Street	Ward
No. 6 Rowlinson Court, Former Borough Isolation Hospital	Heathley Park Drive/Groby Road	Beaumont Leys
Former Knighton Fields House, Knighton Fields Centre	Herrick Road	Knighton
Knighton Fields Centre,Former Domestic Science Training College	Herrick Road	Knighton
The Lodge, Braunstone Park	Hinckley Road	Braunstone Park & Rowley Fields
No. 60B	Hinckley Road	Westcotes
St Peter's Church	Hinckley Road	Westcotes
Wyggeston's Hospital Chapel	Hinckley Road	Westcotes
No. 400	Hinckley Road	Western
No. 445 - 445A	Hinckley Road	Western
Dovelands Primary School	Hinckley Road	Western
Springfield, no. 408	Hinckley Road	Western
Tram Shelter East of Western Park Entrance	Hinckley Road	Western
Western Park Bandstand	Hinckley Road	Western
Western Park Bowling Pavilions	Hinckley Road	Western
Western Park Gates	Hinckley Road	Western
St Guthlac's Church	Holbrook Road	Knighton
No. 2, Former Coach & Horses PH	Hollington Road	Stoneygate
No. 5, Coventry Building Society	Humberstone Gate	Castle
Tower to Former Lewis's Store	Humberstone Gate	Castle

Name	Street	Ward
Fulhurst Community College	Imperial Avenue	Braunstone Park & Rowley Fields
No. 19, Swan & Rushes PH	Infirmary Square	Castle
Knighton Street Offices, Leicester Royal Infirmary	Infirmary Square	Castle
Pedestrian Shelter In Grounds of Leicester Royal Infirmary	Infirmary Square	Castle
Inglehurst Junior School	Ingle Street	Fosse
No. 2, Former Generator House	Jarvis Street	Abbey
No. 2 - 14 (even)	Jubilee Road	Castle
All Saints Church	Kerrysdale Avenue	Rushey Mead
St Paul’s Former Vicarage	Kirby Road	Fosse
Railway Bridge	Knighton Fields Road East	Saffron
Railway Viaduct	Knighton Lane East	Knighton
Church of St Thomas More	Knighton Road	Knighton
Old Christians Meeting House, no. 51	Laburnum Road	Humberstone & Hamilton
Richard Attenborough Arts Centre	Lancaster Road	Castle
No. 70 & 80 (inc. 89 Richmond Road), Former Police & Fire Station & Free Public Library	Lansdowne Road	Saffron
Fleet House, Former British Steam Specialities Factory	Lee Circle	Castle
Lee Circle Car Park	Lee Circle	Castle

Name	Street	Ward
The Old (Methodist) Chapel	Leicester Street	North Evington
No. 112, Victoria Jubilee PH	Leire Street	Rushey Mead
No. 96, Summer Hill	Letchworth Road	Western
No. 100	Letchworth Road	Western
No. 105	Letchworth Road	Western
No. 106	Letchworth Road	Western
No. 121	Letchworth Road	Western
No. 123	Letchworth Road	Western
No. 128, Lyndhurst	Letchworth Road	Western
Linden House, No. 55	Linden Street	North Evington
The Linwood Centre	Linwood Lane	Saffron
Bridge Parapet Opposite Railway Station	London Road	Castle
No. 413, Sefton House	London Road	Knighton
No. 421, Cottesmore	London Road	Knighton
No. 429, Ventnor	London Road	Knighton
No. 436, Rathlin	London Road	Knighton
No. 453, Old Stoneygate Tram Depot	London Road	Knighton
Eastern Boundary Wall To Leicester High School For Girls	London Road	Knighton
Former Portland House, Leicester High School For Girls	London Road	Knighton
George V Post Box, Outside Railway Station	London Road	Knighton

Name	Street	Ward
No.45, Former Print Works	London Street	North Evington
No. 31	Lower Brown Street	Castle
Nos. 38 & 40	Marsden Lane	Aylestone
Former St Paul's Church	Melbourne Road	Spinney Hill
Melbourne Centre	Melbourne Road	Spinney Hill
No. 2	Melbourne Road	Wycliffe
New Testament Church of God	Melbourne Road	Wycliffe
No. 63 & 63A, Cantabury House, Former Church of St Michael & All Angels	Melton Road	Belgrave
No. 98-100, Former Cinema	Melton Road	Belgrave
Sacred Heart Church & Parish Club	Mere Road	North Evington
Queens Building, De Montfort University	Mill Lane	Castle
No. 255, Milligan House	Milligan Road	Aylestone
No. 2 - 16 (evens)	Morland Avenue	Knighton
No. 3, 5 & 7	Morland Avenue	Knighton
No. 17, 19 & 21	Morland Avenue	Knighton
No. 23	Morland Avenue	Knighton
No. 1	Morland Avenue	Knighton
No. 317 - 355 (odd)	Narborough Road	Braunstone Park & Rowley Fields
No. 230, Former Tram Depot	Narborough Road	Braunstone Park & Rowley Fields

Name	Street	Ward
No. 330, Electricty Sub-Station	Narborough Road	Braunstone Park & Rowley Fields
No. 332, Lodge to Former Manor House	Narborough Road	Braunstone Park & Rowley Fields
Tram Shelter South of Haddenham Road	Narborough Road	Braunstone Park & Rowley Fields
Trinity Methodist Church & Hall	Narborough Road	Braunstone Park & Rowley Fields
No. 2 - 10	Narborough Road	Westcotes
No. 22	Narborough Road	Westcotes
No. 24 & 26	Narborough Road	Westcotes
Elim Pentecostal Church & Hall	Narborough Road	Westcotes
Library	Narborough Road	Westcotes
The Huntsman PH (inc. Coachhouse)	Narborough Road	Westcotes
Horse Trough	Narborough Road	Westcotes
No. 3, Former Kapital Buildings	Navigation Street	Abbey
162, Masjid Usman Mosque	Nedham Street	Wycliffe
No. 66, Leicester Electricity Sports Pavilion	New Bridge Street	Saffron
Church of the Mother of God	New Parks Boulevard	Western
No. 20, Former Education Department Building	Newarke Street	Castle
Allen House	Newarke Street	Castle
No. 9-11, Minster House	Northampton Street	Castle

Name	Street	Ward
Former Northfield House, Northfield House Primary School	Northfield Road	Troon
No. 1, Former Red Cow Hotel	Orchard Street	Castle
No. 28, Former Grammar School	Oxford Street	Castle
No. 53	Oxford Street	Castle
Former Entrance Arch to J.E. Pickard's Wool Spinning Mill	Oxford Street	Castle
Jain Centre	Oxford Street	Castle
Stocking Farm Community Centre	Packwood Road	Abbey
The Old Transformer Station	Painter Street	Abbey
New Parks House, New Parks Primary School	Pindar Road	Western
No. 40, Former Lodge to Humberstone House	Pine Tree Avenue	Humberstone & Hamilton
No. 42, Former Lodge to Humberstone House	Pine Tree Avenue	Humberstone & Hamilton
Pine Cottage	Portland Towers	Knighton
Portland Lodge	Portland Towers	Knighton
Portland Towers	Portland Towers	Knighton
No. 140, Former Steam Laundry	**Queens Road**	**Castle**
Brice Memorial Hall	Queens Road	Castle
Regent College (inc. Gates & Lodge)	Regent Road	Castle
Blind Arcading to Railway Cuttings	Regent Street	Castle
Willowbrook Primary School	Roborough Green	Thurncourt

Name	Street	Ward
The ZIP Building, nos. 39-41	Rydal Street	Saffron
New Parks Reservoir	Sacheverel Road	Western
Former Leicester Frith Farm	Sangha Close	Beaumont Leys
No. 12, Former Vicarage	Scott Street	Castle
No. 75	Shanklin Drive	Knighton
Remains of Great Central Railway over River Soar	Slater Street & Ravensbridge Drive	Abbey
Bridge over River Soar (inc. Old Bridge Foundations)	Soar Lane	Abbey
12 & 14	Somerville Road	Braunstone Park & Rowley Fields
No. 22, Ulverscoft	South Knighton Road	Knighton
Former Shakespeares Head PH	Southgates	Castle
Former Wholesale Market Terracotta Relief Panels	St Augustine Road	Fosse
No. 64, Former GCM Factory	St Barnabas Road	North Evington
Former Vicarage (Part of St Barnabas Primary School)	St Barnabas Road	North Evington
St Barnabas School	St Barnabas Road	North Evington
Former Corah Factory	St John Street	Abbey
St Aidan’s Church	St Oswald Road	Western
No. 2, Former Vicarage	St Peters Road	Wycliffe

Name	Street	Ward
No. 300, Former Corona Works	St Saviours Road	North Evington
No. 308, Former Smith, Faire & Co. factory	St Saviours Road	North Evington
No. 352 - 358, Former Faraday Works	St Saviours Road	North Evington
No. 451, Former Wildt Mellor Bromley Factory	St Saviours Road	Spinney Hill
Queen Victoria Diamond Jubilee Plaque, on No. 323 - 333 (odds)	St Saviours Road	Spinney Hill
No. 1A	Stamford Street	Castle
Stamford Buildings (Grahame Gardner Factory)	Stamford Street	Castle
Janazahgah (Muslim Prayer Building), Saffron Lane Cemetery)	Stonesby Avenue	Eyres Monsell
No. 83 & 85, Evington Parks	Stoughton Drive North	Stoneygate
Natural House	Stoughton Lane	Evington
St Hugh’s Church	Sturdee Road	Eyres Monsell
Evita House, Former Railway Goods Shed	Sussex Street	Wycliffe
Railway Arches	Sussex Street	Wycliffe
Road Bridge over Railway	Swain Street	Spinney Hill
No. 38 - 46 (inc. No. 132 Beaconsfield Road & No. 171 Upperton Road)	Sykefield Avenue	Westcotes
No. 49 & 51 (inc. No. 173 & 175 Upperton Road)	Sykefield Avenue	Westcotes
No. 14 - 24	Talbot Lane	Aylestone
Ariel Industries Factory	Temple Road	North Evington

Name	Street	Ward
Crabtree Cottages	Thurcaston Road	Beaumont Leys
Tudor PH	Tudor Road	Fosse
Attenborough Building, University of Leicester	University Road	Castle
Bennett Building, University of Leicester	University Road	Castle
Charles Wilson Building, University of Leicester	University Road	Castle
Chemistry (Research) Building, University of Leicester	University Road	Castle
Chemistry (Teaching) Building, University of Leicester	University Road	Castle
Library, University of Leicester	University Road	Castle
Percy Gee Building, University of Leicester	University Road	Castle
Physics Building, University of Leicester	University Road	Castle
Rattray Lecture Theatre, University of Leicester	University Road	Castle
The Gatehouse, University of Leicester	University Road	Castle
Wyggeston & Queen Elizabeth I College	University Road	Castle
Former Eagle Brewery	Upper Charnwood Street/Vulcan Road	Wycliffe
No. 2, The Old Railway Shed, Former CPH Thurmaston	Upperton Road	Westcotes
Liberty Statue	Upperton Road	Westcotes
Two Former Great Central Railway Bridges over the Old River Soar	Upperton Road	Westcotes
No. 243-249, Co-Op	Uppingham Road	Evington

Name	Street	Ward
Humberstone Park House, Lodge & Stable Block	Uppingham Road	Evington
Tram Shelter to West of Humberstone Park	Uppingham Road	Evington
No. 1, Former Uppingham Hotel	Uppingham Road	North Evington
No. 78, Baptist Church	Uppingham Road	North Evington
No. 104, Former Stationmaster's House	Uppingham Road	North Evington
Spinney Hill Primary School & Community Centre	Ventnor Street	Spinney Hill
No. 292 - 304 (evens)	Victoria Park Road	Castle
Vulcan House, Former Gimson Building	Vulcan Road	North Evington
Thurmaston Day Nursery, Formerly Calby Lodge	Warren Drive	Troon
No. 39 - 41, Former Jemsox Factory	Welford Road	Castle
No. 203, The Donkey PH	Welford Road	Castle
Cemetery Gates & Boundary Wall, Welford Road Cemetery	Welford Road	Castle
George V Post Box, Outside No. 48	Welford Road	Castle
Grave of Thomas Cook, Welford Road Cemetery	Welford Road	Castle
Wakerley Family Monument, Welford Road Cemetery	Welford Road	Castle
No. 495, Lodge	Welford Road	Knighton
No. 517 - 519	Welford Road	Knighton
No. 2 - 4, LCC Adult Education College	Wellington Street	Castle

Name	Street	Ward
No. 70, The Pick Building	Wellington Street	Castle
No. 7-9, The Clarendon PH	West Avenue	Castle
No. 19, Church of the Martyrs Hall	Westcotes Drive	Westcotes
Frontage to Electricty Sub-Station adjacent to No. 48	Westcotes Drive	Westcotes
No. 21, Tesco	Western Boulevard	Westcotes
Tram Shelter South of The Newarke	Western Boulevard	Westcotes
No. 30	Western Road	Westcotes
No. 42, Former Equity Shoes Building	Western Road	Westcotes
The Western PH	Western Road	Westcotes
No. 1	Westhill Road	Western
No. 9, Green Gables	Westhill Road	Western
Nos. 3-9	Westminster Road	Knighton
St Albans Church	Weymouth Street	Belgrave
Shree Sanatan Mandir	Weymouth Street	Belgrave
No. 4-18, Gilbros Business Centre	Wharf Street South	Castle
No. 80	Wharf Street South	Castle
No. 4	Wheat Street	Castle
Former St Saviours School	Whinchat Road	North Evington
Oaklands School	Whitehall Road	Evington
Whitehall Primary School	Whitehall Road	Evington
No. 4	Wigston Lane	Aylestone

Name	Street	Ward
No. 33, Jameah Girls Academy, Former Market Hall	Wood Hill	North Evington
Former St Saviours Vicarage	Wood Hill	North Evington
No. 7	Woodboy Street	Wycliffe
No. 2, Former Hawley & Johnson Ltd Dyers	Woodgate	Fosse
No. 36, Woodgate Resource Centre	Woodgate	Fosse
No. 21 - 23. Fabric Apartments	Yeoman Street	Castle
No. 2 - 12, York Place	York Street	Castle
No. 14 - 18, Former Briggs Factory	York Street	Castle
Gospel Hall	York Street	Castle

b) Historic Parks and Gardens

Number	Name	Street	Ward
1	Braunstone Park	Braunstone Avenue	Braunstone Park & Rowley Fields
2	Bridge Road Memorial Garden	Bridge Road	North Evington
3	Fosse Road Recreation Ground	Fosse Road North	Fosse
4	Gilroes Cemetery	Groby Road	Beaumont Leys
5	Gwendolen Gardens	Gwendolen Road	Spinney Hill
6	Western Park	Hinckley Road	Western

7	Westcotes Park	Imperial Avenue	Braunstone Park & Rowley Fields
8	Knighton Park	Palmerston Way	Knighton
9	Belgrave Cemetery	Red Hill Way	Abbey
10	Westcotes Gardens	Upperton Road	Westcotes
11	Humberstone Park	Uppingham Road	Evington
12	Nelson Mandela Park	Welford Road	Castle
13	Goldhill Spinney	Windley Road	Eyres Monsell

c) Archaeology sites

Number	Name	Street	Ward
1	Evington Hillfort, Leicestershire Golf Club	Evington Lane	Evington
2	Roman Town Wall Remains	Junior Street	Abbey
3	Park Pale	Near Gorse Hill	Beaumont Leys
4	Roman Mithraeum	Near Holiday Inn, St Nicholas Circle	Castle
5	Glenfield Tunnel	Near Kemp Road, Dillon Way	Western
6	Hamilton Ridge & Furrow	Near Keyham Lane West	Humberstone & Hamilton
7	Humberstone Fishponds	Near Lower Keyham Lane	Humberstone & Hamilton

8	The Humber Stone	Near Thurmaston Lane, Sandhills Avenue Roundabout	Humberstone & Hamilton
9	The ‘Norman’ Undercroft	Site of BBC Offices, 9 St Nicholas Place	Castle
10	Norfolk Street/Cherry Orchard Villa	Site of Glenfield Road East Car Park	Fosse/Westcotes
11	Roman Forum/Basilica	Site of Jubilee Square & St Nicholas Circle	Castle
12	Roman Macellum	Site of Travelodge, 80 Highcross Street	Castle

Appendix 4: Retail Hierarchy and Neighbourhood Parades

Tier 1: Leicester City centre

Tier 2: Beaumont Leys Town centre

Tier 3: District centres

1. Belgrave Road/Melton Road
2. Evington Road
3. Narborough Road/Hinckley Road

Tier 4: Local centres

1. Abbey Lane
2. Aikman Avenue
3. Allandale Road/Francis Street
4. Asquith Boulevard
5. Aylestone Road Cavendish Road
6. Aylestone Village
7. Blackbird Road/Groby Road/Woodgate
8. Catherine Street/Cannon Street
9. Downing Drive
10. East Park Road North
11. Egginton Street
12. Evington Village
13. The Exchange
14. Fosse Road North
15. Gipsy Lane
16. Green Lane Road/Bridge Road
17. Hamilton
18. Hartington Road
19. Hinckley Road
20. Homefarm/Strasbourg Drive

21. King Richards Road
22. Lockerbie Walk/Dunblane Avenue
23. London Road
24. Loughborough Road
25. Malabar Road
26. Marwood Road
27. Melbourne Road
28. Nedham Street
29. Netherhall Road
30. Queens Road
31. Saffron Lane/Burnaston Road
32. Saffron Lane/Cavendish Road
33. Saffron Lane/Duncan Road
34. Saint Saviours Road West
35. Saint Stephens Road
36. Sandhills Avenue
37. Sparkenhoe Street
38. Swinford Avenue
39. Thurncourt Road
40. Uppingham Road (East and West)
41. Victoria Road East
42.Wakerly Road/Ethel Road
43. Welford Road/Gainsborough Road
44. Welford Road/York Road
45. Wharf Street North
46. Wood hill

Tier 5: Neighbourhood Parades

1. Aylestone Road/Hazel Street
2. Aylmer Road
3. Barley croft centre
4. Beaumont Lodge
5. Bede Park

6. Belgrave Boulevard
7. Burnham Drive
8. East Park Road (South)
9. Fosse Road South/Hinckley Road
10. Fullhurst Avenue
11. Gervas Road
12. Guthridge Crescent
13. Harrison Road
14. Heyford Road
15. Humberstone Road/Farringdon Road
16. Humberstone Village
17. Lanesborough Road
18. Nicklaus Road
19. Norwich Road
20. Ryder Road (Braunstone Frith)
21. Saint Saviours Road (East)
22. Sharman Crescent
23. Southfields Drive
24. Wheatland Road
25. Berners Street
26. Catherine Street/Brandon Street
27. Fosse Road South/Harrow Road
28. Fosse Road South/Upperton Road
29. Green Lane Road/Coleman Road
30. Meadvale Road
31. Parkstone Road/Cardinals Walk
32. Raven Road
33. Upperton Road/Wilberforce Road
34. Wellinger Way

Appendix 5. Infrastructure List

Infrastructure required for the local plan.

Below is a list of the proposed infrastructure required to support the adopted local plan.

The list represents the current understanding of the infrastructure required at the time of adoption however the council will produce a developer contributions strategy (SPD) post adoption of the local plan which will set out council's priority for funding infrastructure.

Transport Infrastructure

Infrastructure required	Funds Required
Connecting St Margaret's A6/Central Ring: improvements to facilitate improved cycle and pedestrian crossings and movements and the filling-in of the subways and inbound bus lanes. Cycle Lanes between Highcross Street and Abbey Street on the Central Ring Road, and up to South Church Gate on St Margaret's Way.	£15m
Walking/Cycling and public realm improvements to facilitate and encourage the take up of sustainable travel and support growth and regeneration primarily outside of the city centre. Barkby Road Catherine Street Gwendolen Road Hinckley Road Queens Road Spencefield Lane Uppingham Road	£11.2m
Bus Priority Enforcement system cameras	£0.75m

Infrastructure required	Funds Required
Car Parking including Contactless Payment infrastructure & Car Club/Car Club infrastructure	£2m
Programmes to promote and encourage the take up of sustainable travel	£3m
Infrastructure required to support major growth locations (Ashton Green, Beaumont Park and Former Western Park Golf Course): Improvements to public transport, walking and cycling infrastructure/ measures Signalisation of A47 Hinckley Road/Golf Course Lane/Meadwell Road junctions Alterations to the A6 Loughborough Road/Sibson Road signal controlled junction Signalisation of the A563 Krefield Way/Red Hill Way/Beaumont Leys Lane roundabout increase the size (capacity) of the Ratby Lane roundabout.	£10m
Infrastructure required to support Waterside: Further Walking and Cycling improvements in Waterside/Frog Island area linked to the already delivered TCF A50 corridor scheme Bike hire, bike storage and signage Cycle Path along the canal between Repton Street, A50 and A6 to provide a missing link in connectivity	£14.1m
Improvements within the Central Ring Road supporting regeneration within the city centre: Lee Circle area St George's area Granby Street area South city centre (Regent Street) area Leicester Royal Infirmary/Oxford Street St Martin's area pedestrianisation Charles Street	£14m

Infrastructure required	Funds Required
Railway Station Improvements Phase 2 Further enhancements to the railway station to support increase in rail passenger capacity and accessibility to the rail station: Multi-story car park. Releases land for redevelopment as offices Overbridge replacement (increase capacity) and provides access to new car park and enables electrification Fox Street improvements Taxi Rank (station street)	£20m
Orbital and Radial corridors joining the City Centre and Regeneration sites to the neighbourhoods within the City, and settlements outside Leicester. Schemes include Walking/Cycling interventions and public realm improvements to facilitate and encourage the take up of sustainable travel: Rally Bank - Beaumont Leys Lane to Redhill along old railway A6 - Thurcaston Road to Redhill Belgrave Road/Melton Road Loughborough Road Bennion Road Beaumont Leys Lane Melton Road (Golden Mile) Gorse Hill bus link (including cycle path) Humberstone Rd/Uppingham Rd Hamilton Way Link Highfields Catherine Street Evington Lane East Road/Green Lane Corridor Aylestone Road (Richmond Road to Banks Road) London Road (outer section) Welford Road (near cemetery) A6 (Victoria Park Road to Oadby) Saffron Lane phase 3 (to city boundary) Stoughton Drive	£84m

Infrastructure required	Funds Required
Park and Ride Site at Leicester Racecourse Soar Valley Way bus lane Glenfield Road Great Central Way – (Bede Park to Braunstone Gate) Narborough Road Hinckley Road A47 St Augustine's to Glenfield Road – Hinckley Rd & Wyngate Junctions – Ivanhoe Line Bridge King Richard III cycle heritage route Leicester to Bosworth West End National Cycle Route N6 Bede to Abbey Park University of Leicester/University Road Corah's redevelopment site Removal of bus pinch points city wide and walk/cycle Improvements in North of the City: Wingate Drive- Fosse Road North - Blackbird Road- Abbey Park Road - Dysart Way) Removal of bus pinch points city wide and walk/cycle Improvements in North of the City between the A47(W) and A47(E)	
Walking/Cycling and public realm improvements to facilitate and encourage the take up of sustainable travel and support growth and regeneration primarily outside of the city centre. This will include cycle streets on strategic neighbourhood routes: Buckminster Road Colchester Road Coleman Road Downing Drive Gleneagles Av Hallam Crescent Humberstone Drive Humberstone Lane - Troon Way to city boundary Hungarton Blvd Imperial Ave Keyham Lane	£28m

Infrastructure required	Funds Required
Lower Keyham Lane Narborough Road north Outer Ring Road - Abbey Lane to BLL Outer Ring Road - Troon Way - Gleneagles to Barkby Ravensbridge Drive Redhill Circle Uppingham Road – Hungarton Boulevard to Spencefield Lane Welford Road Whitehall Road	
MicroMobility Hubs	£0.5m
Cycle Parking	£0.5m
Highways Pinch point Schemes	£5m
City Wide Cycle Programme: Cycle Pinch Points and severance: e.g., Swain Street, A47 NCN Realignment Park paths project (Improvement & adoption of paths across all major parks) Railway crossings projects (underpasses & bridges of in-use & redundant lines) Bike Share Scheme extension (500 electric bikes plus 50 dock stations)	£8.2m
Electric Buses and associated infrastructure	£167m
Electric Vehicle Charging Infrastructure	£2m
Behaviour Change Programmes	£5m
Corporate Training Facility and skill development design project	£0.2m

Other infrastructure

Topic	Total projected infrastructure investment 2022 - 2036	Explanation
Education	£70.3m	Funding across entire spectrum (Early Years, Primary and Secondary Education, Education for 16 – 18-Year-Olds and SEND provision).
Primary Health	£150m	Identified the potential need for 5 major new primary healthcare complexes to achieve the rollout of Leicester, Leicestershire, and Rutland's Primary Care Strategy in the City.
Secondary Health	£495m	
Social Care	£55.2m	Based on the profiling the 396 units of accommodation identified in the Supported Living and Extra Care Housing Strategy 2021 – 2031, plus a funding for Adaptations and Assistive Technology.
Outdoor Sports & Leisure	£6.6m	
Indoor Sports and Leisure	£15.4m	
Burial facilities	£4.0m	A combination of increases in death rate (Covid 19) significant increases in plot purchasing and ongoing death rates well above a rolling 5-year average (+14.2% in May

Topic	Total projected infrastructure investment 2022 - 2036	Explanation
		2022) has accelerated need for new 8 ha cemetery
Community facilities[1]	£0.59m	Service sees no investment needs beyond £0.59m allocated for securing extended hours self-access to the City's libraries; at its request, the March 2020
Gypsy and Traveller Provision	£0.875m	Provision of a 7 pitch permanent site and 12 pitch transit site.
Police		
	£0.32m	Provision of small police base, location to be determined subject to development location and phasing.
Fire and Rescue	£9.45m	Extension of current level of building work investment programme and appliance replacement.
Full Fibre Broadband	£76.0m	
Totals	£954.385m	

Appendix 6: How the policies will be delivered

In implementing the policies and proposals within the Local Plan it is recognised that the private sector will have a key role to play in both the funding and delivery of development. Equally, the Council will have an important role to play and will make use of all appropriate mechanisms.

	Local/ National Funding	**Partnerships**	**CPO**	**Developer Contribution**	**Planning Management**	**Other Local Plan/SPD/ Regeneration Framework**
Strategy Policy SL01. Location of Development		☑		☑	☑	
Policy SL02. Strategic Site 1: **Former** Western Park Golf Course	☑	☑		☑	☑	☑
Policy SL03. Strategic Site 2: Land to the East of Ashton Green	☑	☑		☑	☑	☑
Policy SL04. Strategic Site 3: land North of the A46 Bypass	☑	☑	☑	☑	☑	☑
Policy SL05. Strategic Site 4: Land west of Anstey Lane	☑	☑	☑	☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy SL06. Strategic Site 5: Beaumont Park	☑	☐			☑	☐
Policy Ho01. Housing Allocations	☑	☑		☑	☑	☑
Policy Ho02. Housing Development on Unallocated Sites		☑		☑	☑	☑
Policy Ho03. Housing mix		☑		☑	☑	☑
Policy Ho04. Affordable housing		☑		☑	☑	☑
Policy Ho05. Housing densities					☑	☑
Policy Ho06: Older Persons' Housing		☐			☐	☐
Policy Ho0**7**. Self-build/Custom build		☑		☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy Ho0**8**. Internal Space Standards				☑	☑	☑
~~DM~~ Policy Ho0**9**. Student **Residential Accommodation** Development				☑	☑	☑
Policy Ho1**0**. Retention of Family Housing				☑	☑	☑
Policy Ho1**1**. Houses in Multiple Occupation (HMOs)				☑	☑	☑
Policy Ho1**2**. Hostels				☑	☑	☑
Policy Ho1**3**. Gypsy, Traveller and Travelling Showpeople		☑		☑	☑	☑
Policy CCFR01. Sustainable Design and					☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Construction						
Policy CCFR02. ~~Whole Life Cycle Carbon Emissions~~ **Energy Statement**		☑		☑	☑	
~~Policy CCFR03. Energy Statement~~		~~☑~~		~~☑~~	~~☑~~	
Policy CCFR04. Low Carbon Heating and Cooling		☑		☑	☑	
Policy CCFR05. Delivering Renewable and Low Carbon Energy Projects		☑		☑	☑	
Policy CCFR06. Managing Flood Risk and Sustainable Drainage		☑		☑	☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Systems (SuDS)						
Policy HW01. A Healthy and Active City	☑	☑			☑	
Policy HW02. Health Impact Assessments (HIA)		☑			☑	
Policy DQP01. Design Principles				☑	☑	☑
Policy DQP02. Tall Development				☑	☑	☑
Policy DQP03. Inclusive Design		☑		☑	☑	☑
Policy DQP04. Landscape Design				☑	☑	☑
Policy DQP05. Backland, Tandem and Infill **residential** Development				☑	☑	☑
Policy DQP06.				☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Residential Amenity						
Policy DQP07. Recycling and Refuse Storage		☑			☑	
Policy DQP08. Shopfronts and Security					☑	☑
Policy DQP09. Signs and Banners, Advertisement Design & Location					☑	
Policy DQP10: Media Screens					☑	
Policy DQP11: Mesh Wrap Advertisements					☑	
Policy DQP12. Advertisement Hoardings					☑	
Policy DQP13. Changing Places Facilities		☑			☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CDA01. Central Development and Management Strategy	☑	☑	☑	☑	☑	☑
Policy CDA02. New Development within the Character Areas	☑	☑	☑	☑	☑	☑
Policy CHA01. The Railway Station			☑	☑	☑	☑
Policy CHA02. Mansfield Street			☑	☑	☑	☑
Policy CHA03. St Margaret's			☑	☑	☑	☑
Policy CHA04. Wharf Street			☑	☑	☑	☑
Policy CHA05. Belgrave Gateway			☑	☑	☑	☑
Policy CHA06. LRI & De Montfort University			☑	☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CHA07. St Georges Cultural Quarter			☑	☑	☑	☑
Policy CHA08. Old Town			☑	☑	☑	☑
Policy CHA09. New Walk			☑	☑	☑	☑
Policy ORA01. Abbey Meadows and Pioneer Park			☑	☑	☑	☑
Policy ORA02. Waterside			☑	☑	☑	☑
Policy ORA03. University of Leicester			☑	☑	☑	☑
Policy ORA04. Leicester City Football Club			☑	☑	☑	☑
Policy ORA05. Walnut Street			☑	☑	☑	☑
Policy HE01. The Historic Environment		☑		☑	☑	☑
~~Policy HE02. Archaeology~~		~~☑~~		~~☑~~	~~☑~~	~~☑~~

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CT01. Culture, Leisure and Tourism		☑		☑	☑	
Policy CT02: Protection of Cultural Facilities	☑	☑			☑	
Policy CT03. Assets of Community Value		☑			☑	
Policy CT04. Protection of Public Houses (Class Sui generis)					☑	
Policy CT05. Great Central Railway ~~Museum~~	☑	☑			☑	
Policy CT06. ~~Provision of new and retention of existing~~ Places of Worship **and associated facilities**		☑		☑	☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy E01. Non-strategic Economic Development Areas		☑			☑	
Policy E02. General Economic Development Areas		☑			☑	
Policy E03. High Quality Economic Development Areas					☑	☑
Policy E04. Pioneer Park	☑	☑			☑	
Policy E05. Textile Areas and Neighbourhood Employment Areas	☑	☑	☑	☑	☑	☑
Policy E06. St. Georges Cultural Quarter				☑	☑	
Policy E07. Employment_					☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
and Skills Plans: ~~Support Strategies~~						
Policy E08. Vehicles Sales and Car Washes					☑	☑
Policy TCR01. Hierarchy of Town Centres					☑	☑
Policy TCR02. Supporting Sustainable town centres – Impact assessments	☑	☑	☑	☑	☑	☑
Policy TCR03. City Centre					☑	
Policy TCR04. Central Shopping Core (Primary shopping Area)					☑	
Policy TCR05. Town Centre uses in Town/ District and Local Shopping					☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Centres						
Policy TCR06. Development for **Hot Food Takeaway and** Food and Drink **Uses in Town, District and Local Shopping Centres** ~~Purposes~~					☑	
Policy TCR07. Neighbourhood Parades					☑	
Policy TCR08. Main Town Centre Development Outside of Defined Centres					☑	
Policy TCR09. Planning				☑	☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre						
Policy OSSR01. Green Wedges				☑	☑	☑
Policy OSSR02. Development of Open Spaces		☑	☑	☑	☑	☑
Policy OSSR03. Open Space in New Development				☑	☑	☑
Policy OSSR04. Existing Playing Pitches, **Sports and Recreational Buildings**	☑			☑	☑	☑
Policy		☑		☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
OSSR05. Playing pitches and associated facilities						
Policy OSSR06. Built Sports Facilities	☑	☑		☑	☑	☑
Policy OSSR07. Waterways	☑	☑		☑	☑	☑
Policy NE01. Protecting designated sites, legally protected and priority species and priority habitats	☑	☑		☑	☑	☑
Policy NE02. Biodiversity Gain				☑	☑	☑
Policy NE03. Green & Blue Infrastructure		☑		☑	☑	☑
Policy NE04. Ancient Woodland, Veteran Trees				☑		☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
and Irreplaceable Habitats						
Policy T01. Sustainable Transport Network	☑	☑		☑	☑	
Policy T02. Climate Change and Air Quality	☑	☑		☑	☑	
Policy T03. Accessibility and Development				☑	☑	☑
Policy T04. Park and Ride		☑			☑	
Policy T05. Freight					☑	
Policy T06. Highways Infrastructure	☑	☑	☑	☑	☑	☑
Policy T07. Car Parking					☑	☑
Policy FMWN01. New Waste and Existing Waste					☑	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Uses						
Policy FMWN02. End of Life Vehicle Facilities					☑	
Policy FMWN03. Managing Leicester's Minerals Resources					☑	
Policy FMWN04. Provision of New Aggregate Recycling Facilities					☑	
Policy DI01. Developer Contributions and Infrastructure					☑	☑
Policy DI02. Electronic Communications					☑	☑
Policy PE01. Planning	☑	☑	☑	☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Enforcement						
Policy Mo01. Plan Review						☑

Appendix 6: Housing Site Allocations (Non-strategic)

Site number	Site address	Area	Category	Capacity (dwellings)
15	Land to south of St Augustine Road/west of Duns Lane	Inner	Brownfield	44
19	Velodrome Saffron Lane	Inner	Brownfield	38
190	Lanesborough Road – Former Allotments	NW	Greenfield	37
219	Land rear of Rosedale Avenue/Harrison Road allotments	NE	Greenfield	53
222	Evington Valley Road (Former Dunlop Works)	Inner	Brownfield	48
240	114-116 Western Road	Inner	Brownfield	5
297	Sturdee Road - The Exchange	S	Brownfield	20
307	Mary Gee Houses – 101 – 107 Ratcliffe Road	SE	Brownfield	40
335	Manor House Playing Fields – Narborough Road	Inner	Greenfield	14
449	Allexton Gardens Open Space	W	Greenfield	25

Site number	Site address	Area	Category	Capacity (dwellings)
481	Brent Knowle Gardens	NE	Greenfield	12
488	Carter Street/Weymouth Street/Bardolph Street East	NE	Brownfield	30
501	Croyland Green	NE	Greenfield	9
505	Dorothy Road/Linden Street/Constance Road	Inner	Brownfield	31
525	Fulford Road Open Space	W	Greenfield	58
529	Glovers Walk Open Space	NW	Greenfield	34
549	Hockley Farm Road Open Space	W	Greenfield	8
557	Ingold Avenue Open Space	NW	Greenfield	54
559	Judgemeadow Community College Playing Fields	SE	Greenfield	13
569	Krefeld Way/Darenth Drive Open Space	NW	Greenfield	33
577	Land adjacent Keyham Lane/Preston Rise	NE	Greenfield	23

Site number	Site address	Area	Category	Capacity (dwellings)
589	Land to east of Beaumont Leys Lane	NW	Greenfield	34
620	Morton Walk Open Space	NE	Greenfield	9
626	Neston Gardens green space/Mud Dumps	S	Greenfield	47
629	Netherhall Road Open Space	NE	Greenfield	77
631	Newlyn Parade/Crayford Way	NE	Greenfield	13
646	Rancliffe Gardens	W	Greenfield	52
647	Ranworth Open Space	S	Greenfield	36
648	Rayleigh Green	NE	Greenfield	18
669	Spendlow Gardens	S	Greenfield	11
684	Land Adjacent Evington Leisure Centre	SE	Greenfield	15
715	Land North of Gartree Road	SE	Greenfield	35

Site number	Site address	Area	Category	Capacity (dwellings)
960	Land West of Bede Island Road (Braunstone Gate)	Inner	Greenfield	5
961	Welford Road Playing Fields	S	Greenfield	14
962	Amenity Land Between Coleman Road and Goodwood Road (East of Hazelnut Close and Ellwood Close)	SE	Greenfield	9
963	Southfields Infant School and Newry Specialist Learning Centre	S	Brownfield	35
992	Woodstock Road	NW	Greenfield	5
1001	Philips Crescent	NW	Greenfield	5
1007	Glazebrook Square	W	Greenfield	12
1030	Land the to the west of Dysart Way	Inner	Greenfield	9
1034	Forest Lodge Education Centre, Charnor Road	W	Brownfield	26
1035	VRRE/Gipsy Lane	NE	Brownfield	12
1037	Spence Street	SE	Brownfield	22

~~Site number~~	~~Site address~~	~~Area~~	~~Category~~	~~Capacity (dwellings)~~
~~1039~~	~~Bisley Street/Western Road~~	~~Inner~~	~~Brownfield~~	~~17~~
~~1041~~	~~Land off Hazeldene Road Adj Kestrel's Field Primary School~~	~~NE~~	~~Greenfield~~	~~21~~
~~1042~~	~~Land off Heacham Drive (Phase 2) (former playing fields)~~	~~NW~~	~~Greenfield~~	~~53~~
~~1051~~	~~Gilmorton Community Rooms/Hopyard Close Shops~~	~~S~~	~~Brownfield~~	~~9~~

Appendix 7: Glossary

Term	Definition
Affordable housing	Housing for sale or rent, for those whose needs are not met by the market. This includes housing that provides a subsidised route to home ownership and/or is for essential local workers. It must be of one or more of the following types, see definitions in Annex 2 of the NPPF: Affordable housing for rent Build to Rent Starter homes Discounted market sales housing Other affordable routes to home ownership including shared ownership, relevant equity loans, other low-cost homes for sale and rent to buy.
Agent of Change	Agent of Change is the principle that the person or business responsible for causing the change, is responsible for managing the impact of the change. (For example, if new housing is built next to a night club, or business, the person or company responsible for building the housing, must pay to include necessary insulation, so future occupants are not disturbed by any noise.)
Air Quality Management Area (AQMA)	An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.
Archaeological Alert Area	An area covering the city's historic Roman and medieval core and indicates where development is most likely to have an impact upon surviving archaeological remains and where investigations may be required.
Archaeological remains	Heritage assets that contain information on past human activity which may be revealed if the subject of expert

Term	Definition
	investigation.
Article 4 direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order.
Biodiversity Assessment	**Submitted as part of a planning application, this document sets out the size, scale and biodiversity value of any habitat/vegetation types existing on a site proposed for development, those being retained and/or lost due to the proposal, and those to be provided as part of biodiversity compensation and enhancement measures.**
Biodiversity Gain Hierarchy	**Outlined in national planning practice guidance, it emphasises that on-site biodiversity gains should be considered first, followed by registered offsite biodiversity gains, and – as a last resort – biodiversity credits.**
Biodiversity Gain Plan	**To be conditioned as part of a planning application, it sets out the full strategy for achieving Biodiversity Net Gain, including how the net gains will be managed and maintained.**
Biodiversity Metric	**A tool to be used for measuring biodiversity on development sites or changes in land use, which fall within the major planning application threshold.**
Biodiversity Net Gain	**Development that leaves biodiversity in a measurably better state than before.**
Brownfield Sites	Land which has previously been developed

Term	Definition
	encompassing vacant or derelict land, infill sites and land occupied by redundant or unused buildings.
Building for a Healthy Life	A Design Toolkit, based on 10 principles, to assist good design for neighbourhoods, streets, homes and public spaces. It a design tool for creating places that are better for people and nature, that puts a greater focus on healthier communities. (It is based on the well-known previously used “Building for Life 12”).
Changing Places	Changing Places are fully accessible toilets that are designed so that they are completely accessible and provide sufficient space and equipment for people who are not able to use the toilet independently. They must be an extra facility, in addition to the accessible toilets for independent use
Character Area	These are defined parts of the city centre which are unique in character and intended to be cohesive and readily identifiable areas in the city centre. They help to focus policy and promote specific types of development, in each area. The Central Development Area, in chapter 3 of the Local Plan, is spit into 13 of these areas.
Comparison goods	Comparison goods relate to items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
Conservation (of the historic environment)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Convenience goods	Convenience goods relate to everyday essential items including confectionary, food, drinks, newspapers and magazines.

Term	Definition
Decentralised energy systems	Local renewable and local low-carbon energy sources, such as communal/district heating networks.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Design Codes	The National Planning Policy Framework expects local planning authorities to develop local design codes or guides, taking account of the National Design Guide and the National Model Design Code. This guidance sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area, based on local aspirations for how their area will develop, following appropriate local consultation.
Development Management Policies	Detailed policies which will support the implementation of the Leicester Local Plan and help with the day to day assessment of planning applications.
Development Plan Document	DPDs are the documents prepared by the Local Planning Authority which have development plan status. Also known as a Local Plan (See below).
Design Quality Framework	A local series of guides, to help you make better design choices for your building project and to meet planning requirements more easily. The framework is In line with the National Design Guide. (See Design Codes above)
Embodied carbon	The carbon emissions resulting from the materials, construction, and use of a building over its entire life, including its demolition and disposal. It includes any CO_2 created during the manufacturing of building materials (material extraction, transport to

Term	Definition
	manufacturer, manufacturing), the transport of those materials to the job site, and the construction practices used.
Enterprise Zone	Enterprise Zones are created by government to stimulate business growth. Rate reductions are offered to businesses either to move into premises or expand existing premises.
Evidence Base	The information and data gathered by a council to justify the ‘soundness’ of a local plan, including information on the physical, economic, and social characteristics of the area.
Examination	Once any Development Plan Document has been consulted upon, the Local Planning Authority must submit it to the Government to test that the document is ‘sound’. An Inspector holds a Public Inquiry = ‘the examination’.
Fenestration	The arrangement of windows in a building.
Fifteen-minute Neighbourhood	It is a neighbourhood is one in which you can access all of your most basic, day-to-day needs within a 15-minute walk of your home.
General Permitted Development Order (GPDO)	The Town and Country Planning (General Permitted Development) (England) Order 2021, is planning law which sets out what type of development needs planning permission and what is allowed without planning permission.
Green Flag	A national standard for assessing open spaces.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of

Term	Definition
	environmental and quality of life benefits for local communities.
Green space	Leicester has a wide range of open spaces that make a major contribution to the quality of life of city residents and visitors. These include green wedges, parks, children's play areas, sports pitches, natural open space, allotments, cemeteries, civic spaces, rivers, and canals as well as other incidental open spaces that together comprise the open space network.
Green Wedge	Green wedges are extensive areas of predominantly open and green land. They run from the edges of the city towards the city centre. In most cases green wedges extend beyond the city boundary through green wedge allocations in adjoining districts. This gives them a strategic importance as they connect the city to the surrounding Leicestershire countryside.
Green Lung	Providing a green lung is one of the functions of a green wedge. To acts as a green lung means creating a continuous link between the open countryside and land which penetrates into urban areas, to provide communities with access to green infrastructure and the countryside beyond. Acting as a green lung also means providing a range of other uses such as, open space, sport and recreation facilities, flood alleviation measures, improving air quality, protection/improvement of wildlife sites and the links between them, protection/improvement of historic/cultural assets and the links between them, links to green infrastructure at both a strategic and local level, and transport corridors.
Heritage asset (See Designated Heritage assets,	A building, monument, site, place, area or landscape identified as having a degree of significance meriting

Term	Definition
above)	consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing and the historic environment record).
High Quality Design	**Being designed to a high specification. A development meeting both environmental and social standards important to its sustainability**
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Houses in Multiple Occupation (HMO)	Shared houses occupied by groups of people living together as a single household, as their only and main residence, who share basic amenities such as a kitchen and bathroom.
Housing Market Area (HMA)	The Housing Market Area (HMA) comprises all the local authorities in Leicestershire and Leicester.
Human Scale	'Human scale environments' are where streets, spaces, building elements and their proportions reflect the scale of a human and are therefore comfortable and more recognisable to the human experience of a place.
Living conditions	**Include considerations such as privacy, outlook, peace and quiet, daylight and sunlight etc. of the occupiers of residential properties.**
Local Development Document	These fall into three categories: 1. Development Plan Documents (DPD's) including Core

Term	Definition
	Strategy, Local Plan and Area Action Plans (AAP's); (form the Statutory Development Plan) 2. Supplementary Planning Documents (SPD's); which amplify the policies of the Statutory Development Plan. 3. Supporting documents which relate to the process of preparing all Local Development Documents, such as the Statement of Community Involvement (SCI). The procedure for their creation is set out in Planning Policy Statement 12.
Local Development Framework	A Local Development Framework (LDF) is a set of documents which guide planning and development in a local authority's area. Think of the Local Development Framework as a folder comprising the three different types of Local Development Documents (see above), which together form the Statutory Development Plan.
Local Enterprise Partnership (LEP)	LEPs are voluntary partnerships between local authorities and businesses, to help determine local economic priorities and lead economic priorities lead on economic growth and job creation within a local area.
Local Industrial Strategy (LIS)	LIS's are local term plans implementing locally, the Governments 'National Industrial Strategy'.
Local Nature Recovery Strategy	**A new mandatory system of strategies that apply to certain geographical areas, ensuring that opportunities to recover nature are joined-up. They will bring together landscape scale, multifaceted approaches focused on preserving, conserving and enhancing nature and meeting other environmental objectives such as climate change, flood mitigation, and improved air and**

Term	Definition
	water quality.
Local Plan	A ‘plain English’ term for a Development Plan Document.
Lower Super Output Area (LSOA)	These are the smallest areas that the Government collects census data in. They contain a similar population size, with an average of approximately 1,500 residents or 650 households each.
Major Development	10 or more houses (or if a number is not given, where the area is more than 0.5 hectares), or 1,000 sqm (or more) new floorspace. For non-residential development it means additional floorspace of 1,000 m^2 or more, or a site of 1 hectare or more.
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurant, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices: arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities.
National Design Guide	See Design Codes above.
National Planning Policy Framework (NPPF)	Key part of current government’s reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
National Planning Practice Guidance (NPPG)	Web-based resource to make advice and guidance on planning practice accessible and usable.

Term	Definition
Neighbourhood Centres	Neighbourhood Centres are located outside of designated town centres. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.
Non-Designated Heritage Asset	Any heritage asset that is not a designated heritage asset.
Open Space (see Green space above)	All land in Leicester that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types and sizes of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
Outlook	**What you look out on to, such as the prospect from a window**
Permitted Development (PD)	PD rights allow a right to make certain changes to a building without the need to apply for planning permission and change of uses.
Portal Framed Building	Portal framed buildings are modern in construction and generally low-rise. They are built using columns and horizontal or pitched rafters. This form of continuous frame structure is stable in its plane and provides a clear span that is unobstructed by bracing and is therefore well suited to modern employment use.
Private rented sector housing (PRS housing)	Any residential property in which a tenant lives and pays rent to a private landlord. It also includes buy-to-let properties, (i.e. purchased by individuals, or institutional investors, from which they plan to earn a secondary income in the form of rental revenue).

Term	Definition
	Developers, with the financial support of institutions, have capitalised on this and seized the opportunity to offer accommodation of a far greater quality than is typically provided in private buy-to-let properties. These schemes are professionally managed in order to maintain their high-quality image. It is a recently growing sector in Leicester, aimed at provision for young workers, who require quality city centre living accommodation.
Public realm	All parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or civic uses.
Purpose Built Student Accommodation (PBSA)	This is a specialist form of residential development, normally in the form of a single block of residential accommodation, used by students in full time education at the university and colleges in the area. The accommodation can comprise of different types of space, including: a mix of cluster flats, a communal lounge and bathroom; studio flats; individual or double rooms, containing bed space, living space and en-suite facilities. The accommodation often includes communal common, gyms/games rooms, open space and laundry rooms.
Registered Parks & Gardens	Designated heritage assets that includes designed landscapes of all ages and are subject to the planning policies within the NPPF.
Scheduled Monuments	A site that's legally protected because of its national heritage significance. Scheduled monuments might be: archaeological sites, such as ancient burial mounds, or more recent remains, such as from the coal industry or World War 2, that is included on the Schedule of Monuments found on the National

Term	Definition
	Heritage List for England which is maintained by Historic England.
Sequential Approach	A method of identifying suitable sites for development, based upon their location.
Social Housing	Homes are provided by government agencies or non-profit organisations and are subsidised for the benefit of those with low incomes or specific needs
Strategic Growth Plan (SGP)	This sets out the aspirations for delivering growth in the Leicester and Leicestershire HMA. It sets out, in broad terms, the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050.
Street Hierarchy	A planning technique for laying out road networks, which excludes through-traffic from developed areas. It considers the importance of each road type in the network and eliminates direct connections between certain types of links, (so prevents connections between residential streets and arterial roads and allows connections between similar order streets). The lowest level of the hierarchy (cul-de-sacs), link with the next order street, (a primary or secondary “collector”, such as a ring road), which in turn links with the arterial. Arterials then link with the intercity highways at strictly specified intervals at intersections that are either signalized or grade separated.
Subordinate	**Having less significance. Part of a development on which its viability and function isn’t contingent**
Sui generis	Sui generis is a Latin expression, that is a legal

Term	Definition
	classification. It refers to anything that 'of its own kind or class' (i.e., it does not fall into a use class).
Super Output Area (SOA) (see Lower Super Output area, above)	This is a geographical area used throughout England and Wales to help the reporting of local statistics. The larger super output areas are split into numerous lower areas.
Supplementary Planning Document (SPD)	The is a local development document that may cover a range of issues, thematic or site specific, by providing further detail of policies and proposals.
Sustainability Appraisal (SA)	An appraisal required by law to ensure that all policies and proposals in Development Plan Documents (DPDs) reflect sustainable proposals. The SA assesses the social, economic, and environmental impacts of policies and proposals.
Sustainable ~~Urban~~ Drainage system (S~~U~~**u**Ds)	These are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Tandem Development	A kind of backland development in which one or more dwellings are directly behind each other and served by the same driveway.
Transit provision (gypsy and travellers)	Site intended for short stays containing a range of facilities. There is normally a limit on the length of time residents can stay.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

Appendix 8: Superseded Development Plan Documents and Policies

Leicester City Core Strategy (2014):

- **CS Policy 1. Location of Development**
- **CS Policy 2. Addressing Climate Change and Flood Risk**
- **CS Policy 3. Designing Quality Places**
- **CS Policy 4. Strategic Regeneration Area**
- **CS Policy 5. Ashton Green**
- **CS Policy 6. Housing Strategy**
- **CS Policy 7. Affordable Housing**
- **CS Policy 8. Existing Neighborhoods**
- **CS Policy 9. Gypsy and Traveller and Showpeople Accommodation**
- **CS Policy 10. Employment Opportunities**
- **CS Policy 11. Retail Hierarchy**
- **CS Policy 12. City Centre**
- **CS Policy 13. Green Network**
- **CS Policy 14. The Transport Network**
- **CS Policy 15. Managing Demand for Car Use**
- **CS Policy 16. Cultural Strategy**
- **CS Policy 18. Historic Environment**
- **CS Policy 19. Infrastructure and Developer Contributions**

Leicestershire & Leicester Waste Development Framework – Core Strategy & Development Control Policies:

- **Policy WCS1: Waste Management Capacity**
- **Policy WCS2: Strategic Waste Sites**
- **Policy WCS3: Non-Strategic Waste Sites**
- **Policy WCS4: Waste Location Principles**
- **Policy WCS5: Reuse, Recycling, Waste Transfer and Composting Facilities**
- **Policy WCS6: Anaerobic Digestion, Incineration, Mechanical-Biological Treatment and Other Energy/Value Recovery Technologies**
- **Policy WCS7: Non-Inert Waste Landfill**
- **Policy WCS8: Inert Waste Landfill**
- **Policy WCS9: Other Forms of Waste Management**
- **Policy WCS10: Environmental Protection**
- **Policy WCS11: National Forest**
- **Policy WCS12: Charnwood Forest**
- **Policy WCS13: Green Wedges**
- **Policy WCS14: Transportation of Waste**
- **Policy WDC1: Sustainable Design**
- **Policy WDC2: Sites of National Historic Importance**

- **Policy WDC3: Sites of Regional and Local Importance**
- **Policy WDC4: Archaeology**
- **Policy WDC5: Countryside**
- **Policy WDC6: Agricultural Land**
- **Policy WDC7: Landscaping and Woodland**
- **Policy WDC8: Health and Amenity**
- **Policy WDC9: Cumulative Impact**
- **Policy WDC10: Transportation of Waste**
- **Policy WDC11: Public Rights of Way**
- **Policy WDC12: The Water Environment**
- **Policy WDC13: Air Safeguarding**
- **Policy WDC14: Information in Support of Planning Applications**
- **Policy WDC15: Reclamation and Aftercare**
- **Policy WDC16: After-Use**
- **Policy WDC17: Planning Conditions**
- **Policy WDC18: Planning Obligations**

City of Leicester Local Plan (2006) – Saved Policies Version

- **PS05. Central Office Core (New Business Quarter)**
- **PS06 St. George's Residential and Working Community**
- **PS07. Waterside**
- **PS08. Science and Technology Based Business Park and Environs - Abbey Meadows**
- **PS09. Potential Development Areas (PDAs)**
- **PS09a. Proposed PDA Uses Within Strategic Regeneration Area**
- **PS09b. Proposed PDA Uses Outside the Strategic Regeneration Area**
- **PS10. Residential Amenity and New Development**
- **PS11. Protection from Pollution**
- **UD06. Landscape Design**
- **SPA03. Offices for Financial and Professional Services**
- **SPA04. Food and Drink Uses (Class A3, A4 and A5) in the Central Shopping Core**
- **SPA05. Development of Non-Retail Key City Centre Uses and Facilities**
- **SPA09. Riverside Development**
- **AM01. The Impact of Development on Pedestrians and People with Limited Mobility**
- **AM02. Cycling and Development**
- **AM05. Buses and Development**
- **AM11. Parking Provision with Non-Residential Development**
- **AM12 Residential Car Parking Provision**
- **H01. New Housing Development Proposals**
- **H03. Density**

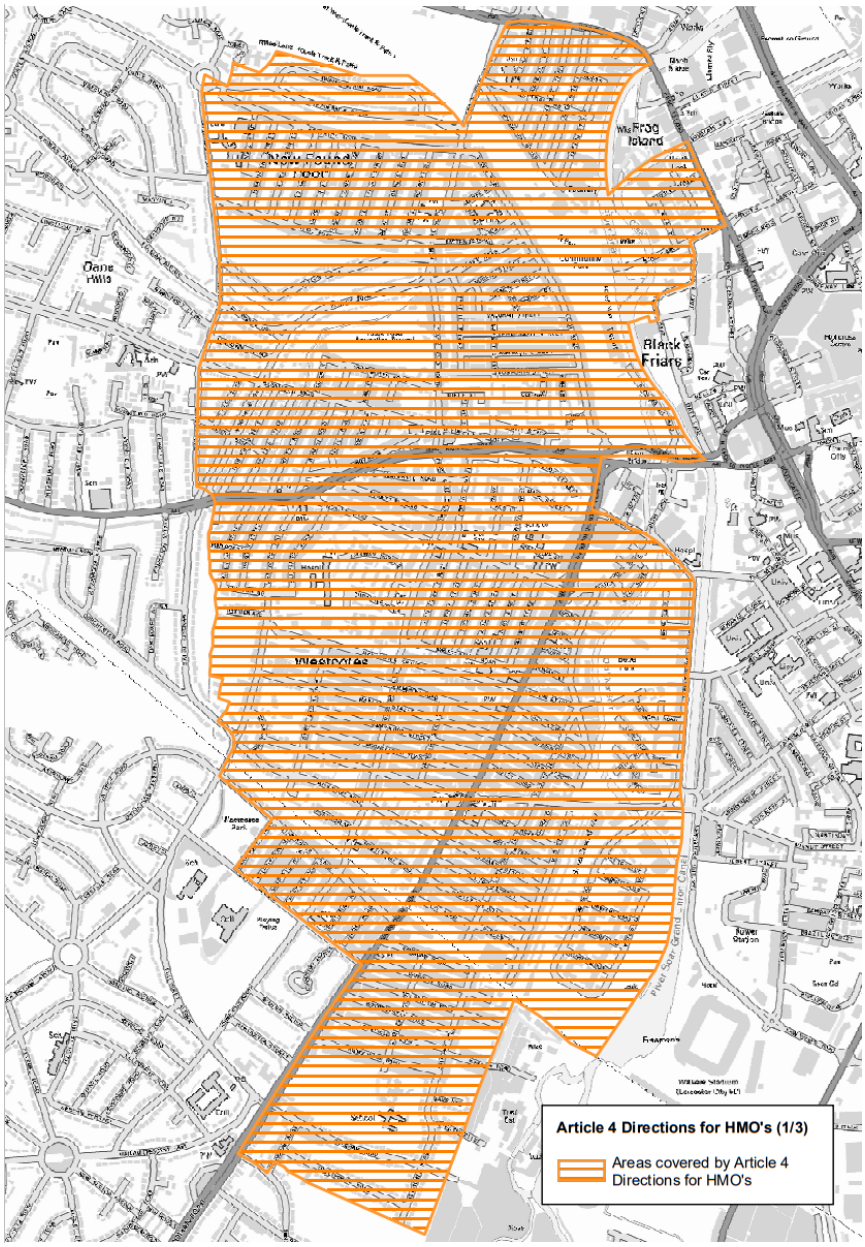
- **H05. Loss of Housing**
- **H07. Flat Conversions and New Build Flats**
- **H10. Retention of larger Residential Properties**
- **H16. Hotels, Hostels and Residential Institutions in Restricted Zones**
- **E02. Key Employment Areas**
- **E03. Primarily Employment Areas**
- **E04. Business Parks**
- **E05. Major Office Development**
- **E06. Primarily Office Areas**
- **E15. Abbey Meadows Research Business Park**
- **E16. Sunningdale Read Waste Facility Site**
- **R02. Planning Conditions: Main Food Shop Development**
- **R03. Local and District Shopping Centres**
- **R05. Development for Food and Drink Purposes**
- **BE10. Shopfront Design**
- **BE11. Shopfront Security**
- **BE16. Renewable Energy**
- **BE20. Flood Risk**
- **BE22. Outside Lighting**
- **GE01. Sites of Specific Interest**
- **GE02. Sites of Importance for Nature Conservation, Local Nature Reserves and Regionally Important Geological Sites.**
- **GE03. Biodiversity Enhancement Sites**
- **GE06. Protection of Green Wedges**
- **GE09. Green Space**
- **GE16. Blackbird Road Playing Fields Policy Area**
- **GE17. Powergen Land at Raw Dykes Road and Aylestone Sports Ground**
- **GE18. Aylestone Policy Area**
- **GE19. Allotments**
- **GE20. St Mary's Policy Area**

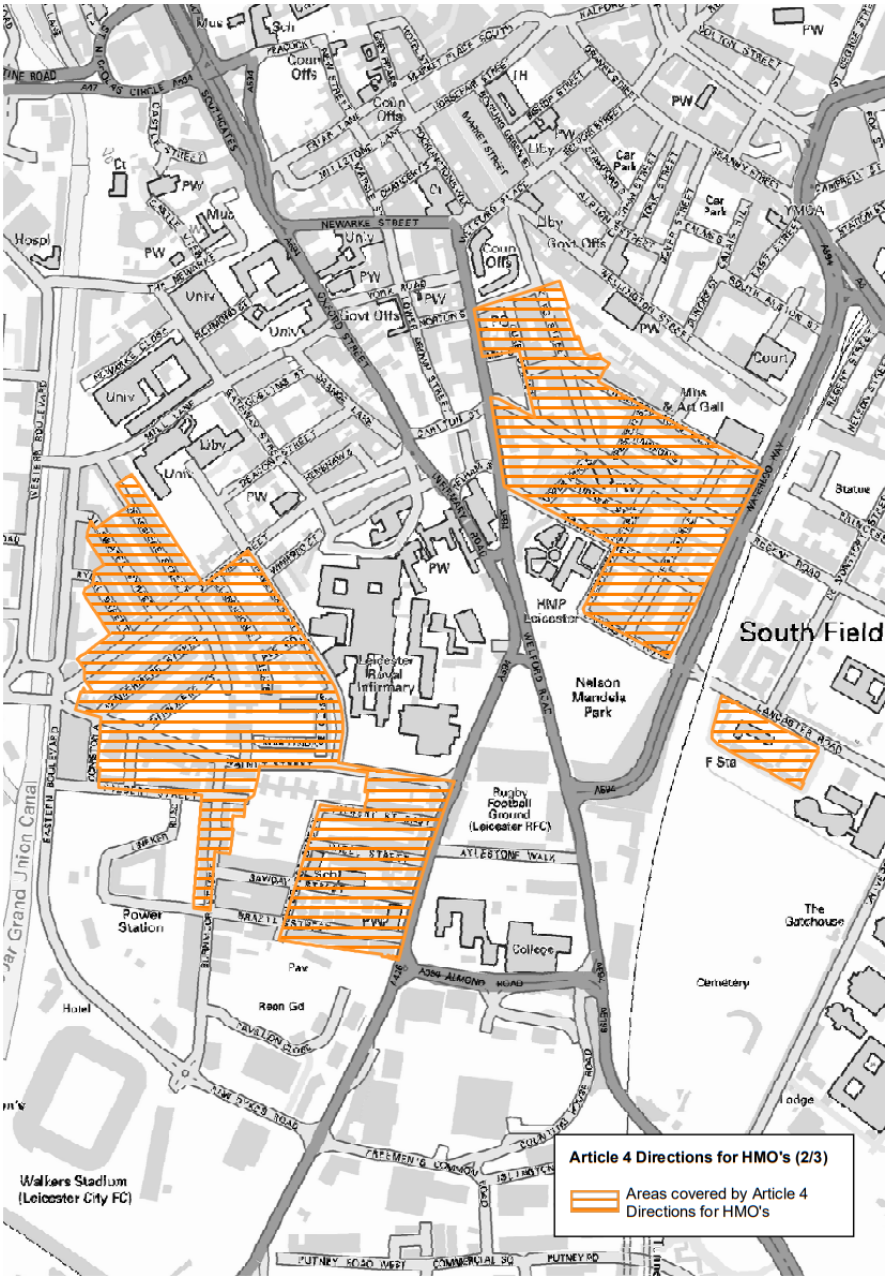
Supplementary Planning Documents

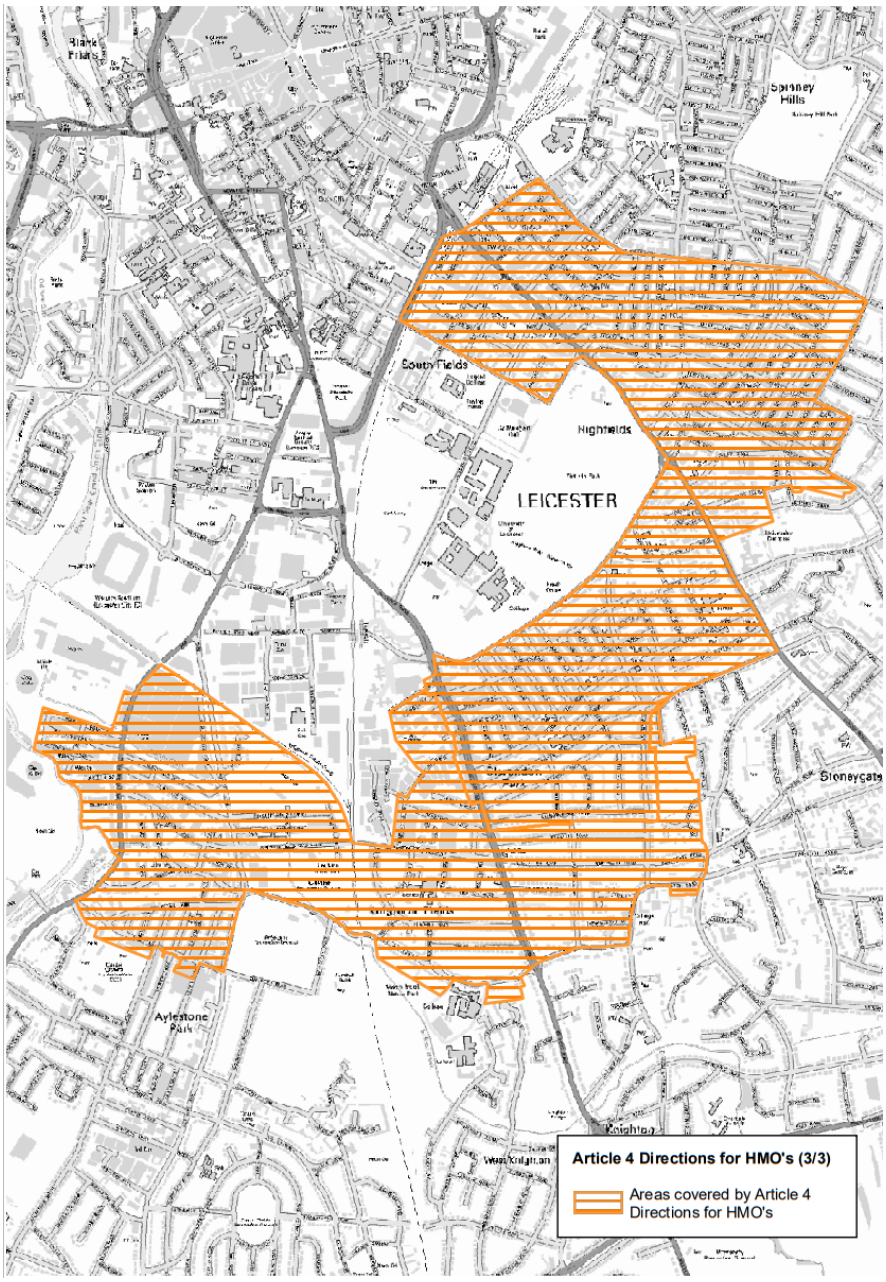
- **Student Housing SPD (2012)**
- **Affordable Housing SPD (2011)**
- **City Centre Car Parking Strategy (2011)**
- **Climate Change Supplementary Planning Document (2011)**
- **Green Space SPD (2011)**
- **Residential Amenity Supplementary Planning Document (2008)**
- **Employment Land Supplementary Planning Document (2007)**
- **Leicester Abbey Meadows Supplementary Planning Document (2007)**
- **Tall Buildings Supplementary Planning Document (2007)**

- **Tree protection Supplementary Planning Guidance (2003)**

Appendix 8: Maps of areas where an HMO Article 4 Direction applies




Article 4 Directions for HMO's (2/3)
Areas covered by Article 4 Directions for HMO's
South Field
Nelson Mandela Park
Leicester Royal Infirmary
Rugby Football Ground (Leicester RFC)
Walkers Stadium (Leicester City FC)
Power Station
HMP Leicester
Grand Union Canal


Spinney Hills
South Fields
Highfields
LEICESTER
Stoneygate
Aylestone Park
Knighton
Article 4 Directions for HMO's (3/3)
Areas covered by Article 4 Directions for HMO's

Equality Impact Assessment (EIA) Tool:

Title of proposal	Leicester Local Plan (2020-2036)
Name of division/service	Planning, Development and Transportation
Name of lead officer completing this assessment	Elizabeth Logan/ Richard Gregory
Date EIA assessment commenced	Current EIA commenced 10th February 2026 (EIA conducted throughout process)
Date EIA assessment completed *(prior to decision being taken as the EIA may still be reviewed following a decision to monitor any changes)*	27th February 2026
Decision maker	For EIA - Director Planning, Development and Transportation For Local Plan adoption - Full Council
Date decision taken	03/03/2026

EIA sign off on completion:	**Signature**	**Date**
Lead officer	Elizabeth Logan/ Richard Gregory	27/02/2026
Equalities officer (has been consulted)	Sukhi Biring	02/03/2026
Divisional director	Andrew L Smith	03/03/2026

Please ensure the following:

a) That the document is **understandable to a reader who has not read any other documents** and explains (on its own) how the Public Sector Equality Duty is met. This does not need to be lengthy but must be complete and based in evidence.
b) That available support information and data is identified and where it can be found. Also be clear about highlighting gaps in existing data or evidence that you hold, and how you have sought to address these knowledge gaps.
c) That the equality impacts are capable of aggregation with those of other EIAs to identify the cumulative impact of all service changes made by the council on different groups of people.
d) That the equality impact assessment is started at an early stage in the decision-making process, so that it can be used to inform the consultation, engagement and the decision. It should not be a tick-box exercise. Equality impact assessment is an iterative process that should be revisited throughout the decision-making process. It can be used to assess several different options.
e) Decision makers must be aware of their duty to pay 'due regard' to the Public Sector Equality Duty (see below) and 'due regard' must be paid before and at the time a decision is taken. Please see the Brown Principles on the equality intranet pages, for information on how to undertake a lawful decision-making process, from an equalities perspective. Please append the draft EIA and the final EIA to papers for decision makers (including leadership team meetings, lead member briefings, scrutiny meetings and executive meetings) and draw out the key points for their consideration. The Equalities Team provide equalities comments on reports.

1. Setting the context

Describe the proposal, the reasons it is being made, and the intended change or outcome. Will the needs of those who are currently using the service continue to be met?

The Local Plan was examined against the revised National Planning Policy Framework (NPPF) which was published by the Government in September 2023. In December 2024, the Government published a further revised NPPF. The NPPF requires Local Planning authorities like Leicester City Council to support sustainable development and to plan positively for it by preparing new Local Plans. In view of this, Leicester City Council has produced a Local Plan which sets out the vision and objectives for the growth of the city over the next 15 years.

The plan:

- Identifies locations for development
- Allocates strategic development sites
- Sets clear policies that guide decisions on planning applications

- Indicates how the plan will be delivered and how progress will be monitored

Its purpose is to provide the overall strategic and spatial vision for the future of Leicester administrative area. The Local Plan must be flexible to allow for future changes in circumstances, including different policy frameworks or changes to the local, regional or national economy. Proposed development also needs to be viable. This is important as the current economic climate presents significant challenges for place shaping. Building on recent progress in house building and job creation, the Local Plan will provide the framework and certainty that will attract investment to Leicester allowing us to guide investment in ways that the community has signed up to.

The Leicester Local Plan is the development plan for the city and sets out the vision and framework for future development for the plan period 2020 to 2036. When adopted, the Leicester Local Plan will replace the existing Core Strategy (2014) and Saved Policies from the 2006 Adopted Local Plan. A range of evidence has been commissioned or undertaken by the Council to underpin the Local Plan.

The Local Plan will be used to manage development through the determination of planning applications, making it clear where development is acceptable and helping to provide certainty for the local community that the development planned is co-ordinated, well designed and will make a positive contribution to the city.

The Local Plan includes numerous different policies. This equality impact assessment considers the potential for disproportionate impacts and opportunities for advancing equality of opportunity and fostering good relations in respect of the Local Plan. However, this does not negate the need to consider individual policies in greater detail in relation to the PSED aims. The approach has been to undertake a high-level assessment (RAG) in partnership with individual service areas on policy areas which are likely to impact on people with different protected characteristics. The aim of this is to identify key areas of focus and where a more detailed individual equality impact assessment on a specific policy, undertaken by the service area is likely to be required. To achieve positive equalities outcomes, there will be an on-going commitment from all service areas involved to iteratively assess and, where they exist, to mitigate, disproportionate impacts on particular protected characteristics. The PSED is an on-going duty and should be paid proportionate attention according to the relevance at various stages.

The Draft Plan was out for consultation between September and December 2020. The plan was further published for consultation on the Submission version (Reg 19) between the 16th of January 2023 to the 27th of February 2023 and was then submitted to the Government for independent examination in September 2023. The Examination then took place during October and November 2024 with the Main Modifications Consultation taking place in June and July 2025. The Final Inspector's Report was received on the 5th of February 2026. The final document is expected to be formally adopted by late spring 2026.

Furthermore, as part of this process, a Statement of Common Ground relating to Housing and Employment Land Needs between the city council and the district councils was agreed in May 2022.

Stage	**Dates**
Issues and Options	October 2014 to January 2015
Emerging Options consultation	July to December 2017
Draft Local Plan stage (preferred options)	September 2020 to December 2020
Pre-Submission Consultation	January 2023 to February 2023
Submission	September 2023
Examination	October to November 2024
Main Modifications Consultation	June to July 2025
Inspectors Report	Received 5th February 2026
Adoption	May 2026

2. Equality implications/obligations

Which aims of the Public Sector Equality Duty (PSED) are likely be relevant to the proposal? In this question, consider both the current service and the proposed changes.

a. Eliminate unlawful discrimination, harassment and victimisation

- How does the proposal/service aim to remove barriers or disproportionate impacts for anyone with a particular protected characteristics compared with someone who does not share the same protected characteristics?
- Is this a relevant consideration? What issues could arise?

The Local Plan has the potential to impact positively on all residents and visitors to Leicester; equalities implications were considered at an early stage and integrated into policy development. The policies set out within the plan guide development and promote opportunities, for example they include polices for the allocation of housing sites to meet housing need, allocating employment sites and spaces for commercial development to boost and support the economy as well as protecting and enhancing the natural and built environment. The plan contains policies that will benefit the community, including those with protected characteristics.

There are specific policies where accessible design will need to be a central feature, to ensure that potential barriers to access are anticipated and avoided.

b. Advance equality of opportunity between different groups

- Does the proposal/service advance equality of opportunity for people?
- Identify inequalities faced by those with specific protected characteristic(s).
- Is this a relevant consideration? What issues could arise?

The Local Plan will have a broad and positive impact on advancing equality of opportunity on all sections of our communities. Several policies benefit the wider community and seek to deliver improved and accessible transport, recreation, education and other infrastructure and services, for the benefit of all. The housing mix policies seek to deliver a range of housing that will benefit those with special needs including older people (Policy Ho06. Older Person's Housing Policy), those with disability, and those who are unable to afford market housing (Policy Ho04) as well as meeting the needs of gypsies and travellers (Policy Ho12).

c. Foster good relations between different groups

- Does the service contribute to good relations or to broader community cohesion objectives?
- How does it achieve this aim?
- Is this a relevant consideration? What issues could arise?

The Local Plan sets out policies aimed at supporting cohesive and inclusive development through appropriate design, layout, mixed housing, retail, employment, and environmental policies that contribute positively to broader community cohesion. The Local Plan sets out within it, inclusive development and aims to foster good relations between those who share a protected characteristic and those who do not.

3. Who is affected?

Outline who could be affected, and how they could be affected by the proposal/service change. Include people who currently use the service and those who could benefit from, but do not currently access the service. Where possible include data to support this.

The Local Plan considers development throughout the whole city and will affect everyone who lives and works in Leicester. The Local Plan policies are based against recent Census data from 2011, primarily, and also the 2021 Census.

The 2011 Census, however, is now out of date. As such, it is important to assess the equality impact of the Local Plan against 2021 Census data.

The administrative area of the city council covers nearly 7,500 hectares, with a population of about 368,300 making it the largest city in the East Midlands (ONS 2022 Census). The Leicester Local Authority area's population grew faster than all the England core cities between 2011 – 2021 at 11.8%. The city's population density is now the third highest outside of London.

Leicester's population is relatively young compared with England; a third of all city households include dependent children, 17.2% of Leicester's population (63,402) are aged 20-29 years (12.59% in England and Wales) and 11.8% of the population (43,505) are aged over 65 (18.56% in England and Wales). The large proportion of younger people in Leicester reflects the student population attending Leicester's two universities and inward migration to the city. The city's two universities, University of Leicester and De Montfort University have a combined total of 46,175 students registered in the 2022/23 academic year (HESA, 2024).

People with disability

In 2011, over a quarter (32,447) of city households included a person with a long-term health problem or disability that limits the person's day-to-day activities, and has lasted, or is expected to last, at least 12 months. In 2021, 57,148 (15.5%) of Leicester's total population identified as having a long-term health problem or disability that limits the person's day-to-day activities, and has lasted, or is expected to last, at least 12 months. This includes problems that are related to old age. Table 1 demonstrates Leicester's Local Authority area figures compared to comparable counterparts.

Local authority (district or unitary)	All usual residents	Day-to-day activities limited a lot	Day-to-day activities limited a little	% of residents with day-to-day activities limited a lot	% of residents with day-to-day activities limited a little	% of residents with day-to-day activities limited a little or a lot
Birmingham	1,444,900	92,328	105,736	6.34%	7.32%	13.66%
Nottingham	323,600	26,527	33,691	8.20%	10.41%	18.61%
Coventry	345,300	25,400	31,825	7.36%	9.22%	16.58%
Bradford	546,400	43,720	49,977	8%	9.15%	17.15%
Leicester	368,581	25,692	31,456	6.97%	8.53%	15.5%
Luton	225,300	13,900	17,032	6.17%	7.56%	13.73%

Source: Census 2021 (ONS, 2021)

25,692 (6.97%) of Leicester's residents has a long-term health problem or disability (25,692) which impacts their day-to-day activities a lot, with 31,456 (8.53%) whose day-to-day activities are limited a little. The incidence of disability in the city is highest in Eyres Monsell and lowest in Castle (where the population is younger). This evidence indicates the incidence of disability is lower in areas where the population is younger (for example, the city centre).

Moreover, the Active Lives Survey 2019-20 shows health inequalities in physical activity levels. Those living with a long-term limiting disability are almost 10% more likely to be inactive (39%) than those without a disability (27%) The link for the Active Lives Survey 2019-20 can be found here: https://activelives.sportengland.org/Result?queryId=64298.

In 2021, 7.2% of usual city residents were providing unpaid care (26,527). Of this group, over half (58.67%) were giving 20 or more hours care a week (15,564). Some of these people are young carers. The level of unpaid caregiving in the city is lower than that in the East Midlands region (9.4%) and England (8.7%). This is due, in part, to the relatively youthful age profile of Leicester, with fewer older people households than regional and national averages. The Leicester Health and Wellbeing Survey 2024 showed that 11% of residents look after a family member, partner or friend who needs help because of their illness, frailty or disability.

Migration

Leicester is home to a diverse range of faiths and communities. Leicester residents come from over 50 different countries. Over a third of Leicester residents were born outside of the UK (41.1%, Census 2021). According to the 2011 Census, 28% of Leicester's population were born outside of the EU. In addition to this, the arrival of third country nationals (this includes individuals who are in transit and/or applying for visas in countries that are not their country of origin or individuals who have come via the UK either as students or because of government recruitment to address labour shortages), accounts for some of this migration. Leicester has also been a National Asylum Seeker Service (NASS) designated dispersal city since 2001.

The Local Plan considers the demographics of Leicester to inform need and there is a range of evidence underpinning the policies contained within the Local Plan. The consultation responses so far have been considered in policy development and the consultation responses from the consultation between September 2020 and December 2020 have been reviewed in the final plan. Equality Monitoring was undertaken as part of the consultation to ensure that the response is representative of people from across a range of protected characteristics in line with the demographics of Leicester. The policy team undertook targeted engagement of stakeholder groups who may be able to offer insights into the possible impacts for protected characteristics and groups like e.g. Racial Minority CVS, NHS National Commissioning Board; Age UK; Federation of Muslim Organisations (Leicestershire); Mencap and The Georgian Group.

Generally, the Local Plan aims to be positive for all, however it is recognised that there needs to be additional consideration paid in respect of the needs of people with specific protected characteristics to ensure that the policies are inclusive and that everyone can reap the same benefits regardless of protected characteristic. We have an evidence base upon which the policies have been drafted, which take these aspects into account.

4. Information used to inform the equality impact assessment

- What **data, research, or trend analysis** have you used?
- Describe how you have got your information and what it tells you

- Are there any gaps or limitations in the information you currently hold, and how you have sought to address this? E.g. proxy data, national trends, equality monitoring etc.

The Leicester Local Plan has been informed by the aims of other city-wide plans and strategies including:

- Design
    - National Design Guide (MHCLG) (2021)
    - National Model Design Code (MHCLG) (2021)
- Health and Wellbeing
    - Leicester's Health Care and Wellbeing Strategy (2022 – 2027)
    - Leicester Food Plan (2021 – 2026)
    - Building for a Healthy Life (2020)
    - Burial Space Strategy (2014)
- Housing
    - Local Housing Needs Assessment (2022)
    - Gypsy and Traveller Accommodation Needs Assessment (2024)
    - Strategic Housing and Economic Land Availability Assessment (SHELAA) (2022)
    - National Space Standards Local Evidence (2022)
    - Central Development Area (CDA) Capacity Study (2022)
    - Townscape Analysis and Design Guidance - Evidence for Character Areas (2022)
    - Tall Development in Leicester (2022)
    - Strategic Growth Plan (2018)

- The Economy
    - Overall
        - Economic Recovery Plan – First Steps (2023)
    - Employment
        - Economic Development Needs Assessment (2021)
        - Leicester City Centre Offices Study (2019)
        - Local Industrial Strategy (2019)
        - Strategic Distribution Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021)
        - Leicester & Leicestershire Economic Growth Strategy 2021 – 2030 (LLEP)
    - Retail
        - Leicester Retail and Leisure Study (2021)
- The Environment
    - Air Quality Action Plan (2015 – 2026)
    - Climate Ready Leicester Plan (2023 – 2028)
    - Energy and Sustainable Design & Construction Study (2022)
    - Strategic Flood Risk Assessment (2021)
    - Leicester Carbon Neutral Roadmap and Evidence Base (2022)
    - Water Cycle Study (2022)
    - Green Wedge Review Joint Methodology (2011)

    - A Green Wedge Review (2017) and Addendum Report (2020)
    - Open Space, Sport, and Recreation Study (2017)
    - Playing Pitch Strategy Assessment Report and Action Plan (2017)
    - Playing Pitch Strategy Position Statement (2022)
    - Allotment Strategy (2015 – 2020)
    - Biodiversity Action Plan (2021 – 2031)
    - Green Infrastructure Strategy (2015 – 2025)
    - Tree Strategy (2018 – 2023)
- Heritage
    - Draft Leicester Heritage Action Plan (2022)
    - Leicester Local Heritage Asset Register (2022)
    - Leicester Heritage at Risk Register (2020)
- Tourism
    - Leicester and Leicestershire Tourism Growth Plan (2019)
- Transport
    - Leicester Transport Plan (LTP3) (2011 – 2026)
    - Leicester Cycling and Walking Improvement Plan (2019)
    - Draft Leicester Transport Plan 4 (2021 – 2036)
    - Midlands Connect Strategic Transport Plan for the Midlands (2022)

- Leicester and Leicestershire Strategic Transport Priorities (2020 – 2050)
- Infrastructure Delivery Plan (2023)
- Cycle City Action Plan (2015 – 2024)
- Leicester and Leicestershire Rail Strategy (2017)

- Waste Management
  - Leicester and Leicestershire Waste Development Framework Core Strategy and Development Management Policy Document (2010)
  - Waste Needs Assessment (2021)

The Local Plan has been informed by the Census data (2011 and 2021) from the ONS and previous consultations (Issues and Options & Emerging Options and the Regulation 18 draft plan). These were public consultations during which all people in the city including statutory organisations, and where possible groups with protected characteristics, were given an opportunity to comment on the plan. For further, more detailed information please see the consultation responses from the Issues and Option consultation 'You said, we did' on our website:

Draft Leicester Local Plan 2020 - Leicester City Council - Citizen Space

Evidenced based studies further underpin the Local plan on the housing need and mix. These studies were constantly updated throughout the local plan preparation as we worked towards submitting the plan to the planning inspectorate.

Equalities Monitoring – 2020 Consultation

Equalities monitoring information was collected as part of the consultation on the draft local plan between September 2020 and December 2020. The results from the equality monitoring information show there was slightly more comments from women compared with men (c. 45% for women and 37% for men), with a range of different beliefs and religions who took part in the online consultation; as well as a diverse mix of people with ethnic backgrounds which represent a good range of views in line with the demographics of Leicester.

Only a few participants mentioned that they have disabilities such as hearing issues (e.g., deafness, severe hearing impairment), mental health issues (e.g., anxiety, dementia), mobility issues (e.g., using a wheelchair, Arthritis), learning difficulty or disability (e.g., Down's syndrome, dyslexia, autism) as well as physical impairment (e.g., difficulty using arms, poor eyesight) and long-standing illness or health condition (e.g., cancer, HIV, diabetes, chronic heart disease, epilepsy).

Equalities Monitoring – Final Submission Consultation (2023)

The final submission consultation aimed to encourage all people living, working, or with an interest in the city to submit their comments on the Local Plan as well as the evidence base.

The representations received during this consultation have found that no adverse impacts to any groups with protected characteristics have been identified so far. Each comment has been considered by the council and responses from the Planning Policy team. Where appropriate amendments were made to the submission version of the Local Plan.

The final submission consultation received 283 responses. Of those, 124 (43.8%) were women and 128 (45.2%) were men. In addition, a range of different beliefs and religions who took part in the online consultation; as well as a diverse mix of people with ethnic backgrounds which represent a good range of views in line with the demographics of Leicester. A variety of different ages took part in the consultation with ages 36 to 65 (54.1%) representing the majority of participants.

20 participants stated that they have disabilities such as hearing issues (e.g., deafness, severe hearing impairment), mental health issues (e.g., anxiety, dementia), mobility issues (e.g., using a wheelchair, Arthritis), learning difficulty or disability (e.g., Down's syndrome, dyslexia, autism) as well as physical impairment (e.g., difficulty using arms, poor eyesight) and long-standing illness or health condition (e.g., cancer, HIV, diabetes, chronic heart disease, epilepsy).

The representations received during this consultation have found that no adverse impacts to any groups with protected characteristics have been identified so far. Each comment has been considered by the council and responses from the Planning Policy team will be released alongside the submission version of the Local Plan.

5. Consultation

Have you undertaken consultation about the proposal with people who use the service or people affected, people who may potentially use the service and other stakeholders? What did they say about:

- What is important to them regarding the current service?
- How does (or could) the service meet their needs? How will they be affected by the proposal? What potential impacts did they identify because of their protected characteristic(s)?
- Did they identify any potential barriers they may face in accessing services/other opportunities that meet their needs?

The Council has utilised a range of previous consultation activity and evidence to help formally shape the vision and Objectives for the city for the next 10 years. The Statement of Community Involvement (SCI) sets out how the public, organisations and other interested parties are involved and engaged in the preparation the new Local Plan. The SCI produced and was amended in reflection of Covid-19 impacts. Consultation on Issues and Options was undertaken from October 2014 to January 2015. The original consultation period was extended to provide the community of Leicester and other stakeholders with more time to suggest any issues that they feel should be addressed, comment on which options they think are most appropriate, or tell us about any other options that they may have. Consultation on the draft Local Plan (Emerging Options) was undertaken from July to December 2017. Further consultation on the draft local plan stage was undertaken between September 2020 and December 2020. This was initially scheduled for March 2020 but was delayed due to Covid 19 restrictions, to allow for more participation from members of the public and other stakeholders. The time period for consultation was extended beyond existing typical timescales to allow more people to comment on the plan and notifications were sent out to inform of this delay. This is explained in more detail within the consultation methods section below.

Stage	**Dates**
Issues and Options	October 2014 to January 2015
Emerging Options consultation	July to December 2017
Draft Local Plan stage (preferred options)	September 2020 to December 2020
Pre-Submission Consultation	January 2023 to February 2023
Submission	September 2023
Examination	October to November 2024
Main Modifications Consultation	June to July 2025
Inspectors Report	Received 5th February 2026

Adoption	May 2026

Consultation Methods

Internet: E-government

In accordance with government regulations the draft Local Plan was available to view on the council's website during the full length of the consultation period. The initial consultation period was due to take place in March 2020 but was delayed due to Covid restrictions, an explanation of the delay was provided upon undertaking the consultation in September 2020 to inform respondents and ask for their views on the plan as usual. An online questionnaire was also available to complete and submit electronically during the consultation. Alternatively, an email contact address as well as a postal address was provided for comments to be sent directly to the council. Existing consultees (including statutory consultees) on the consultation database, local councillors and members of parliament were directly invited predominantly via an email (due to Covid 19 restrictions) to comment on the document to cover a wide range of different organisations. The ability to send letters and for residents to receive letters was more limited due to Covid 19 restrictions, so this email method was most important to be able to include more people. However, a leaflet directing people to the 2020 consultation internet pages was sent to all households within Leicester and greater Leicester Urban area.

Hard Copies

Members of the public had the opportunity to inspect the draft document and submit a representation on the response form at council offices and in libraries across the city. Customer service teams were informed of how to direct stakeholders to consultation hub and keep them updated of location of hard copies. Covid 19 restrictions caused some public spaces to close during the consultation, which had impacts on people being able to view the documents in these places. This did have impacts to those with lower levels of computer literacy; however hard copies were able to be requested throughout the consultation period by contacting the planning department to request this to be sent via post to provide an alternative service. The consultation period was extended past usual timescales to allow these groups to receive, review and respond with their comments. These approaches were used to consult those who may have been digitally excluded.

Local Media

The council publicised details of consultation through the local media. There was a press release in the Leicester Mercury and an item on the Local Plan was broadcast on BBC Radio Leicester. In addition, consultation was also publicised via social media on Twitter, Facebook and e-bulletins on Your Leicester. Furthermore, we sent citywide letters to all households to inform about the Local Plan consultation.

Presentations / Exhibitions

Presentations and subsequent discussions took place online due to Covid 19 restrictions. This provided the public with an opportunity to provide feedback on the draft document in an informal environment and directed people to the consultation hub to submit formal views. Face to face workshops might not have been appropriate at the time of consultation as people may have been required to stay at home due to isolation guidance (in particular some of those with protected characteristics) and possible venues may not have been open to the public. Social distancing requirements caused by Covid 19 restrictions may have restricted the number of people who could attend and limit the ability for certain groups to communicate. This influenced the decision to hold presentations online to allow the most amount of people to participate, an example of this was ward meetings. Where some people were having difficulties making written representations and using the internet (for example through language barriers or with visual impairments), the council encouraged these groups to nominate someone to share views on their behalf or make representations over the telephone. These were dealt with on a case-by-case basis and checked with the equalities and communication teams.

Workshops

To help develop policies and proposals, online workshops were held for stakeholders, community groups and organisations. These events involved high level presentations on the local plan and sites in ward meetings followed by additional engagement discussions where needed. The agenda of each workshop was clearly set out beforehand with discussions encouraged to ensure meaningful engagement. As part of understanding the impacts potential policies might have had on different protected characteristics, the council organised a workshop specifically for the Leicester Racial Minority Voluntary and Community Sector (VCS) Assembly. During the workshop the council emphasised the importance of the Local Plan, the key issues it sets out, the timetable, the consultation process and where as well as how individuals and organisations can take part. The workshop included a discussion regarding issues relating to equality,

as well as content to be considered as part of the Local Plan Equalities Impact Assessment. These workshops were carried out at the Emerging Options consultation, but not for the Regulation 18 consultation due to covid-19.
In addition, as part of the New Local Plan, contact information is provided for people who need help reading the document or require the Local Plan in another format.

Letters/site notices to residents at/near sites

Letters were sent out to residents nearby to the proposed site allocations, and site notices put up, to provide locals with more specific information about the nearby site allocation. This allowed local people to be made aware of the proposed allocation at an early stage and as much information as possible provided to allow people to submit a full consultation response. This also helped to allow people with protected characteristics to raise any local issues e.g. for site allocations and disability access.

Letters to site owners

Letters were sent out to site owners to inform them that their site is proposed for allocation and invite comments on the local plan. This helped to understand any changing circumstances with the sites and identify any protected characteristics for site owners.

Duty to Cooperate

There is a duty to cooperate in the Local Plan process, and the council has engaged with its partners. Leicester City Council has embraced the Duty to Cooperate through actively engaging with the other district and boroughs councils within Leicestershire. This has ensured a proactive, focused and continuous approach to strategic planning. This has successfully enabled the Council and its neighbours to recognise cross boundary issues (such as allocations of sites) and identify the need or otherwise for joint or individual policy responses. In response to Leicester City Council's declaration of an unmet need for both housing and employment land in 2017, for instance, a Statement of Common Ground between the City Council and the District Councils relating to the Housing and Employment Land Needs was agreed in 2022.

6. Potential Equality Impact

Based on your understanding of the service area, any specific evidence you may have on people who use the service and those who could potentially use the service and the findings of any consultation you have undertaken, use the table below to explain which

individuals or community groups are likely to be affected by the proposal because of their protected characteristic(s). Describe what the impact is likely to be, how significant that impact is for individual or group well-being, and what mitigating actions can be taken to reduce or remove negative impacts. This could include indirect impacts, as well as direct impacts.

Looking at potential impacts from a different perspective, this section also asks you to consider whether any other particular groups, especially vulnerable groups, are likely to be affected by the proposal. List the relevant groups that may be affected, along with the likely impact, potential risks and mitigating actions that would reduce or remove any negative impacts. These groups do not have to be defined by their protected characteristic(s).

Protected characteristics

Impact of proposal:
Describe the likely impact of the proposal on people because of their protected characteristic and how they may be affected. Why is this protected characteristic relevant to the proposal? How does the protected characteristic determine/shape the potential impact of the proposal? This may also include **positive impacts** which support the aims of the Public Sector Equality Duty to advance equality of opportunity and foster good relations.

Risk of disproportionate negative impact:
How likely is it that people with this protected characteristic will be disproportionately negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected?

Mitigating actions:
For disproportionate negative impacts on protected characteristic/s, what mitigating actions can be taken to reduce or remove the impact? You may also wish to include actions which support the positive aims of the Public Sector Equality Duty to advance equality of opportunity and to foster good relations. All actions identified here should also be included in the action plan at the end of this EIA.

a) Age
Indicate which age group/s is/ are most affected, either specify general age group (children, young people, working aged people or older people) or specific age bands.

What is the impact of the proposal on age?
The Local Plan will have a positive impact in this context.

The aim of the Housing policies in the Local Plan is to ensure a wide range of housing development. This also includes homes for certain groups of people like elderly and students (who are usually, although not always, within a particular age range). These age groups may include older people, young people and families with children who may need affordable housing if they cannot enter the housing market. In this context, Policy Ho04 seeks to ensure affordable housing.

The Local Plan's Climate Change policies seek to ensure that development provides sustainable design and reduces carbon emissions, whilst increasing energy efficiency. This should be beneficial to elderly and young people, helping to reduce running and maintenance costs and improving health outcomes.

The Local Plan's Open Space policies will benefit all age groups, particularly children through the provision of play areas and facilities, including retaining existing playing pitches.

Design policy DQP03 supports inclusive design by meeting the needs of disabled and elderly people in new development. This supports safety and convenience in new development to react to demographic trends.

It is the government's requirement to meet the needs of older people, those with children, students through the Local Plan policies. Having identified the need based on existing evidence (Local Housing Needs Assessment, 2022), the protected characteristic group will have their needs met through the draft policies of the Local Plan.

What is the risk of disproportionate negative impact on age?
These policies are not likely to cause any disproportionate negative impact as the needs of different age ranges have been considered in policy development.

The Local Housing Needs Assessment (2022) found there was an evidenced need for older person's housing within Leicester. In response, a new Local Plan policy has been incorporated to address and tackle this need (Policy Ho06. Older Person's Housing).

What are the mitigating actions?
During both the emerging options consultation undertaken in 2017 and the draft local plan in 2020, the council monitored information relating to equalities, this helped obtain views from a range of different ages in line with the demographics of Leicester. In addition, the council informed organisations like 'Age UK' to get a better overview about the issues and ideas of age-related groups.

The Local Housing Needs Assessment (2022) found there was an evidenced need for older person's housing within Leicester. In response, a new Local Plan policy has been incorporated to address and tackle this need (Policy Ho06. Older Person's Housing).

b) Disability

A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities. If specific impairments are affected by the proposal, specify which these are. Our standard categories are on our equality monitoring form – physical impairment, sensory impairment, mental health condition, learning disability, long standing illness, or health condition.

What is the impact of the proposal on disability?

It is expected that the Local Plan will have a positive impact.

The objectives of Policy DQP03 seek to ensure that proposals are accessible and adaptable to people with disabilities e.g. wheelchair accessible homes, as well as public places.

The objectives of the Policy Ho03 seek to ensure that proposals for wheelchair accessible dwellings will be encouraged to meet the technical standard for access of Building Regulations 2015 Part M4(3), or any subsequent revision.

Retail, leisure and health facilities are required to be accessible for everyone as well (Policy CT01, CT02, TCR03, OSSR03). This includes the use of advertisement and associated impacts to highway safety which is covered by policy DQP09.

The purpose of the planning system is to contribute to sustainable development (September 2023 NPPF, Chapter 2). In addition, the transport policies within the Local Plan promote accessible public transport, particularly in policies T01 and T03.

The needs of the protected characteristic are relevant to the proposal as its the government requirement to meet the needs of the community, including those with disabilities. There is significant potential to advance equality of opportunity through the built environment and infrastructure, provided the needs of people with different protected characteristics are fully considered in the early policy and planning stages, through to design.

The Local Plan policies have been consulted on, and all people were given an opportunity to comment on the Local Plan. As part of the consultation process, the documents were made available in an accessible format on request.

What is the risk of disproportionate negative impact on disability?

Not likely to have any disproportionate negative impact as the needs of people with different disabilities have been considered in policy development. However, the consultation has provided some further information to inform if there are any disproportionate impacts which have not been identified to date. Responses will be made to consider the needs of the people with particular protected characteristics such as this and published as part of the full submission for further engagement.

What are the mitigating actions?
The publication of most of the documents on our website are uploaded in an accessible format which seeks to increase the accessibility and readability of our materials. These documents are displayed in an easy-to-read format for screen readers which will help people with visual impact. Under the telephone number in the beginning of the Local Plan a large, printed format, or help with the language for people whose native language is not English, can be requested.

The consultation involved engaging with groups representing this protected characteristic and others, to ensure that this was representative and obtained views from a range of people who may have particular needs arising from a disability. Equality monitoring took place as part of the consultation and will continue to be undertaken.

c) Gender reassignment
Indicate whether the proposal has potential impact on trans men or trans women, and if so, which group is affected. a trans person is someone who proposes to, starts, or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected.

What is the impact of the proposal on gender reassignment?
There will be a neutral impact for this specific group. However, they will not be excluded from receiving the positive benefits that are intended for all.

What is the risk of disproportionate negative impact on gender reassignment?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

d) Marriage and civil partnership
Please note that the under the Public Sector Equality Duty this protected characteristic applies to the first general duty of the Act, eliminating unlawful discrimination, only. The focus within this is eliminating discrimination against people that are married or in a civil partnership with regard specifically to employment.

What is the impact of the proposal on marriage and civil partnership?
There will be a neutral impact for this specific group. However, they will not be excluded from receiving the positive benefits that are intended for all.

What is the risk of disproportionate negative impact on marriage and civil partnership?
Not likely to have any disproportionate negative impact. Marriage and civil partnership, under the Equality Act only protects you from discrimination at work because you are married or in a civil partnership.

What are the mitigating actions?
Not applicable.

e) Pregnancy and maternity
Does the proposal treat someone unfairly because they're pregnant, breastfeeding or because they've recently given birth.

What is the impact of the proposal on pregnancy and maternity?
There will be a neutral impact for this specific group. However, they will not be excluded from receiving the positive benefits that are intended for all.

What is the risk of disproportionate negative impact on pregnancy and maternity?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

f) Race
Race refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. A racial group can be made up of two or more distinct racial groups, for example Black Britons, British Asians, British Sikhs, British Jews, Romany Gypsies and Irish Travellers.

What is the impact of the proposal on race?
The Local Plan policies, proposals and allocations will aim to ensure that sites are available to provide sufficient housing to meet a significant proportion of housing needs of all groups in Leicester.

In terms of housing, the Local Plan supports the delivery of mixed sizes and tenures, including the provision of affordable housing for all groups in need. No disproportionate negative impacts upon any racial group have been identified.

The local plan will look to support a diverse range of businesses including racial minority owned businesses in Policy E07. Further, Policy CT02 seeks to safeguard Assets of Community Value encouraging communities to share spaces.

Gypsies and Travellers are considered in a specific policy. An accommodation needs assessment has been carried out, which has informed Policy Ho12 of the proposed Local Plan. The city needs to plan to accommodate 32 permanent Gypsy and Traveller pitches over the plan period to 2036. There is also a need for a transit site that can accommodate up to 12 caravan spaces. Following consideration at the Local Plan Examination three sites have been allocated for gypsy and traveller accommodation. These include a site for permanent pitches on the Former Western Park Golf Course (SL02) and two potential transit sites on Beaumont Park (Policy SL06) and Thurcaston Road/ Hadrian Road Open Space (Policy E01). However, there is a short fall in the number of sites needed and this will be considered as part of an Early Local Plan review (Policy Mo01: Plan Review). In helping to provide decent residential accommodation for all, the City Council will meet the accommodation needs of Gypsies and Travellers and Travelling Showpeople.

What is the risk of disproportionate negative impact on race?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
For people whose first language is not English, special requests can be made via telephone for alternative provision.

No other mitigations applicable until and unless any impacts identified through the consultation.

g) Religion or belief
Religion refers to any religion, including a lack of religion. Belief refers to any religious or philosophical belief and includes a lack of belief. Generally, a belief should affect your life choices or the way you live for it to be included in the definition. This must be a belief and not just an opinion or viewpoint based on the present state of information available and;

- be about a weighty and substantial aspect of human life and behaviour
- attain a certain level of cogency, seriousness, cohesion, and importance, and
- be worthy of respect in a democratic society, not incompatible with human dignity and not in conflict with fundamental rights of others. For example, Holocaust denial, or the belief in racial superiority are not protected.

This also refers to services that are sensitive to different religious requirements e.g., times a customer may want to access a service, religious days and festivals and dietary requirements.

What is the impact of the proposal on religion or belief?
The Policy CT05 Places of Worship seeks to retain these places and associated community facilities unless it can be demonstrated that there is no longer a need for them.

Places of Worship can cause a lot of traffic and noise. Therefore, these issues need to be carefully addressed in selecting suitable locations for Places of Worship and when considering proposals for redevelopment or extension. Overall, there will be a neutral impact for this specific group.

What is the risk of disproportionate negative impact on religion or belief?
Not likely to have any disproportionate negative impact if the issues of noise and traffic can be adequately addressed and considered.

What are the mitigating actions?
Not applicable until and unless the places of worship will have any impacts on highway safety and function, or nearby residential amenity.

h) Sex
Indicate whether this has potential impact on either males or females.

What is the impact of the proposal on sex?
Policies in the 'Delivering Quality Places' chapter, such as Policies DQP01 and DQP03, ensure that all places are designed as high quality overlooking places to give everyone the feeling of safety. All these policies in the Local Plan will have an impact upon everyone who lives in, works in, has business in, travels through or visits Leicester. This is expected to impact on people of a different sex or gender in the same way.

There are no disproportionate negative impacts identified resulting from the Local Plan objectives and proposed policies.

What is the risk of disproportionate negative impact on sex?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

i) Sexual orientation

Indicate if there is a potential impact on people based on their sexual orientation. The Act protects heterosexual, gay, lesbian or bisexual people.

What is the impact of the proposal on sexual orientation?
There will be a neutral impact for this specific group. However, they will not be excluded from receiving the positive benefits that are intended for all.

What is the risk of disproportionate negative impact on sexual orientation?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

7. Summary of protected characteristics

a. Summarise why the protected characteristics you have commented on, are relevant to the proposal?
The Local Plan will have an impact on all those living and working in Leicester. Therefore, all the protected characteristics are relevant to the proposals, some more directly than the others. The policies aim to support inclusive and cohesive development.

b. Summarise why the protected characteristics you have not commented on, are not relevant to the proposal?
Not applicable.

8. Armed Forces Covenant Duty

The Covenant Duty is a legal obligation on certain public bodies to 'have due regard' to the principles of the Covenant and requires decisions about the development and delivery of certain services to be made with conscious consideration of the needs of the Armed Forces community.

When Leicester City Council exercises a relevant function, within the fields of healthcare, education, and housing services it must have due regard to the aims set out below:

a. **The unique obligations of, and sacrifices made by, the Armed Forces**
   These include danger; geographical mobility; separation; Service law and rights; unfamiliarity with civilian life; hours of work; and stress.

b. **The principle that it is desirable to remove disadvantages arising for Service people from membership, or former membership, of the Armed Forces**
   A disadvantage is when the level of access a member of the Armed Forces Community has to goods and services, or the support they receive, is comparatively lower than that of someone in a similar position who is not a member of the Armed Forces Community, and this difference arises from one (or more) of the unique obligations and sacrifices of Service life.

c. **The principle that special provision for Service people may be justified by the effects on such people of membership, or former membership, of the Armed Forces**
   Special provision is the taking of actions that go beyond the support provided to reduce or remove disadvantage. Special provision may be justified by the effects of the unique obligations and sacrifices of Service life, especially for those that have sacrificed the most, such as the bereaved and the injured (whether that injury is physical or mental).

Does the service/issue under consideration fall within the scope of a function covered by the Duty (healthcare, education, housing)? Which aims of the Duty are likely be relevant to the proposal? In this question, consider both the current service and the proposed changes. Are members of the Armed Forces specifically disadvantaged or further disadvantaged by the proposal/service? Identify any mitigations including where appropriate possible special provision.

It is expected that the Local Plan will have a largely neutral impact on current and former members of the Armed Forces. The Local Plan will have an impact on all those living and working in Leicester. The policies aim to support inclusive and cohesive development.

For instance, Policy Ho03 relating to Housing Mix seeks to provide an appropriate mix and size of dwellings to meet the needs of current and future households in the city including family housing, extra care and accessible housing, and self-build/custom-build plots having regard to the latest evidence of housing need published by the Council. This policy has regard to Aim A of the Armed Forces Covenant Duty.

In relation to Aim B, the Local Plan does not reduce the level of access a member of the Armed Forces Community has to goods and services, or the support they receive. The Local Plan's employment, housing, community, and retail policies all seek to ensure and maintain or improve the services that all members of Leicester's residents, including current and former members of the Armed Forces, have access to.

9. Other groups

Other groups

Impact of proposal:
Describe the likely impact of the proposal on children in poverty or any other people who we may consider to be vulnerable, for example people who misuse substances, care leavers, people living in poverty, care experienced young people, carers, those who are digitally excluded. List any vulnerable groups likely to be affected. Will their needs continue to be met? What issues will affect their take up of services/other opportunities that meet their needs/address inequalities they face?

Risk of disproportionate negative impact:
How likely is it that this group of people will be negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected?

Mitigating actions:
For negative impacts, what mitigating actions can be taken to reduce or remove this impact for this vulnerable group of people? These should be included in the action plan at the end of this EIA. You may also wish to use this section to identify opportunities for positive impacts.

a. Care Experienced People
This is someone who was looked after by children's services for a period of 13 weeks after the age of 14', but without any limit on age, recognising older people may still be impacted from care experience into later life.

What is the impact of the proposal on Care Experienced People?
There will be a neutral impact for this specific group. However, they will not be excluded from receiving the positive benefits that are intended for all.

For instance, Policy Ho03 relating to Housing Mix, seeks to maintain and improve the provision of care facilities within the City based on evidenced needs. It is intended that this would have a positive impact for those children living in care by ensuring the necessary number of care facilities and places in the local area.

Furthermore, Policy DI01 relating to Developer Contributions and Infrastructure outlines the intention of the Council to continue to secure development specific infrastructure including community facilities. The development of this infrastructure would have a positive impact on those that have experienced care.

More broadly, the Open Space, Sports and Recreation chapter seeks to retain open space and playing pitches in Leicester which would have a positive impact for care experienced people having ease of access to open space. This intention is reinforced by the Local Plan's health and wellbeing policies (such as Policy HW01).

What is the risk of negative impact on Care Experienced People?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

b. Children in poverty

What is the impact of the proposal on children in poverty?
The proposal will have a positive impact on children with poverty. For instance, Policy Ho04 seeks encourage the provision of affordable housing in the City. These policies are based on the existing evidence which was updated prior to submission.

The Open Space, Sports and Recreation chapter seeks to retain open space and playing pitches in Leicester which would have a positive impact for children in poverty having ease of access to open space.

What is the risk of negative impact on children in poverty?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

c. Other (describe)

What is the impact of the proposal on any other groups?
The health and wellbeing chapter ensures a wide range of groups are considered in the Local Plan e.g. families, people living in poverty as well as people with different health issues like obesity. The proposal will have a neutral impact on any of the groups.

What is the risk of negative impact on any other groups?
Not likely to have any disproportionate negative impact.

What are the mitigating actions?
Not applicable.

10. Other sources of potential negative impacts
Are there any other potential negative impacts external to the service that could further disadvantage service users over the next three years that should be considered? For example, these could include:

- other proposed changes to council services that would affect the same group of service users;
- Government policies or proposed changes to current provision by public agencies (such as new benefit arrangements) that would negatively affect residents;
- external economic impacts such as an economic downturn.

There are several potential national policy changes currently undergoing consultation, such as the NPPF, Strategic Development Strategies, and Local Government Reorganisation, which could have a significant impact on citizens in Leicester. At current, however, it is difficult to determine their potential impact and, as such, the city council will continue to review its local plan policies based on these changes in line with evidenced needs and consultation responses.

11. Human rights implications

Are there any human rights implications which need to be considered and addressed (please see the list at the end of the template), if so, please outline the implications and how they will be addressed below:

The specific Articles of the ECHR relevant to planning include Article 6 (Right to a fair and public trial within a reasonable time),Article 8 (Right to respect for private and family life, home and correspondence), Article 14 (Prohibition of discrimination) and Article 1 of Protocol 1 (Right to peaceful enjoyment of possessions and protection of property).

12. Monitoring impact

You will need to ensure that monitoring systems are established to check for impact on the protected characteristics and human rights after the decision has been implemented. Describe the systems which are set up to:

- monitor impact (positive and negative, intended and unintended) for different groups
- monitor barriers for different groups
- enable open feedback and suggestions from different communities
- ensure that the EIA action plan (below) is delivered.

If you want to undertake equality monitoring, please refer to our equality monitoring guidance and templates.

We have undertaken a Sustainability Appraisal (SA), which assesses the social, economic and environmental impact of policies and objectives, at each stage of the Local Plan and was consulted on as one of the key pieces of evidence. The findings have informed policy development at each stage of the Local Plan process.

Policy Mo01 of the new Leicester Local Plan sets an expectation that a review will be complete within three years of adoption of this Local Plan, and will have regard to changes to relevant legislation, policy, and guidance. The subsequent reviews will undergo public consultations as well as EIAs which will help identify any impacts as the Plan progresses. Further, monitoring outcomes will normally be reported on an annual basis for a year which begins on 1 April and ends on 31 March, unless data is not available for such a period. In addition, an Authority Monitoring Report (AMR) is anticipated to be produced in December each year, and this is the main record of monitoring information. The need to intervene, or otherwise, will be kept under regular review.

13. EIA action plan

Please list all the equality objectives, actions and targets that result from this assessment (continue on separate sheets as necessary). These now need to be included in the relevant service plan for mainstreaming and performance management purposes.

Equality Outcome	Action	Officer Responsible	Completion date
Annual Monitoring	An Authority Monitoring Report (AMR) is anticipated to be produced in December each year, and this is the main record of monitoring information. This will ensure all policies are kept under consistent and thorough review and any equalities concerns are raised in a timely manner.		**Annually, every December**
Local Plan Review	Policy Mo01 of the new Leicester Local Plan sets an expectation that a review will be complete within three years of adoption of this Local Plan, and will have regard to changes to relevant legislation, policy, and guidance. The subsequent reviews will undergo public consultations as well as EIAs which will help identify any		**3 years after adoption (expected to be 2029)**

Equality Outcome	Action	Officer Responsible	Completion date
	impacts as the Plan progresses.		
Keep up to date with local, regional, and national strategies	As part of the Local Plan review process, Leicester City Council and the Planning Policy Team will continually keep up to date with local and national strategies and policies that may impact the Local Plan and its equality outcomes. Based on this continuing research, the Planning Policy Team will continually review Local Plan policies and their potential impact on equality outcomes.		**Ongoing**
Up to date consultation database	Consultation database to be kept updated including harder to reach groups, for future consultations to ensure all groups are notified about future Local Plan reviews and can participate and raise any concerns.		**Ongoing**

Human rights articles:

Part 1: The convention rights and freedoms

Article 2: Right to Life

Article 3: Right not to be tortured or treated in an inhuman or degrading way

Article 4: Right not to be subjected to slavery/forced labour

Article 5: Right to liberty and security

Article 6: Right to a fair trial

Article 7: No punishment without law

Article 8: Right to respect for private and family life

Article 9: Right to freedom of thought, conscience and religion

Article 10: Right to freedom of expression

Article 11: Right to freedom of assembly and association

Article 12: Right to marry

Article 14: Right not to be discriminated against

Part 2: First protocol

Article 1: Protection of property/peaceful enjoyment

Article 2: Right to education

Article 3: Right to free elections

Rep ID	Respondent ID	MM Number	Site Number	Sustainabi	Habitats R	Policies	Representation Summary
R001	P001	MM25	261				In the general area of fields where houses will be built, archaeological finds have recently come to light.
R002	P002	MM21					Please explain how the identities and landscape setting of distinct settlements can be mitigated when the intention is to build on former green wedge land, thus effectively joining these areas together with a built environment. Whilst there are proposals to retain of some natural green spaces, hedgerows and trees within the development, it is the extent of the open space between settlements which is equally important to the integrity of individual communities and which most concerns the residents of Thurcaston. This applies to SL03 and SL04 and is central to policy OSSR01. *"At least 670 homes"* This statement requires clarification as to the actual number of houses proposed, for an informed comment to be made. Pleased to see that importance of areas of separation between Thurcaston and Leicester have been recognised. Statements need further clarity in how much separation is proposed for both SL04 and SL03. The current maps indicate that this 'separation' is in some cases, just the width of a hedgerow which is clearly insufficient to retain the integrity of Thurcaston village. As it stands, the proposed SL04 development backs directly onto some existing properties in Thurcaston along Rectory Lane, which contravenes Policy OSSR01.
R003	P002	MM25					Removal of '*in total*' suggests license for much larger number of homes with no restrictions. If the homes are to go ahead, there should be clarity from the outset on the actual number for the modifications to be commented on in a properly informed manner. Why has "*retention of on-site pond*" been deleted? Concern for reduction in biodiversity in proposed eradication of aquatic and marginal wildlife and valuable feature for resident and visiting birds, animals and insects. There are very few natural ponds in this area and efforts should be made to conserve, not destroy them. Contradicts statement below which says: 'seek to retain on-site waterbodies and protect them from any contamination' Pleased to see that importance of areas of separation between Thurcaston and Leicester have been recognised. Statements need further clarity in how much separation is proposed for both SL04 and SL03. The current maps indicate that this 'separation' is in some cases, just the width of a hedgerow which is clearly insufficient to retain the integrity of Thurcaston village. As it stands, the proposed SL04 development backs directly onto some existing properties in Thurcaston along Rectory Lane, which contravenes Policy OSSR01. "*minimise impacts on the adjacent Local Wildlife Site*"; How will this be achieved? "*seek to retain on-site waterbodies and protect them from any contamination.*" Totally agree, but the statement above 'Retention of the on-site pond', which has been deleted as part of these amendments would appear to contradict this. Pleased to see that the heritage and archaeology of Thurcaston is being taken into account in this statement When will this 'masterplan' become available? It is unrealistic to expect informed comment on these modifications without having this critical component of the Strategic Plan in place.
R004	P002				42		*"The air pollution generated from additional traffic on the A46 bypass shall be mitigated through the master planning process and appropriate phasing."* How? Explanation of the master planning process' and 'appropriate phasing' is required for clarity before evidence-based comment can be made on this. "*Retention of some green space on site will reduce the need for trips to European sites for recreational purposes.*" Where is the evidence to suggest that the token amount of green space referred to in developing SL04 will reduce visits to the European Sites of the River Mease, Ensor Pool and Rutland Water? This would appear to be a subjective statement and suggest that it is removed, unless it can be justified objectively.
R005	P003						The plan needs to allocate land for new burial spaces whilst ensuring that faith based burial needs are respected. The amount of burial space, particularly for some faiths, is nearing capacity. LCC should engage with faith communities to ensure equitable and culturally sensitive solutions. The Local Plan must ensure that future developments include provisions for cemetery expansion to meet the needs of a growing and diverse population. Should be considered based on input from local communities and those it affects.
R006	P004	MM38	335				Object to the inclusion of site 335 as a housing allocation and to the inclusion of text in the Main Modifications for the change of use of the remaining playing field to open space in an educational use. These developments would fail to accord with any of the exemption criteria in Paragraph 104 of the NPPF or in emerging Policy OSSR04.
R007	P004	MM38	559				Object to the inclusion of site 559 as a housing allocation and to the inclusion of text in the Main Modifications for the development on the remaining playing field for a highway scheme. These developments would fail to accord with any of the exemption criteria in Paragraph 104 of the NPPF or in emerging Policy OSSR04.
R008	P004	MM38	961				Object to the inclusion of site 961 as a housing allocation and to the inclusion of text in the Main Modifications for the remaining playing field to be used for informal open space. These developments would fail to accord with any of the exemption criteria in Paragraph 104 of the NPPF or in emerging Policy OSSR04.
R009	P005	MM17					MM17 is Sound and Legally Compliant
R010	P005	MM23					MM23 is Sound and Legally Compliant
R011	P005	MM24					MM24 (page 43) doesn't include a requirement for a Heritage Appraisal within the list set out. This would be at odds with other main modifications proposed e.g. MM25. Suggested changes to MM: Include the requirement for a Heritage Assessment within the list set out in MM24.
R012	P005	MM25					MM25 is Sound and Legally Compliant
R013	P005	MM38					MM38 is Sound and Legally Compliant
R014	P005	MM111					MM111 is Sound and Legally Compliant
R015	P005	MM112					MM112 is Sound and Legally Compliant
R016	P005	MM119					MM119 is Sound and Legally Compliant
R017	P005	MM181					MM181 is Sound and Legally Compliant
R018	P006	MM38	559				surrounding lower density neighbourhoods, vehicle parking would be difficult, congested and unsafe at this density. The proposed density of dwellings for the land to be developed should not exceed 3 or 4. Changes to MMs suggested
R019	P007						Welcome that the modifications include strengthening of the environmental content of the plan in a number of policies particularly with regards to the provision of green infrastructure.
R020	P008	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety and Traffic Volume, Inadequate Parking Infrastructure, Loss of Vital Green Space, Impact on Community Life and Wellbeing, Flood Risk and Inadequate Drainage, Air Quality and Traffic Congestion, Environmental Impact, Threat to Biodiversity.
R021	P009	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety and Traffic Volume, Inadequate Parking Infrastructure, Loss of Vital Green Space, Impact on Community Life and Wellbeing, Flood Risk and Inadequate Drainage, Air Quality and Traffic Congestion, Environmental Impact, Threat to Biodiversity.
R022	P010	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R023	P011	MM38	481				Objects to the development of urban green spaces in Leicester with concerns of wellbeing impacts, lack of open space access for children, impacts to wildlife and open space providing climate change mitigation.
R024	P012	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety and Traffic Volume, Inadequate Parking Infrastructure, Loss of Vital Green Space, Impact on Community Life and Wellbeing, Flood Risk and Inadequate Drainage, Air Quality and Traffic Congestion, Environmental Impact, Threat to Biodiversity.
R025	P013	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R026	P014	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R027	P015						Satisfied with the proposed modifications overall document and policies. Welcome continued engagement to support the Local Plan update.
R028	P016	MM38	481				Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R029	P017						The Trust does not have any comments to make on this consultation.
R030	P018	MM26					modification. Changes to MM suggested

R031	P018	MM27		MM27 requires additional clarification to be considered sound. It is unclear how the supporting text regarding the mitigation of the loss of the green wedge should be used to inform the proposals for the site or the decision making. In response to the modifications to Draft Policy SL05 (MM29) we have also raised concern that the potential for overlap has not been recognised between the requirement for approximately 1.8 ha of new informal open space, parks & gardens and approximately 2 ha of existing natural green space, including priority trees, hedgerows and woodland. Changes to the modification wording suggested.
R032	P018	MM28		MM28 is considered unnecessary and contrary to NPPF paragraph 16(f). This list repeats bullet points from paragraph 4.32. The standard validation requirements should be removed as they do not serve a clear purpose in accordance with NPPF paragraph 16(f). Changes to MM suggested
R033	P018	MM29		Housing - On reflection is it considered that in attempting to create additional flexibility by including 'at least' in the policy wording, the amendment in itself creates a restriction on anything less than 336 dwellings, even if this was 335 homes. In light of the other policy changes, it is suggested that this is amended further to 'approximately' or 'around' 336 homes. Facilities and Services - This new bullet point is prefixed with 'The development will provide:' and it is therefore not clear whether there is a new requirement for on-site facilities to be provided or whether this provision is through the anticipated off-site contributions via section 106 agreements. The evidence for such community facilities has not been shared and the provision for on-site facilities will significantly affect the land budget for uses already set out in the policy and illustrated in the proposed masterplan that is proposed to be included alongside the text of the policy. Any contributions towards community facilities should however be in the form of s106 developer contributions and should pass the Community Infrastructure Regulations by being necessary to make the development acceptable in planning term, directly related to the development, and fairly and reasonably related in scale and kind to the development. Open Space / Green and Blue Infrastructure - It is not clear what the relationship is between these two requirements for 'open space' and 'green and blue infrastructure'. The element of informal open space requirement could also contribute towards the retention of natural green space. It is suggested that the policy wording is clarified. With regard to 'maintaining important elements of the former Green Wedge', this is not a realistic, effective or justified objective of the policy given the context of the proposal to allocate the site for housing. Transport Infrastructure - As written, the wording 'all parts of the site are accessible by roads cycling and walking routes and connected to existing routes and surrounding areas, including the wider allocation in Blaby and Charnwood' is imprecise, and it is unclear the policy is trying to secure. Similarly, the wording in relation to bus provision is imprecise. Heritage Mitigations - The paragraph under this heading which commences with 'Meet the requirements of Policy HE01...' sits on its own and does not make sense without and introductory text needed to precede the criterion. Also, Policy SL05 and Policy HE01, when applied together, create and incoherent policy framework. In order to develop site SL05 with the amount of development envisioned within the Policy there will be some harm to heritage assets. Indicative Diagram - The reference to the 'indicative diagram' in the policy is supported, it is essential that there is flexibility in relation to the layout through the design iteration process that is underway.
R034	P018	MM40		We support the amendment for a site by site approach for M4(3)a and M4(3)b
R035	P018	MM42		planning application. Changes to MM suggested
R036	P018	MM47		It is important to point out that there will be circumstances whereby internal space standards are not appropriate to a particular development or are not viable or technically feasible. There should be this flexibility in how this policy requirement is applied to ensure that needed and appropriate development can come forward. Changes to MM suggested
R037	P019	MM38		Having revisited the representations that Officers submitted on behalf of the Council to your Regulation 19 Draft Local Plan in February 2023, it is apparent that all matters raised for Site 715: Land North of Gartree Road, Site 559: Judge Meadow Community College Open Space, and, Site 961: Welford Road Playing Fields, After 614 Welford Road have been satisfactorily addressed in the Main Modifications Document. Therefore, the Council has no further comments to make with regards to these matters and supports the proposed modifications as drafted.
R038	P020	MM38	481	Objects to the development of Brent Knowle Gardens. Development would: Damage the character of the neighbourhood, Negatively impact mental and physical health, Increase traffic and congestion, Harm local wildlife.
R039	P021	MM38	481	Objects to the development of Brent Knowle Gardens. Development would: Damage the character of the neighbourhood, Negatively impact mental and physical health, Increase traffic and congestion, Harm local wildlife.
R040	P022	MM38	481	on this small but significant green space, threatens safety and well being on a number of levels. These plans appear to contradict Leicester City Council's elsewhere stated social and environmental objectives.
R041	P023			been included in the Main Modifications schedule. We note that we requested an update to the list of signatories to the Leicester & Leicestershire SoCG on Housing and Employment Need (June 2022) to include CBC, which has now been amended. However, it is understood that both Harborough DC and Hinckley & Bosworth BC have now signed the SoCG, and consideration could be given to adding these for completeness.
R042	P024	MM5		CEG supports the modification to paragraph 4.1 on page 30 which clarifies the role of Diagram 2 (Growth in the Leicester Urban Area)
R043	P024	MM9		boundary.
R044	P024	MM11		CEG welcomes the wording change to the first paragraph on Page 37, Policy SL01, which clarifies the extent of the policy application.
R045	P024	MM149		CEG supports the proposed modification to Diagram 17 (Open Space Network, Leicester Urban Area) to clarify the location and extent of Green Wedges and Open Space relative to the City boundary.
R046	P024	MM150		CEG welcomes the proposed modification to the Green Wedge policy supporting text (page 208, paragraph 14.11) which recognises the role of transport corridor within Green Wedges in supporting improved connectivity and promoting active and sustainable travel choices.
R047	P024	MM151		CEG supports the proposed modification Policy OSSR01 (Green Wedge policy) on page 209 to support the delivery of local transport infrastructure which can demonstrate a requirement for a Green Wedge location.
R048	P024	MM169		CEG welcomes the proposed modification to Diagram 18 (The Spatial Transport Strategy) on Page 234 to include Thorpebury on the Spatial Transport Strategy diagram.
R049	P025	MM38	629	Site no 629 (Netherhall Road Open Space) is not sound as it fails to meet the area's objectively assessed needs. This development results in a loss of open space. Although there is a surplus of open space in the Leicester NE area, there is a deficit of accessible parks and open space within Netherhall (i.e. within distances per para 5.8 of LCC OSSRS 2017 that is the Local Plans stated benchmark for the provision of this need). MM38 should be amended to retain site 629 as open space. The immediate area surrounding site 629 has poor access to open space (i.e. contrary to OSSR02 point a)). There is no additional provision as part of this development, and there would be local loss resulting from other proposed developments (i.e. contrary to OSSR point c)). The development of plots 577, 631 and 648 would generate a requirement for additional accessible open space. It is not possible to develop any part of this site without creating a loss of access to open space for residents to both the north or south of the site. Any development of the site would lead to reduced visibility of the walkway running through it, meaning some people would feel unable to use it. Land to the east of Hamilton Lane (in Harborough District Council area) is earmarked for housing development as part of the Scraptoft North Strategic Development Area (application 19/00700/OUT). This will mean that much of the green space to the east of Netherhall is likely to be developed placing further pressure on green space for residents of this area. Netherhall Road Open Space meets many of the Council's criteria for designation as a park. There are benefits to designating it as a park as it could help ensure the site would not be developed, and it would help meet the Council's aims for accessibility to open space (accessibility criteria are that a park should be located within a 300m distance while an open space should be located within a 100m distance). Site 629 should be removed as a proposed allocation and it should be re-designated from an open space to a park. Changes to MM suggested
R050	P025	MM38	577	Add requirement for developer contributions for recreational spaces for site 577 to be put toward enhancing facilities of Netherhall Road Open Space, to help meet the objectives of local plan point 14.14(c) and mitigate the loss of amenity space resulting from these developments for the residents of Netherhall. Changes to MM suggested
R051	P025	MM38	631	Add requirement for developer contributions for recreational spaces for site 631 to be put toward enhancing facilities of Netherhall Road Open Space, to help meet the objectives of local plan point 14.14(c) and mitigate the loss of amenity space resulting from these developments for the residents of Netherhall. Changes to MM suggested
R052	P025	MM38	648	Add requirement for developer contributions for recreational spaces for site 648 to be put toward enhancing facilities of Netherhall Road Open Space, to help meet the objectives of local plan point 14.14(c) and mitigate the loss of amenity space resulting from these developments for the residents of Netherhall. Changes to MM suggested

R053	P026	MM25	261	Too many houses proposed. There would cease to exist a boundary between Leicester and Thurcaston. Local roads would not be able to cope with the increased traffic volumes. The development would be overbearing on the setting of Thurcaston. There are no provisions for local services and existing services are already at capacity. No provision of a park, green space, playground community centre or other amenities. Grade 3 agricultural land would be lost. A lot of wildlife would be displaced, and woodland would be lost. Any public transport provided would impact local roads which cannot cope with an increase in traffic. Noise pollution from the A46 would make any houses built undesirable. The proposed developments are contrary to planning policies and there are more appropriate sites with better access to facilities and amenities compared to the proposed development.
R054	P027	MM21	262	the Ashton Green development currently under construction in relation to the loss of green space, biodiversity loss, increase in flood risk, and impact on local infrastrcture. The development would be car reliant due to lack of public transport in the area. The Ashton Green development currently under construction should be fully built out before this site is allocated for development. The allocation is contrary to current Development Plan Document policies including the protection of green wedges and safeguarding of green spaces. The site is assessed as RED in the Sustainability Appraisal.
R055	P028	MM32		The main modifications fall short on soundness due to reasons listed below. These are from the summary of technical report: Elevated contaminant concentrations have been identified which were indicated to represent a risk to controlled waters. The report concluded that the visual receptors with an average sensitivity of Medium/High. The receptors with higher sensitivity are those located within the site as they are engaged primarily with their surroundings. With the layout as prescribed, it will completely eliminate the usability of remaining green spaces for public use as they will be surrounded by industrial units. No family or individual looking for safe space, peace and tranquillity of an open public green space would be able to use it. The design itself defeats the primary objective of retaining some parts of green spaces for public use. The unusually extra traffic of medium to heavy vehicles on to the part and on roads leading up to them will become a bane for the residents living along that stretch as well as for any residual park users if at all. The following key ecological constraints were identified: • Part of the site is designated as a Biodiversity Enhancement Site in the Local Plan. • Most of the site is designated as Green Space in the Local Plan. • The site supports the following Priority Habitats: lowland mixed deciduous woodland; mature trees; hedgerows; and a pond. • The large size of the site and diversity of habitats mean that it is likely to be of particular ecological importance. The site also has potential to support other protected species and species of conservation concern. Council's mere acceptance to have mitigation proposals fall too short of meeting such serious loss to the habitat and biodiversity. The layout/design as prescribed must be changed now to make any future industrial development to become natural extension which should be adjacent/contiguous to the existing industrial units to the north/north-east of the park. This would ensure a separate/residual open green space to the southwest/south of the park. The 12 Gypsy/Travellers pitches should be disregarded as there is no real ask or need as has been confirmed before. The layout change could mean reducing the earmarked 7.14 hectare to around 5.14 hectare of development. This will be the right balance between larger community interests and development needs.
R056	P029	MM1		Para 1.3 refers to the purpose of the Local Plan being 'to provide the overall strategic and spatial vision for the future of the Leicester Urban Area'. For clarity it would be useful for that terminology to be included on Diagram 1 (i.e. Leicester City Administrative Boundary (The Leicester Urban Area)) or made clear at the end of para 1.3 ….Leicester Urban Area (i.e. area within the Leicester City Administrative Boundary).
R057	P029	MM3		HDC welcomes the introduction of the new objective relating to the use of Brownfield sites to deliver a significant part of the new housing and employment requirement.
R058	P029	MM7		It is not clear why the new paragraph inserted after paragraph 4.14 refers to working collaboratively with Charnwood Borough Council only. The paragraph should recognise that all the Leicester and Leicestershire authorities are working together on seeking agreement on the accommodation of the Strategic Warehousing requirement. Also, it is suggested that reference to 'sites' in the final sentence should be replaced by either 'Areas of Opportunity' or 'locations'. Changes to MM suggested
R059	P029	MM196		The new 'Plan Review' policy, committing to the commencement of an immediate review upon adoption of the Local Plan, is welcomed.
R060	P029	MI16		Para. 4.6 (re: Signatories to the Statement of Common Ground). Harborough District Council (and Hinckley and Bosworth Borough Council) should now be in the list of those authorities having agreed the 2022 SoCG.
R061	P030	MM38	190	Object to the allocation and permission given as with the major conditions relating to flood risk and land contamination. Area is prone to major flood risk, with two recent flood events. We and the residents do not believe any amount of action to mitigate the flood risk would alleviate any future flooding causing serious problems to the existing houses on Lanesborough Road and the new dwellings. Regarding the contamination of the site, which is near a petrol station, the concerns still remain that not enough will be done to alleviate this problem. Request has been made to see copies of flood and contamination reports and what will be taken to mitigate this, but has not been received.
R062	P030	MM38	219	The Ward Councillors of Rushey Mead and the residents of Wyvern Avenue and Rosedale Avenue are writing to request that this site be removed from the plan mainly because of access issues. Under very normal circumstances, the traffic on catherine Street that feeds into Wyvern Avenue and Gleneagles Avenue is quite high. Furthermore, there are two more schools on Glenagles Avenue so at peak times there is a serious traffic jam with tailbacks. Furthermore, the wyvern Avenue that leads to the Wyvern School gates and the Rushey Fields park is a narrow road with cars parked on both sides. Even at best of times, this small narrow road is full of cars with serious problems at school peak up and drop times. In addition, no consideration is given to the fact that this proposed access road will be next to the Cricket and football pitches which are heavily used most of the times. A road in such locations would cause serious health and safety related issues not to mention it will take away valuable land donated by someone for recreation purposes. It is our belief that the new dwellings at this site would considerably increase number of cars using wyvern Avenue, causing concerns to the Rushey Fields park Users, Children using the school gates with possibly a blind spot (the road will need to curve at almost 90 degrees near he gates) and the residents. It will also create extra pressure on Gleneagles Avenue and Catherine Street.
R063	P031			No known new infrastructure interactions within the area, but electrcity demand is expected to rise. To meet with decarbonisation of energy infrastructure, there will be a shift to greener energy sources and enhancement of existing power lines. National grid request to stay informed of any plans and reviews that may affect the transmission network.
R064	P007		Yes	Natural England has reviewed the Habitat Regulations Assessment for the Main Modifications for the Leicester City Local Plan. We can confirm that the modifications proposed have not changed the original HRA's conclusion that the Plan's policies either alone, or in combination with other plans, are unlikely to have a detrimental effect on the integrity of European sites. We therefore agree with your authority that an Appropriate Assessment would not be required.
R065	P032	MM195		Welcome the new policy on monitoring but would request that the Method/Action that would occur if monitoring showed under-delivery of housing, should be more than just a review of the Plan. There are other actions that the Council could seek to take to address under-delivery including for example working with developers, seeking external funding, flexibility in policy asks to support viability and deliverability and permitting additional planning permissions. HBF suggest that these milestones set out in the Local Development Scheme Feb 2025 should be included within the Monitoring Policy and explicit reference should be made to the Plan being out of date, if the new Local Plan is not prepared in line with the timeframe set out. Changes to MM suggested
R066	P032	MM162		This section heading should be called 'Biodiversity Net Gain'. Particular care is needed to avoid any confusion between the well established mitigation hierarchy and the new BNG hierarchy. This could have impact on delivery of the Plan. HBF suggest it would then be helpful to explain the introduction of Biodiversity Net Gain and the implementation dates for larger and smaller sites. Working of the Plan not clear that BNG is non-negotiable Para 15.10 suggests the Council I looking to deliver higher than 10% and proposals doing so will be supported. This does not clearly explain that the 10% is required, and other policies may need to be compromised to secure delivery of a schemes where 10% BNG impacts on viability. HBF would also question the Council's interpretation of the interface between the Local Nature Recovery Strategy and the BNG hierarchy. It is perfectly legitimate for developers to purchase off-site units and statutory credits if required to deliver their BNG as long as they have explored other options first. Delivering BNG further from the development site is already penalised by the metric calculations and this should not be caveated further by Local Plan policies. Changes to MM suggested
R067	P032	MM163		Policy title should be renamed to 'Biodiversity Net Gain' This policy does not make the distinction between the mitigation hierarchy and the BNG delivery hierarchy clear enough. Changes to MM suggested
R068	P032	MM201		HBF would question the definition of LNRSs and suggest reference should be made to the relevant LNRS for Leicester. Changes to MM suggested

					EXAM 103 does not provide the Inspectors with a direct answer to action 285, rather it evades a direct and straightforward question. The Inspectors clearly asked for some precision on the procedure for the review of green wedge underpinning the plan at examination. The Council have not provided any new detail regarding the procedure they have taken for the review of the Evington Green Wedge in relation to this plan. EXAM 103 only provides a historical account of previous local plan covering the period 1996-2016. This does not reflect the current circumstances. The approach to the assessment of the Green Wedge and the allocation of housing sites interacting with this designation is unsound and liable to further challenge. As part of modification MI100 'Diagram 17' it said that this "now shows local plan revisions to green wedges". We cannot see this diagram as part of the published consultation documents so we have not been able to consider it. A draft Local Development Scheme should be published alongside these modifications and this should set out the role of a Green Wedge review and how it will inform the immediate review of the Local Plan upon its adoption.
R069	P033	MM196			Suggests amendments to the wording of MM196 "New Policy:Plan Review." Changes to MM suggested
R070	P034	MM21			Suggests that the Policy make reference to the adjacent allocation within Charnwood Borough, namely with regards to master planning matters around Green and Blue Infrastructure, as well as vehicular and pedestrian links between the Zones in Leicester City and Charnwood Borough. Changes to MM suggested
R071	P035			Yes	Considers HRA to be sound and legally compliant
R072	P036				The Environment Agency considers the Main Modifications to be sound and legally compliant.
R073	P037	MM38	715		Objects to allocation of the site due to: site forms part of established green wedge, the proposal would establish precedent for similar kind of development along Gartree Road which could destroy the green wedge.
R074	P038	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R075	P039	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R076	P040	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R077	P041	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R078	P042	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R079	P043	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R080	P044	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R081	P045	MM38	481		Objecting to the development of Brent Knowle Gardens due to the following concerns: Road Safety Concerns, Parking, Access to Green Space, Quality of Life for Existing Residents, Flood Risk and Drainage, Congestion and Air Quality, Biodiversity and Wildlife.
R082	P046	MM17	702		This area is a valuable natural green space for the local community. The HRA states that around 19 ha of it will remain when the development has been completed, but given its importance to the local community as an area of natural green space, no development should take place on the site at all. Table 3.3 of the Sustainability Appraisal shows that there will be a strongly negative impact on biodiversity in relation to the proposals to develop on Strategic Site SL02 (the former Western Park Golf Course). Not enough thought has been given to this at all, and one of the main reasons why SL02 is so valuable to the local community is because of its biodiversity. The site is not disused, it is a valuable green space that provides local people with an opportunity to enjoy being out in nature, to exercise and to support their mental health. It provides a green lung for the surrounding areas, which is especially important given that there is a motorway and a busy A road nearby. There is already a significant amount of traffic in the area, and this will only worsen if the development goes ahead. To make things even worse, there will be the loss of a green lung at the same time. This will mean that air quality for local residents will be extremely poor. The site acts as a natural sponge, soaking up rainwater. Not enough thought has been given to the potential increase in the amount of flooding in the local area if the development goes ahead. It is also important to remember that, because of climate change, there is highly likely to be an increase in the amount of rainfall over the coming years and decades. The best way to minimise the risk of flooding in the surrounding area is to not build on the site at all and to plant more trees on the site. More trees will soak up even more of the rainwater. The proposals to develop on the land need to be scrapped, and the area should be rewilded and become a nature reserve.
R083	P047	MM17	702		Western Golf Course is an important and essential green space for the mental and physical health of residents. The green space needs to be retained.
R084	P048	MM32	464		Contamination concerns, and loss of public park.
R085	P049	MM32	464		There are other areas set aside for industrial units. There has been no proper assessment of traffic or wildlife impacts. The Gypsy and Traveller Transit site is unnecessary as there have been no transient travellers for a number of years. A proper assessment of the traffic impacts, mental health impacts, crime and anti social behaviour impacts and wildlife impacts is required.
R086	P050	MM32	464		Natural England have still not been consulted. The MMs are unsound due to the following reasons: Limited access to A46 causing increased traffic volumes and air pollution. Concern over water contamination. Concerns over ground gas contamination. The layout of the site doesn't allow for wildlife to continue as before, there are rare nesting bats and 20 year old badger sets that will be disturbed by construction and industrial operations. Residents will loose a vital green space. Not a sensible site to develop as the cost of development with gasses and toxic waste and the loss of an important eco diverse space outweighs the need for more industrial units. Also fails to listen to the views of the residents of Beaumont Leyes. Remove Beaumont Park as an allocation.
R087	P051	MM17	702		Proposed development is not justified nor consistent with national policy, it is contrary to NPPF paragraph 147. The development of the site makes mitigation of the four function of a green wedge almost impossible. There is no evidence that alternative uses have been explored. Development will lead to a deterioration in local air quality. The Local Plan doesn't demonstrate evidence to show that the development is designed to deliver a biodiversity net gain or that the local wildlife site can be protected, preserved and enhanced.
R088	P052	MM79			The former wording of para a) gave quite a clear understanding of what needs to be achieved. It outlined some of the areas that disabled people feel don't work currently - e.g. the separation (the entrance round the back only opened on request for example!) or the elements of independent use and dignity. The proposed change is much more vague and hard to evaluate. Even subtle changes such as 'safe ...environments' rather than 'safe to use ... for everyone' diminish the clarity of the policy and give a different picture of inclusion in the mind. I cannot see 'excluding' applications being amended, refused or enforced based on that, nor developers understanding what they should aim for. Para b) is important but reflects only the Equality Act legislation which, while supposed to be pro-active can only be enforced by an individual affected. On its own it would not achieve inclusion in development. Therefore I feel the proposed amended wording of this policy will not deliver its aims and so will not be effective. On a minor point, due to the change in leading sentence of the policy, paras b) and c) are not now grammatically correct. The original para a) should be retained and the new wording, or parts of it, included as a separate paragraph -e.g. the wording about the lifetime of the development as frequently buildings become less accessible in future.

Item 7b

Executive Report

Pay Policy Statement 2026/2027
Gender Pay Gap Report 2025

Decision to be taken by: Full Council on 26th March 2026
Lead director: Andrew Shilliam

City Mayor

Useful information

- Ward(s) affected: None
- Report author: Andrew Shilliam, Director of Corporate Services
- Author contact details: 37 0131
- Report version number: 1

1. Summary:

Section 38 of the Localism Act 2011 places a requirement on all local authorities to prepare and publish a Pay Policy Statement for each financial year in order to achieve public accountability, transparency, and fairness in the setting of local pay. The Statement must be approved by Full Council and published by 1 April each year.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017 require public sector employers, as part of their public sector equality duty, to publish specific details of their gender pay as of 31 March each year.

This report seeks approval of the Council's Pay Policy Statement for 2026/2027 and asks Council to note the Gender Pay Gap Report for 2025.

2. Recommendations:

a) That Council approves the Pay Policy Statement for 2026/2027 (Appendix A)
b) That Council notes the Gender Pay Gap Report for 2025 (Appendix B)

3. Supporting information including options considered:

Pay Policy Statement

The Pay Policy Statement is required to focus on the pay of senior staff and to set this in the context of the pay of the wider workforce. The Statement must cover the Council's approach to a number of elements of pay for senior staff including salary scales, any performance related pay, bonuses or additional elements of pay, termination payments and approach to pensions. Similar information must be included in relation to the wider workforce and the remuneration of the lowest paid employees must be specified.

After approval by Full Council, the Pay Policy Statement must be published on the Council's website by 1 April for public scrutiny. The intention is to ensure that Members consider how they pay their senior staff and can justify their policy on senior pay in the light of potential public scrutiny.

The Statement includes the ratio between the top earner's salary and the median salary which is 4.85:1. The ratio is lower than last year when it was 5.4:1 and significantly lower than the latest figures we have from our neighbouring councils Nottingham City Council (5.6:1) and Derby City Council (5.45:1).

The Council has made a positive commitment to support lower paid staff and their families and has adopted the 'Real Living Wage' to provide a better standard of living. The Council therefore pays a supplement to employees whose hourly rate falls below the 'Real Living Wage'. At the time of writing, no employees are in receipt of this supplement as the minimum point of the 2025/26 LGS pay scale is above the Living Wage rate (which was implemented locally from 1 April 2025) of £12.60.

In October 2025, the 'Real Living Wage' rate was increased to £13.45. The Council intends to implement this increase from 1 April 2026. At the time of writing, it is unclear which employees (if any) will be eligible for the supplement as the 2026 pay award, which will be applicable from the same date, is yet to be agreed.

Gender Pay Gap Report 2025

This is the Council's eighth Gender Pay Gap Report. It is important to note that gender pay gap reporting is not about men and women being paid differently for the same job but about the differences between the overall average pay of men and women within an organisation. The key figures to be published are the mean and median gender pay gaps, i.e. the percentage difference between the mean and median hourly rates for men and women. The table below compares these figures over the last two years as at 31 March.

Year	Mean pay gap %	Women mean hourly rate	Men mean hourly rate	Median pay gap %	Women median hourly rate	Men median hourly rate
2024	-2.6%	£17.95	£17.49	0%	£16.67	£16.67
2025	-5.0%	£19.22	£18.30	- 0.9%	£17.50	£17.34

At 31 March 2025 the council's mean gender pay gap widened to -5.0% from the previous year's figure of -2.6% which denotes the mean hourly rate of pay continues to be higher for women (£19.22) than for men (£18.30). This may be due to a significant decrease in the number of women occupying the lowest paid jobs (47% in 2025/26 compared to 54% in 2024/25) and a small increase in the number of women occupying higher paid jobs.

At 31 March 2025 the council's median gender pay gap was -0.9% with the median hourly rate of pay being slightly higher for women (£17.50) than men (£17.34). This represents a small shift away from last year's figure which was the ideal position of 0%.

It is not yet possible to compare our 2025 figures with other employers as this data does not need to be published until 31 March 2026. However, the council's figures compare very positively against the 2024 mean and median gender pay gaps for the public sector as a whole (12.8**%** and 13.3% respectively) – i.e. average pay for men being significantly higher than for women.

Furthermore, at 31 March 2024 only 14% of councils within the same headcount band (5000–19,999) who published their data, also reported a median pay gap of 0% or less.

The council will continue to monitor the mean and median gender pay gaps.

4. Details of Scrutiny

The Pay Policy Statement is essentially a statement of existing policy. Pay Policy Statements from previous years remain available for public scrutiny on the Council's website.

The Gender Pay Gap Report is a statement of fact. Reports must remain on the Council's website for a minimum of three years for public scrutiny. Data must also be uploaded to a Government portal, where the public can access the data.

5. Financial, Legal and Other Implications

5.1 Financial Implications

The Pay Policy Statement sets out the framework for the Council's employees' pay with a particular focus on senior staff (Head of Paid Service and Directors) in the context of the wider workforce. The Council's budget for 2026/2027 includes an estimate of pay costs which will be incurred. There are no significant changes from last year's pay policy.

There are no financial implications associated with the gender pay gap report.

Catherine Taylor
Financial Strategy Manager

Ext: 374056

5.2 Legal Implications

The Localism Act 2011 requires local authorities to prepare a Pay Policy Statement each year. This document must set out the Council's approach to the remuneration of chief officers, the remuneration of its lowest paid employees and the relationship between the remuneration of chief officers and employees who are not chief officers. In preparing a Pay Policy Statement, local authorities must have regard to any guidance issued or approved by the Secretary of State. Guidance was issued by the Department for Communities and Local Government initially in November 2011 and supplementary guidance was issued in February 2013. Each year's Pay Policy Statement must be approved by Full Council before it comes into force.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017 place a duty on public authorities with more than 250 employees to publish their gender pay gap statistics by no later than 31 March every year.

The statistics that must be published are the mean and median differences in the hourly full pay between male and female employees; the mean and median differences in bonus pay between male and female employees; the proportion of male and female employees who have received bonus pay and finally the proportion of male and female employees in the lower quartile, lower middle quartile, upper middle quartile and upper quartile of the pay scales.

Paul Holmes
Head of Law, City Barrister & Head of Standards

Ext 371428

5.3 Climate Change and Carbon Reduction Implications

No climate change implications.

5.4 Equality Implications

Under the Equality Act 2010, public authorities (including the local authority and schools), have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The Equality Act 2010 (Specific Duties and Public Authorities) Regulations place a duty on public authorities with more than 250 employees to publish statutory calculations every year showing how large the pay gap is between their male and female employees no later than 31 March every year. The purpose of Gender Pay Gap reporting is to achieve greater gender equality across the UK and increase pay transparency by narrowing and eventually eliminating the pay differential between men and women.

Although there are no equalities implications arising for people with protected characteristics directly related to the pay policy statement itself, the purpose of the pay policy statement is to increase accountability, transparency, and fairness in the setting of local pay. It will be important to assess against other authorities when they also publish their data to consider if our offer is comparative and fair.

Surinder Singh, Equalities Officer

Ext 37 4148

5.5 Other Implications

No other implications.

6. Background information and other papers:

'Openness and Accountability in Local Pay: Guidance under Section 40 of the Localism Act'
'Localism Act: Pay Policy Statements – Guidance for Local Authority Chief Executives'
'Openness and Accountability in Local Pay: Guidance under Section 40 of the Localism Act – Supplementary Guidance'
The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017

The Public Sector Equality Duty – Section 149 of the Equality Act 2010

7. Summary of appendices:

Appendix A: Proposed Pay Policy Statement 2026/2027 and supporting documents (1–4)
Appendix B: Gender Pay Gap Report 2025

8. Is this a confidential report? (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)

No.

9. Is this a "key decision"?

No.

APPENDIX A

Leicester City Council

Pay Policy Statement 2026/27

1 Introduction and Purpose

1.1 Section 38(1) of the Localism Act 2011 requires all local authorities in England and Wales to produce and publish a Pay Policy Statement for each financial year. The principle behind this requirement is to ensure transparency and accountability in local approaches to public sector pay, particularly in respect of senior staff, by enabling public scrutiny.

1.2 As specified in the Act, this requirement does not extend to schools and, therefore, the Statement does not include school-based employees. Leicester City Council's Pay Policy Statement is set out in accordance with the mandatory requirements of the Localism Act and also takes account of The Local Government Transparency Code 2015. It sets out information on the council's pay and conditions of service for its chief officers and the wider workforce.

1.3 The Pay Policy Statement is designed to enable communities to access the information they need to determine whether remuneration, particularly senior remuneration, is appropriate and commensurate with responsibility. It also helps ensure that policies on pay and reward for the most senior staff are clearly set within the context of the pay of the wider workforce.

1.4 The Act recognises that each local authority has the right to determine its own policy towards pay to address local priorities, the local marketplace, and its own economic circumstances. There is a requirement for the Pay Policy Statement to be approved by Full Council. Councils are encouraged to set up Remuneration Committees to oversee pay policy; councillors are also encouraged to have a significant role in determining pay. At Leicester City Council, decisions on terms and conditions are made by the Employees Committee or the Executive.

1.5 National negotiations regarding the 2026/27 pay awards for Chief Officers and Local Government Services employees are expected to commence in early 2026 and any resulting pay awards will come into effect from 1 April 2026. As such, the pay figures referenced within this statement are subject to change.

2 Wider Context

2.1 Leicester City Council is a unitary authority serving the largest city in the East Midlands region with a population of 388,348[1] in 2024. It is one of the largest employers in the city with a current workforce headcount of 6,281 (5,036 full-time equivalent) excluding schools.

2.2 The Council operates under a mayoral model of governance and provides a comprehensive set of local authority services to the population of the city. These

[1] Source: Office of National Statistics

include education, social services, environmental services, highways, economic regeneration, planning, libraries, museums, revenues and benefits, housing, parks, and open spaces amongst others.

2.3 The financial position of the Council has been difficult for over a decade and like many authorities, we have faced difficulties in being able to balance our budget. Due to the significant work undertaken to manage costs in demand-led services, and to make savings alongside an improved funding settlement we have, however, improved our financial position and no longer envisage requiring exceptional financial support (EFS) in the foreseeable future.

2.4 The budget for 2026/27, approved in February, continues the medium-term strategy established last year. Due to the improved outlook, the focus has moved from managing the immediate crisis to ensuring the longer-term financial sustainability of the budget.

3 Scope and Definitions

2.5 A key requirement of the Localism Act is to set senior pay in the context of pay for the wider workforce, and specifically its lowest paid staff.

2.6 This Pay Policy Statement covers all Leicester City Council employees except those employed in schools, apprentices and casual workers.

2.7 Most staff within the wider workforce, covered by this Pay Policy Statement, are paid in accordance with a pay structure (and its associated terms and conditions of service) that was implemented in 2011. This pay structure applies to all staff covered by the National Joint Council for Local Government Services (LGS). A revised version of this pay structure took effect from 1 April 2019 following a restructure of the LGS national pay spine.

2.8 There are a number of employees who are on terms and conditions from their previous employer which they have retained under the Transfer of Undertakings (Protection of Employment) Regulations. For this reason, some or all of this Pay Policy Statement may not apply to those employees.

2.9 The Statement includes policies on:

a) The level and elements of remuneration for Chief Officers
b) The remuneration of lowest paid employees
c) The relationship between the remuneration of Chief Officers and other officers.

2.10 Remuneration in the context of the Localism Act is defined widely to include salary, bonuses, performance related pay, allowances, fees, benefits in kind and contractual arrangements relating to any possible future severance payments.

2.11 The definition of Chief Officer includes Head of Paid Service[2], Strategic Directors and Divisional Directors.

[2] The Council does not have a post of Chief Executive but is still legally required to have a Head of Paid Service.

2.12 In line with the Local Government Transparency Code 2015, the Council publishes information showing the top three tiers of its structure, on its website:

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4. Senior Pay

4.1 Under the mayoral model, the Council retains a statutory role of Head of Paid Service who is also the Chief Operating Officer. The overall purpose of this post is to support the City Mayor and to work with the Corporate Management Team, Council and Executive to deliver the Council's vision, strategic aims, and objectives. The salary range for this post is £161,751 - £166,904. There are no additional performance or bonus payments applicable to this role.

4.2 Appendix 1 details each Chief Officer's substantive salary range and salary as of 31 March 2026. In line with the 2025/26 pay award for Local Authority Chief Officers each point on the pay scale for Chief Officers increased by 3.2% on 1 April 2025.

4.3 The conditions of service for Chief Officers are in accordance with the Joint Negotiating Committee for Chief Officers agreement and the local terms and conditions which apply to other staff. Chief Officers do not receive additional performance or bonus payments.

4.4 An honorarium payment may be made to an employee, including a Chief Officer where duties and responsibilities which fall outside of their substantive role are undertaken temporarily. At the time of writing, one Chief Officer was in receipt of an honoraria payment. This payment is treated as normal income for tax purposes.

4.5 Officers at this level are expected to work those hours necessary to fulfil their duties without additional pay. They receive no additional payments for overtime, standby etc.

4.6 Chief Officers are eligible for a council owned mobile device but, in common with other staff who are eligible, may choose instead to use their personal device for business purposes, e.g. for voice calls, SMS and data. Eligible staff who opted to use their own device prior to policy revisions in 2025, currently receive a 'Bring Your Own Device Scheme' allowance. The allowance at the time of writing is £15 per month and is currently paid to 5 Chief Officers. The allowance is treated as normal income for tax purposes.

Placing on Grades and Incremental Progression

4.7 Appointments to both Strategic and Divisional Director grades are normally made on the minimum point of the salary range unless an appointee is already on a higher salary in which case placing on the grade will reflect this. The only other factor normally considered, where necessary, is market forces. Market supplements above the grade of the post are not, however, normally awarded at this level. Decisions on placement within the grade are normally taken by the

most senior manager involved in the selection process who may, if required, consult the relevant member of the Executive.

4.8 Progression through the grade is by one increment on 1 April each year, subject to satisfactory performance, until the maximum of the grade is reached.

Fees

4.9 The only Chief Officer to receive fees is the Returning Officer who receives payment in accordance with the relevant legislation set by Government for each election. The Returning Officer is the Chief Operating Officer.

Termination Payments

4.10 Following the revocation of the Restriction of Public Sector Exit Payments Regulations in 2021 there are currently no restrictions on termination payments. A new Bill (Public Sector Exit Payments (Limitation) Bill) has, however, been presented to parliament and a second reading is scheduled for February 2026. At the time of writing, no immediate restrictions to termination payments are expected but any future regulations will be reflected in forthcoming statements.

4.10 Redundancy payments are based on the number of weeks' pay staff are entitled to in accordance with statute, with reference to their age and length of continuous service, using an actual week's pay.

4.11 Where the total of the capitalised costs and redundancy pay for a redundancy is £30K - £59K authorisation by the Assistant Director People & Corporate Services is required. Where the cost is £60K or more authorisation by the Chief Operating Officer, in consultation with the City Mayor, is required.

4.12 In regard to early retirement, the Council's normal position is not to top up pension benefits, but it will consider requests to do so on a case-by-case basis. This approach applies to all employees and there are no special arrangements for senior staff. The Council reserves, however, the right to enter into settlement agreements for staff in exceptional circumstances.

4.13 The Council has provisions for flexible retirement and for early retirement on compassionate grounds in exceptional circumstances. The Council does not award additional membership under regulation 31.

4.14 The Council has in place a policy on re-engagement after redundancy or early retirement. This sets out the circumstances in which an employee who has left the council on the grounds of redundancy and/or early retirement may, or may not, be re-engaged by the Council.

4.15 Special severance payments including ex-gratia payments may be considered and paid as part of settlement agreements. This arrangement applies to all staff. Decisions regarding special severance payments are considered and made in accordance with Statutory Guidance.

Comparison of Senior Pay with Similar Authorities

4.16 Geographically the nearest unitary city councils are Derby and Nottingham City Councils. A comparison of Leicester's Chief Officer salary ranges against the salary ranges for similar posts in these authorities, at April 2025 rates, is shown in the table below.

4.16 It should be noted that actual posts and structures vary between authorities. One key difference is that Leicester does not have a Chief Executive, and the Head of Paid Service is undertaken by the Chief Operating Officer (who, in effect, also acts as the Strategic Director for Corporate Resources and Support). The most senior role in the other two councils (as their Head of Paid Service) is the Chief Executive.

Authority	Most senior role - Head of Paid Service	Top tier - Strategic Directors	Second tier - Divisional Directors
Leicester	£161,751 - £166,904	£146,293 - £156,596	£96,945 - £111,528
Derby	£196,000	£133,087 - £146,182	£85,777 - £100,972
Nottingham	£190,505 - £213,340	£147,524 - £171,760	£117,061 - £129,288

4.17 The comparison table above shows that:

- Leicester City Council's Head of Paid Service is currently paid considerably less than the two nearest unitary authorities. This reflects that we do not have a Chief Executive and, instead, have combined the Head of Paid Service with our Chief Operating Officer role.
- The maximum salary for Leicester's Strategic Directors is higher than Derby's with their maximum salary being comparable to the minimum for Strategic Directors at Leicester. However, whilst Nottingham's minimum salary is comparable to Leicester's, their maximum is significantly higher.
- Nottingham's minimum and maximum Divisional Director salaries are significantly higher than Leicester's. Whilst Derby's Divisional Director salary range is, in the main, less than Leicester's with the top of their pay scale being slightly higher than our minimum pay point.

Value for Money

4.18 One of the key issues underlying the requirement to produce a Pay Policy Statement is consideration of whether senior pay levels represent value for money.

4.19 Both Strategic and Divisional Directors have significant responsibilities for the delivery of services under their control and the effective use of workforces and budgets assigned to these. They advise the City Mayor and elected members on Council decisions and the future direction of the authority. They guide major projects, plan and deliver a wide range of council services, are responsible for the effective performance of their service areas, lead on complex changes,

make difficult day to day decisions on 'doing more with less' and commission services from others. All these activities are delivered against a challenging economic environment.

4.20 Most Directors are responsible for large numbers of staff or manage highly complex technical areas with smaller staff complements. The numbers of staff managed are included in Appendix 1. Some senior roles hold statutory responsibilities, such as the Head of Paid Service, Section 151 Officer role (in charge of the Council's finances), Electoral Registration Officer, Local Returning Officer, and Monitoring Officer or responsibilities for safeguarding vulnerable adults or children.

4.21 The Chief Operating Officer and the two Strategic Directors, with the City Mayor and the Executive, are responsible for setting out a strategic vision for the way forward for the service areas under their control and providing clear leadership to the organisation. They also provide effective management for their departments. Some senior roles focus on partnership working and relationship management with external partners to integrate strategy, maximise effective use of resources or to facilitate/deliver a shared agenda.

4.22 Strategic Directors are responsible for overseeing large departments and Divisional Directors manage the divisions within departments. The size of budgets varies according to the nature of the service. Details of divisional budgets are attached at Appendix 2.

4.23 The job descriptions for all these roles are available on the Council's website:

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4.24 The council's leadership qualities, which set out the behaviours expected of all leaders, are at Appendix 3.

5 The Wider Workforce

5.1 Senior pay needs to be set in the context of the pay policy in relation to the rest of the workforce. The Council's current pay structure for all staff covered by the National Joint Council for Local Government Services, which includes most non-school staff and most Heads of Service[3], has 15 grades. The overall salary range (as at 1 April 2025) is £24,413 - £79,069 per annum. The bottom grade of the 2025/26 pay scale has one increment, grades 2 and 3 have two increments and the remainder have 4 increments (Appendix 4).

5.2 The grading of jobs is determined through job evaluation, using a scheme which is compliant in terms of equal pay for work of equal value principles.

5.3 Employees are normally appointed to the minimum point of the grade and progress through the grade by one increment on 1 April each year, subject to

[3] There are 7 senior officers paid on 'city officer' grade, which sits outside of this structure. Pay for the city officer grade is, (as at 31 March 2026), £81,148 - £90,245 p.a. Pay awards for these staff are determined in line with the Joint Negotiating Committee for Chief Officers Agreement.

satisfactory performance, until the maximum of the grade is reached. Sometimes, for market reasons, employees are appointed above the minimum point. Accelerated increments may also be awarded for exceptional performance.

5.4 The Council has made a positive commitment to support lower paid staff and their families. As such, the Council adopted the 'Real Living Wage', to provide a better standard of living for lower paid employees. The Council therefore pays a supplement to employees whose hourly rate falls below the 'Real Living Wage'. However, at the time of writing, no employees are in receipt of this supplement as the minimum point of the 2025/26 LGS pay scale is above the Real Living Wage rate (which was implemented locally from 1 April 2025) of £12.60.

5.5 In October 2025 the 'Real Living Wage' rate was increased to £13.45. The Council intends to implement this increase from 1 April 2026. However, at the time of writing, it is unclear which employees (if any) will be eligible for the supplement as the 2026 pay award, which will be applicable from the same date, is yet to be agreed.

5.6 The following local provisions for staff are in place for certain posts:

- Overtime payment at plain time or plain time and a third.
- Payment at plain time and a third for work at night, on Saturday, Sunday or Public Holidays.
- Standby allowance of £18.52 per day.
- Payment for sleeping in duty at the rate of £43.12 per 12-hour period.
- First aid allowance of £180 per annum (pro-rata for part time employees).

5.7 Employee career development is encouraged and the council offers apprenticeships and training to assist staff to progress in their careers. Managers are encouraged to develop career pathways linked to achieving relevant competencies; work of the relevant level and financial provision being available. A framework is also in place for appraising employees.

5.8 In addition to those staff covered by the pay and conditions described above, a small proportion of the non-school workforce is covered by national pay scales for teachers, educational improvement professionals, educational psychologists, young people's/community service managers and youth and community workers.

Market Pay

5.9 Sometimes job evaluation results in a salary range which is below the market rate for a particular role. Where there is significant difficulty with recruitment and retention because of this, the manager may put forward a business case to the Market Pay Panel. This panel reviews information and evidence regarding both recruitment and retention issues alongside market pay data to determine

whether it is appropriate to award a market supplement. Market supplements are reviewed every two years.

5.10 The use of market pay is subject to robust governance and control procedures. Over the past 5 years the number of roles in receipt of market pay has reduced and is currently only awarded to 4 posts. This is due to the introduction of a further scrutiny process and a focus on looking at other ways in which to address recruitment and retention problems.

6 Relationship of Senior Pay to the Pay of the Wider Workforce

6.1 The Hutton Report on fair pay recommended that local authorities should publish the ratio of top earner to the median earner in the authority (excluding school staff and apprentices). At Leicester City Council the ratio, based on the top earner's salary of £166,904 and a median full-time equivalent salary of £34,434 (April 2025 salary rates), is 4.85:1. The ratio is lower than last year when it was 5.4:1.

6.2 This is also significantly lower than the latest figures we have from our neighbouring Councils - Nottingham City Council (5.6:1) and Derby City Council (5.45:1).

7 Pension

7.1 As of 31 March 2026 all staff belonging to the Local Government Pension Scheme (LGPS) make contributions to the scheme based on their salary level as follows:

Contribution Band	Salary Range	Contribution Rate
1	Up to £17,800	5.5%
2	£17,801 to £28,000	5.8%
3	£28,001 to £45,600	6.5%
4	£45,601 to £57,700	6.8%
5	£57,701 to £81,000	8.5%
6	£81,001 to £114,800	9.9%
7	£114,801 to £135,300	10.5%
8	£135,301 to £203,000	11.4%
9	£203,001 or more	12.5%

7.2 As of 1 April 2025, the Council makes employer's contributions to the scheme at a rate of 27.8%.

7.3 The Council's approach to termination payments is set out in paragraphs 4.9 to 4.15 and is the same for staff at all levels.

7.4 If a former employee in receipt of a pension re-joins the council, their pension is not normally abated. The only exception is when added years were awarded when the member previously retired. In this case, if new earnings plus existing pension exceed previous salary, then abatement applies.

Review

7.5 The Pay Policy Statement will be updated annually as required by the Localism Act.

Appendix A1

Name	Post Title	Employees (Headcount)		Employees (FTE)		Salary Range		Salary at 31.03.2026
		Central	Schools	Central	Schools	Minimum	Maximum	
Head of Paid Service								
Alison Greenhill	Chief Operating Officer	6281	4488	5014	2997	£161,751	£166,904	£166,904
Strategic Directors								
Richard Sword	Strategic Director City Development & Neighbourhood Services	3376		2507		£146,293	£156,596	£156,596
Laurence Jones	Strategic Director Social Care and Education	2085	4488	1750	2997	£146,293	£156,596	£146,293
Divisional Directors								
Matt Wallace	Director Estates & Building Services	237		205		£96,945	£111,528	£111,528
Chris Burgin	Director of Housing	934		872		£96,945	£111,528	£111,528
Peter Chandler	Director Tourism - Culture & Inward Investment	672		280		£96,945	£111,528	£96,945
Sean Atterbury	Director Neighbourhood & Environmental Services	1,132		772		£96,945	£111,528	£107,883
Andrew Smith	Director Planning- Development & Transportation	435		369		£96,945	£111,528	£111,528
Kate Galoppi	Director for Adult Social Care & Commissioning	350		310		£96,945	£111,528	£107,883
Kamal Adatia*	City Barrister & Head of Standards	139		115		£96,945	£111,528	£90,428
Sophie Maltby	Director of SEND and Education	452		323		£96,945	£111,528	£104,239
Ruth Lake	Director of Adult Social Care & Safeguarding	555		490		£96,945	£111,528	£111,528
Andrew Shilliam	Director of Corporate Services	274		255		£96,945	£111,528	£100,590
Amy Oliver	Director of Finance	305		272		£96,945	£111,528	£107,883
Rob Howard	Director of Public Health	107		96		£96,945	£111,528	£111,528
Damian Elcock	Director of Childrens Social Work and Early Help	731		620		£96,945	£111,528	£111,528

*0.81 FTE

Budget Ceilings

	2025/26 Budget As at P9 £000's	Savings package £000's	Changes in budget report £000's	Savings previously agreed £000's	Grants rolled in £000's	Pension Adjustments £000's	Non-Pay Inflation £000's	26/27 Budget Ceiling £000's
1. City Development & Neighbourhoods								
1.1 Neighbourhood & Environmental Services								
Divisional Management	(1,325.1)	(1,009.0)				(7.4)		(2,341.5)
Regulatory Services	2,220.1					(145.6)		2,074.5
Waste Management	24,165.6					(21.2)	484.8	24,629.2
Parks & Open Spaces	6,241.1	(300.0)	276.0			(544.4)		5,672.7
Neighbourhood Services	6,777.7					(231.3)		6,546.4
Standards & Development	1,272.4					(94.0)		1,178.4
Community Safety	429.5		265.0			(39.9)		654.6
Sports Services	3,018.0	(425.0)				(232.6)		2,360.4
Divisional sub-total	***42,799.3***	***(1,734.0)***	***541.0***	***0.0***	***0.0***	***(1,316.4)***	***484.8***	***40,774.7***
1.2 Tourism, Culture & Inward Investment								
Arts & Museums	3,275.1	(164.0)	320.0			(129.1)		3,302.0
De Montfort Hall	802.4	(17.0)				(106.2)		679.2
City Centre	0.0					0.0		0.0
Place Marketing Organisation	2.9					0.0		2.9
Economic Development	363.0	(264.0)	721.0			(64.2)		755.8
Markets	(154.7)		450.0			(20.9)		274.4
Adult Skills	(821.4)					0.0		(821.4)
Divisional Management	47.7	45.0				(6.3)		86.4
Divisional sub-total	***3,515.0***	***(400.0)***	***1,491.0***	***0.0***	***0.0***	***(326.7)***	***0.0***	***4,279.3***

Budget Ceilings (cont.)

	2025/26 Budget As at P9 £000's	Savings package £000's	Changes in budget report £000's	Savings previously agreed £000's	Grants rolled in £000's	Pension Adjustments £000's	Non-Pay Inflation £000's	26/27 Budget Ceiling £000's
1.3 Planning, Transportation & Economic Development								
Transport Strategy	10,531.1	(1,082.0)				(201.1)		9,248.0
Highways	2,441.0	(558.0)				(462.7)		1,420.3
Planning	1,548.9	(50.0)			27.1	(165.7)		1,360.3
Divisional Management	459.3	(310.0)				(8.2)		141.1
Divisional sub-total	***14,980.3***	***(2,000.0)***	***0.0***	***0.0***	***27.1***	***(837.7)***	***0.0***	***12,169.7***
1.4 Estates & Building Services	**4,724.1**	**(100.0)**				**(481.0)**		**4,143.1**
1.5 Housing Services	**20,808.9**	**(300.0)**	**1,981.9**	**0.0**	**1,343.3**	**(296.7)**		**23,537.4**
1.6 Departmental Budgets								
Departmental Overheads	597.8	400.0				(10.3)		987.5
City Development & Neighbourhoods Investment			3,200.0					3,200.0
	597.8	***400.0***	***3,200.0***	***0.0***	***0.0***	***(10.3)***	***0.0***	***4,187.5***
DEPARTMENTAL TOTAL	**87,425.4**	**(4,134.0)**	**7,213.9**	**0.0**	**1,370.4**	**(3,268.8)**	**484.8**	**89,091.7**

Budget Ceilings (cont.)

	2025/26 Budget As at P9 £000's	Savings package £000's	Changes in budget report £000's	Savings previously agreed £000's	Grants rolled in £000's	Pension Adjustments £000's	Non-Pay Inflation £000's	26/27 Budget Ceiling £000's
2.Adults								
2.1 Adult Social Care & Safeguarding								
Other Management & support	946.5		(19.9)			(38.5)		888.1
Safeguarding	528.6		(10.4)			(21.9)		496.3
Preventative Services	6,142.8		(132.0)			(228.8)		5,782.0
Independent Sector Care Package Costs	187,117.1		11,185.0			0.0	3,905.7	202,207.8
Care Management (Localities)	15,079.1		(283.5)			(602.6)		14,193.0
Divisional sub-total	***209,814.1***	***0.0***	***10,739.2***	***0.0***	***0.0***	***(891.8)***	***3,905.7***	***223,567.2***
2.2 Adult Social Care & Commissioning								
Enablement &Day Care	1,872.9		(37.6)			(75.3)		1,760.0
Care Management (LD & AMH)	6,487.1		(127.1)		33.8	(269.7)		6,124.1
Preventative Services	413.3		(2.8)			(2.8)		407.7
Contracts, Commissioning & Other Support	(1,241.4)		(175.2)		6,935.6	(334.5)		5,184.5
Departmental	(38,043.5)		(11.5)		22.6	(20.0)		(38,052.4)
Divisional sub-total	***(30,511.6)***	***0.0***	***(354.2)***	***0.0***	***6,992.0***	***(702.3)***	***0.0***	***(24,576.1)***
DEPARTMENT TOTAL	**179,302.5**	**0.0**	**10,385.0**	**0.0**	**6,992.0**	**(1,594.1)**	**3,905.7**	**198,991.1**

Budget Ceilings (cont.)

	2025/26 Budget As at P9 £000's	Savings package £000's	Changes in budget report £000's	Savings previously agreed £000's	Grants rolled in £000's	Pension Adjustments £000's	Non-Pay Inflation £000's	26/27 Budget Ceiling £000's
3. Education & Children's Services								
3.1 SEND and Education								
Strategic Commissioning	2,247.3				150.0	(116.9)		2,280.4
Raising Achievement	682.1		(26.0)			(53.2)		602.9
Learning & Inclusion	1,578.7		(32.0)			(87.5)		1,459.2
Special Education Needs and Disabilities	19,102.5		174.0			(374.4)		18,902.1
Departmental Resources	4,917.0		(67.0)			(214.4)		4,635.6
Divisional sub-total	***28,527.6***	***0.0***	***49.0***	***0.0***	***150.0***	***(846.4)***	***0.0***	***27,880.2***
3.2 Children's Social Work and Early Help								
Children In Need	17,708.4		(199.0)			(539.5)		16,969.9
Looked After Children	63,613.1		2,792.3		893.8	(516.2)	231.3	67,014.3
Safeguarding & QA	2,227.4		(93.0)			(90.9)		2,043.5
Community Safety	341.3					(3.6)		337.7
Early Help Targeted Services	3,187.7	(600.0)	(93.0)			(203.6)		2,291.1
Early Help Specialist Services	4,277.0		(82.0)			(225.5)		3,969.5
Divisional sub-total	***91,354.9***	***(600.0)***	***2,325.3***	***0.0***	***893.8***	***(1,579.3)***	***231.3***	***92,626.0***
DEPARTMENTAL TOTAL	***119,882.5***	***(600.0)***	***2,374.3***	***0.0***	***1,043.8***	***(2,425.7)***	***231.3***	***120,506.2***
4. Health and Wellbeing								
Adults' Services	9,434.6				4,961.9			14,396.5
Children's 0-19 Services	10,335.7							10,335.7
Lifestyle Services	1,616.8				485.0	(32.6)		2,069.2
Staffing & Infrastructure& Other	3,734.2				(125.3)	(103.8)		3,505.1
DEPARTMENTAL TOTAL	**25,121.3**	**0.0**	**0.0**	**0.0**	**5,321.6**	**(136.4)**	**0.0**	**30,306.5**

Budget Ceilings (cont.)

	2025/26 Budget As at P9 £000's	Savings package £000's	Changes in budget report £000's	Savings previously agreed £000's	Grants rolled in £000's	Pension Adjust-ments £000's	Non-Pay Inflation £000's	26/27 Budget Ceiling £000's
5. Corporate Resources Department								
5.1 Corporate Services								
Delivery, Communications & Political Gov	**9,786.9**	**0.0**	**0.0**	**0.0**	**0.0**	**(416.9)**		**9,370.0**
5.2 Financial Services								
Financial Support	6,340.8			(25.0)		(338.7)		5,977.1
Revenues & Benefits	4,559.4					(269.2)		4,290.2
Divisional sub-total	***10,900.2***	***0.0***	***0.0***	***(25.0)***	***0.0***	***(607.9)***	***0.0***	***10,267.3***
5.3 Data, Digital & Technology	**11,429.5**	**0.0**	**0.0**	**0.0**	**0.0**	**(335.7)**		**11,093.8**
5.4 Legal Services	**6,529.7**	**0.0**	**0.0**	**0.0**	**0.0**	**(304.9)**		**6,224.8**
DEPARTMENTAL TOTAL	**38,646.3**	**0.0**	**0.0**	**(25.0)**	**0.0**	**(1,665.4)**	**0.0**	**36,955.9**
TOTAL -Service Budget Ceilings	**450,378.0**	**(4,734.0)**	**19,973.2**	**(25.0)**	**14,727.8**	**(9,090.4)**	**4,621.8**	**475,851.4**
less public health grant	***(32,049.6)***							**(37,652.3)**
NET TOTAL	**418,328.4**							**438,199.1**

Leicester City Council

APPENDIX A3

Leadership Qualities

Leicester City Council's Leadership Qualities underpin the Vision and Values and outline the behaviours we expect our leaders to demonstrate in the workplace. These behaviours are what our people say enables and inspires them to do their best work.

People Centred

Be fair, put people at the centre of what we do.

- ✓ Takes time to actively listen and understand individual's views and feelings and adapts their own behaviour and style as appropriate
- ✓ Shows respect for the views of others and gives recognition for their contributions, valuing diversity
- ✓ Engages with people in a straightforward and truthful way
- ✓ Is visible and approachable

Achieve

Be accountable and outcome focussed

- ✓ Agrees clear outcomes / objectives and holds the individual and team to account
- ✓ Involves team in creating a shared purpose to help them develop and achieve results

Reflect

Be clear, making time to reflect, analyse and develop

- ✓ Encourages and enables team to reflect and act on evaluation and feedback
- ✓ Creates a culture of continuous improvement - sees successes and setbacks as opportunities to learn and develop

Inspire

Be confident, igniting creativity, supporting development and role modelling

- ✓ Creates space and time for the team to be innovative and creative
- ✓ Supports team development and encourages autonomy and freedom to enable team to do their best work
- ✓ Demonstrates the qualities desired in people including authenticity and humility
- ✓ Champions difference and external experience, and supports principles of fairness of opportunity for all

Connected

Be respectful, build impactful relationships

- ✓ Has regular quality conversations, speaks honestly and challenges constructively
- ✓ Proactively develops positive trusting relationships within the team

LG Grades 2025 - 2026 WEF 1st April 2025

LG Grade	SCP	Annual £	Monthly £ p	Hourly Rate £ p	2024 £	2025 on-costs
1	2	£24,413	2,034.42	12.65	£23,656	£34,234
2	3	£24,796	2,066.33	12.85	£24,027	£34,782
	4	£25,185	2,098.75	13.05	£24,404	£35,340
3	5	£25,583	2,131.92	13.26	£24,790	£35,911
	6	£25,989	2,165.75	13.47	£25,183	£36,492
4	7	£26,403	2,200.25	13.69	£25,584	£37,085
	8	£26,824	2,235.33	13.90	£25,992	£37,688
	9	£27,254	2,271.17	14.13	£26,409	£38,305
	10	£28,142	2,345.17	14.59	£27,269	£39,577
5	11	£28,598	2,383.17	14.82	£27,711	£40,231
	12	£29,540	2,461.67	15.31	£28,624	£41,581
	13	£30,024	2,502.00	15.56	£29,093	£42,274
	14	£31,022	2,585.17	16.08	£30,060	£43,704
6 (1 month notice)	15	£32,061	2,671.75	16.62	£31,067	£45,194
	16	£32,597	2,716.42	16.90	£31,586	£45,961
	17	£33,699	2,808.25	17.47	£32,654	£47,541
	18	£34,434	2,869.50	17.85	£33,366	£48,594
7 (2 month notice)	19	£35,412	2,951.00	18.35	£34,314	£49,995
	20	£36,363	3,030.25	18.85	£35,235	£51,357
	21	£37,280	3,106.67	19.32	£36,124	£52,672
	22	£38,220	3,185.00	19.81	£37,035	£54,019
8 (2 month notice)	23	£39,152	3,262.67	20.29	£37,938	£55,355
	24	£39,862	3,321.83	20.66	£38,626	£56,372
	25	£40,777	3,398.08	21.14	£39,513	£57,684
	26	£41,771	3,480.92	21.65	£40,476	£59,108
9 (2 month notice)	27	£42,839	3,569.92	22.20	£41,511	£60,639
	28	£44,075	3,672.92	22.85	£42,708	£62,409
	29	£45,091	3,757.58	23.37	£43,693	£63,866
	30	£46,142	3,845.17	23.92	£44,711	£65,371
10 (3 month notice)	31	£47,181	3,931.75	24.46	£45,718	£66,860
	32	£48,226	4,018.83	25.00	£46,731	£68,358
	33	£49,282	4,106.83	25.54	£47,754	£69,871
	34	£50,269	4,189.08	26.06	£48,710	£71,285
11 (3 month notice)	35	£51,356	4,279.67	26.62	£49,764	£72,844
	36	£52,413	4,367.75	27.17	£50,788	£74,358
	37	£53,460	4,455.00	27.71	£51,802	£75,858
	38	£54,495	4,541.25	28.25	£52,805	£77,341
12 (3 month notice)	39	£55,825	4,652.08	28.94	£54,094	£79,248
	40	£57,157	4,763.08	29.63	£55,385	£81,157
	41	£58,486	4,873.83	30.31	£56,672	£83,060
	42	£59,824	4,985.33	31.01	£57,969	£84,978

13 (3 month notice)	43	£61,277	5,106.42	31.76	£59,377	£87,060
	44	£62,737	5,228.08	32.52	£60,792	£89,153
	45	£64,187	5,348.92	33.27	£62,197	£91,231
	46	£65,646	5,470.50	34.03	£63,610	£93,321
14 (3 month notice)	47	£67,239	5,603.25	34.85	£65,154	£95,604
	48	£68,844	5,737.00	35.68	£66,709	£97,903
	49	£70,448	5,870.67	36.52	£68,264	£100,202
	50	£72,045	6,003.75	37.34	£69,811	£102,490
15 (3 month notice)	51	£73,723	6,143.58	38.21	£71,437	£104,896
	52	£75,464	6,288.67	39.11	£73,124	£107,389
	53	£77,245	6,437.08	40.04	£74,850	£109,943
	54	£79,069	6,589.08	40.98	£76,617	£112,555

Leicester City Council

Gender Pay Gap Report 2025/26

Leicester City Council

Leicester City Council will operate with creativity and drive for the benefit of Leicester and its people

Be confident | Be clear | Be respectful | Be fair | Be accountable

About this report

This report is based on the 'The Equality Act 2010 (Specific Duties and Public Authorities) Regulations 2017' which came into force on 31 March 2017 and which require public sector employers to publish specific details of their gender pay.

Data has been gathered in line with 'The gender pay gap data you must gather pay gap' guidance (updated 9 January 2024).

Scope

This report covers all employees of Leicester City Council except those based in schools. (Under the regulations the governing body of a maintained school is treated as the employer.) Included are all staff permanently and temporarily employed on the reporting 'snapshot date' (31 March 2025). This includes those on casual contracts that worked during the pay period ending 31 March 2025.

Definition of Pay

Under the regulations, and therefore in this report, 'pay' includes: basic pay, paid leave (including annual leave, sick leave, maternity, paternity, adoption and parental leave (except where an employee is paid less than usual because of being on leave)), allowances, shift premium pay and bonus pay. 'Pay' does not include: overtime pay, expenses, the value of salary sacrifice schemes (however the reduction to salary is included), benefits in kind, redundancy pay and tax credits.

Gender pay gap and equal pay

The gender pay gap is defined as the difference between the pay of men and women. While there are many ways of presenting this data, under the regulations and in this report there are only two measures: median hourly pay and mean hourly pay. Each is represented as the percentage of the difference with men's pay being the divisor. Therefore, where men are paid more than women, the pay gap will be 'positive' (i.e. with a 3% pay gap women earn 97p for every £1 a man earns). Negative pay gaps are represented as minus percentages (i.e. with a negative pay gap of minus 3% women earn £1.03 for every £1 a man earns). Gender pay gap is not about men and women being paid differently for the same job which has been prohibited by equal pay legislation since 1975. Even with this legislation, historically certain occupations have attracted greater pay due to the value placed on typical masculine and feminine skills.

To comply with equal pay legislation, as well as to mitigate unconscious gender-biased skill appraisal, we operate a recognised job evaluation scheme which covers the majority of posts within the council. This is supported by periodic equal pay audits to ensure that our pay structure remains transparent and free from gender bias. The most recent equal pay audit was completed in 2022. The overall feedback from the independent author of the report was: 'I'd say this is probably the best equal pay audit I've done – I've found very few issues and nothing that I'd be concerned about.' They also found that 'the JE scheme used by the council, and the method of operation, should provide reliable and consistent job evaluation results' and concluded 'overall, a well-designed and operated pay structure'.

Summary

The following summary has been prepared in line with the Equality Act 2010 (Gender Pay Gap Information) Regulations 2017. This page covers all aspects of the mandatory reporting requirements under these regulations.

1. The mean pay for women is **£19.22** per hour, and mean pay for men is **£18.30** per hour. Therefore, the mean gender pay gap is **negative 5.0%**.
2. The median pay for women is **£17.50** per hour, and the median pay for men is **£17.34** per hour. Therefore, median gender pay gap is **negative 0.9%.**

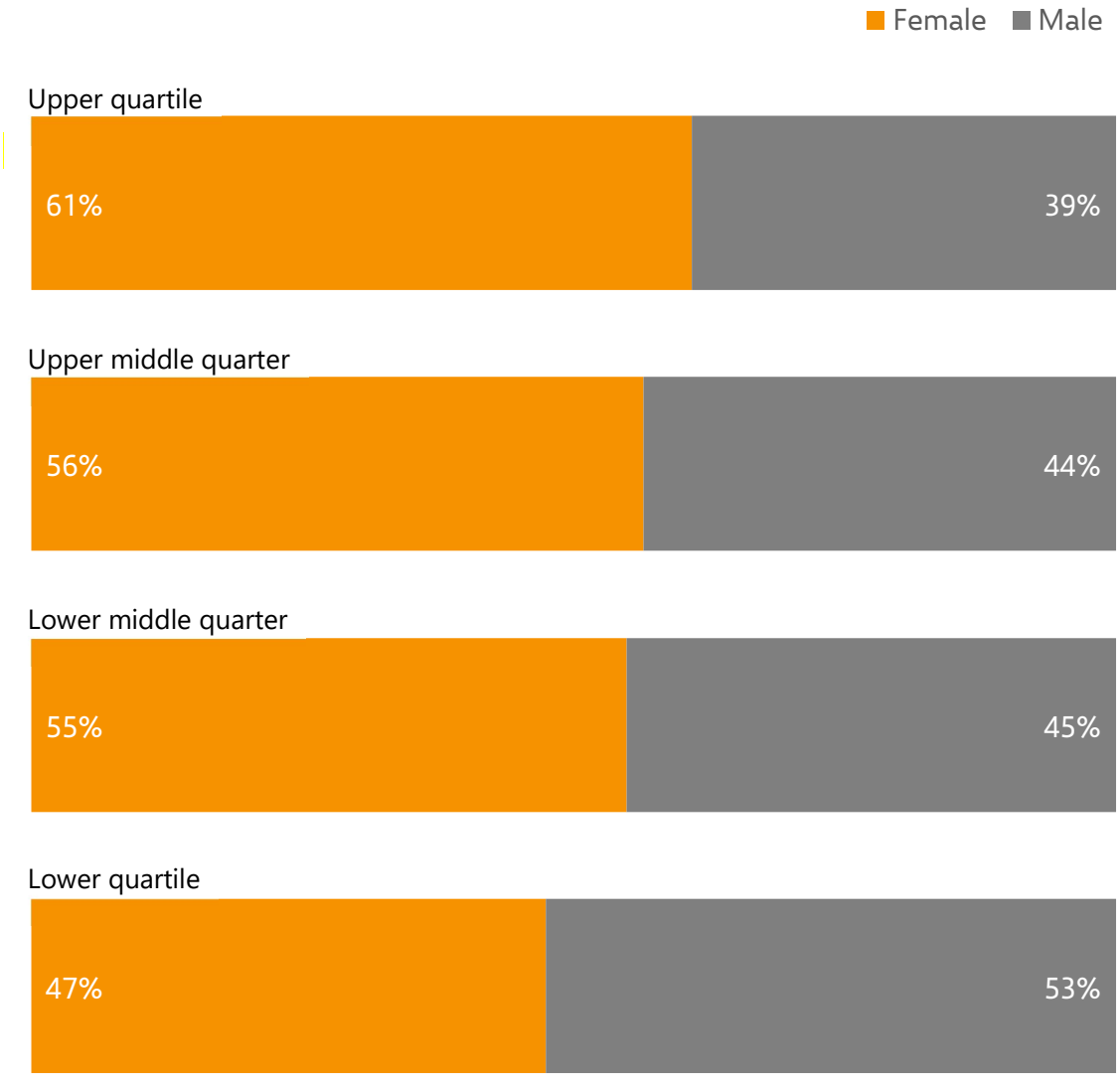
Hourly pay gap

At Leicester City Council, **women earn £1.01** for every £1 that men earn when comparing median hourly wages. Women's median hourly wage is **0.9% higher** than men's.



Percentage of women in each pay quarter

At Leicester City Council, women occupy **61%** of the highest paid jobs and **47%** of the lowest paid jobs.



Leicester City Council

WARDS AFFECTED
All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

FULL COUNCIL **26th March 2026**

Appointment of Statutory Independent Persons

Report of the Monitoring Officer

1. PURPOSE OF REPORT

1.1. To seek approval from Full Council to appoint Mr Michael Edwards and Mrs Mojisola Green as statutory Independent Persons under the Localism Act 2011

2. RECOMMENDATIONS

2.1. To agree the appointment of Mr Michael Edwards and Mrs Mojisola Green as statutory Independent Persons for Leicester City Council's Member Misconduct process from 1st April 2026

3. REPORT

3.1. This report recommends the appointment of two Independent Persons following completion of a recruitment and interview process.

3.2. Section 28 of the Localism Act 2011 requires Councils to appoint at least one Independent Person to support the standards regime. Leicester City Council has, ever since the revised national Standards Arrangements were introduced in 2012, operated with two statutory Independent Persons so as to promote both resilience and also to facilitate "review" requests.

3.3. In October 2025 the Council's Standards Committee were briefed upon the process for seeking renewed membership of both the Independent Person and Independent Member roles. The Committee is comprised of five Independent Members and five Elected Members. The statutory Independent Persons are not members of the Standards Committee, but they work with the Monitoring Officer to progress individual complaints.

3.4. A recruitment exercise was undertaken including advertisement, shortlisting and interviews by a panel comprising the Chair of Standards, the Monitoring Officer and the Head of Governance Services.

3.5. Amongst the skills sought, and tested for, were the following:

- A high level of integrity and high standards and ethics to inspire public confidence.
- Knowledge of local government including the role of a Council and its Councillors but not directly involved in it.
- Good analytical and questioning skills
- Ability to take a fair, open-minded and objective view of sometimes emotive situations.
- Good communication skills and ability to contribute to discussions and ask questions.
- Ability to understand and comply with confidentiality requirements.

3.6. The law prescribes the following disqualification criteria:

- Being an active member of any political party
- Being a current Elected Member, Co-opted Member or Officer of Leicester City Council, or being a relative or close friend thereof
- Being a person who has, at any time during the 5 years ending with the appointment, been an Elected Member, Co-opted Member or Officer of Leicester City Council

3.7. Tenure is for five years so that appointments span the election cycle.

3.8. Mr Edwards is a current statutory Independent Person for Leicester City Council. He has worked in the public sector for over 30 years and is currently a Deputy Registrar of births, deaths and marriages.

3.9. Mrs Green is new to this role. She is a Senior Equality, Inclusion and Human Rights Manager with extensive NHS, policing and local government experience, specialising in Equality Diversity and Inclusion (EDI) strategy, workforce reporting, and organisational change. She is recognised for her integrity, analytical rigour, and ability to lead system-wide cultural improvement through evidence-based practice, robust governance, and person-centred leadership.

4. FINANCIAL, LEGAL AND OTHER IMPLICATIONS

4.1. Financial Implications

Independent Persons receive an allowance of £2416 per annum as noted in the Members' Allowances Scheme. No additional financial implications arise from these appointments.

Stuart McAvoy
12 March 2026

4.2. Legal Implications

These appointments are required under Section 28 of the Localism Act 2011 and must be approved by Full Council.

Kamal Adatia, City Barrister
11 March 2026

4.3. Climate Change Implications

There are no climate change implications arising from this report.

Phil Ball, Sustainability Officer
16 March 2026

4.4 Equality Implications

The recruitment was undertaken in line with equalities policies ensuring fairness and accessibility. The Independent Person acts as an essential check and balance in local governance, enhancing public confidence that standards matters are handled independently and fairly, while upholding principles of equality and non-discrimination.

Equalities Officer, Surinder Singh, Ext 37 4148
13 March 2026

5. BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

6. REPORT AUTHOR

6.1. Kamal Adatia, City Barrister and Head of Standards.

WARDS AFFECTED
All

Leicester City Council

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

FULL COUNCIL **26th March 2026**

MMEMBERS' ALLOWANCES SCHEME 2026/27

Report of the Monitoring Officer

1. PURPOSE OF REPORT

1.1. To seek Council approval to make the Members' Allowances Scheme for the municipal year 2026/27 in accordance with the Local Authorities (Members' Allowances) (England) Regulations 2003.

1.2. To confirm that no amendments are proposed to the existing scheme which was the subject of a full report of the Independent Remuneration Panel (IRP) in 2024. That Report made provision for indexation in accordance with "*the annual percentage pay increase given to Leicester City Council employees (and rounded to the nearest £ as appropriate) as agreed for each year by the National Joint Council for Local Government Staff at Spinal Column Point 43*" and this will be applied to the 2026/27 Scheme backdated to 1 April 2026 once the staffing pay settlement is known for 2026/27

2. RECOMMENDATIONS

2.1. Make the Members' Allowances Scheme for 2026/27 as set out at Appendix A.

2.2. Note that the Scheme be published in accordance with the relevant statutory requirements

3. REPORT

3.1. The Council must, on an annual basis, approve and publish its Members' Allowances Scheme as required under The Local Authorities (Members' Allowances) (England) Regulations 2003.

3.2. The current scheme remains compliant with legislation and consistent with the latest (2024) recommendations of the Independent Remuneration Panel.

3.3. The scheme sets out the Basic Allowance; Special Responsibility Allowances; Travel, Subsistence and Dependents' Carers' Allowances; and indexation arrangements. Annual indexation increases to each component of the Scheme's allowances is implemented administratively as soon as the staffing pay settlement is known (often in the late summer) and is applied to the beginning of the year. In 2024/25 this was 2.5% and in 2025/26 it was 3.2%.

3.4. Re-adoption of the existing scheme will ensure continuity and compliance.

4. FINANCIAL, LEGAL AND OTHER IMPLICATIONS

4.1. Financial Implications

Provision for Members' Allowances is included in the approved 2026/27 budget. Re-adoption of the existing scheme does not create additional financial pressures.

Stuart McAvoy – Head of Finance
17 March 2026

4.2. Legal Implications

Council is required by the Local Authorities (Members' Allowances) (England) Regulations 2003 to approve and publish a Members' Allowances Scheme annually. Re-adoption ensures continued compliance.

Kamal Adatia, City Barrister
11 March 2026

4.3. Climate Change Implications

There are no climate change implications arising from this report.

Phil Ball, Sustainability Officer
16 March 2026

4.4 Equality Implications

Under the Public Sector Equality Duty (Equality Act 2010), the Council must advance equality of opportunity. The Members' Allowances Scheme supports this by providing Dependents' Carers' and travel allowances. These provisions reduce financial barriers to participating in local democracy, particularly benefiting councillors with caring responsibilities. No changes are proposed that would create adverse equality impacts.

Surinder Singh, Equalities Officer
13 March 2026

5. BACKGROUND PAPERS – LOCAL GOVERNMENT ACT 1972

6. REPORT AUTHOR

6.1. Kamal Adatia, City Barrister and Head of Standards.

MEMBERS' ALLOWANCES SCHEME 2025/2026

Note: Where the term 'Member' is used it will apply to Councillors and the City Mayor

Council, at its meeting on 21 March 2024, agreed a Members' Allowances Scheme, applicable for the 2024/2025 Municipal year and agreed a scheme of indexation through to the end of the Municipal year 2027/28.

The Scheme below operates from 1 April 2025.

Members should be aware that allowances payable in return for acting as a Member are regarded as the same as salary or wages for the purposes of Income Tax and National Insurance Contributions (NIC), i.e. income tax and NIC will usually be deductible from such allowances.

1. ALLOWANCES PAID AUTOMATICALLY

(All amounts stated are gross)

(a) Basic Allowance

£13,646 per annum for each Member.

(b) Special Responsibility Allowances – detailed below

Members will only be able to receive one Special Responsibility Allowance (including Civic Allowances).

City Mayor	£70,807
Deputy & Assistant City Mayors *The City Mayor may choose to vary the number of Deputy and Assistant City Mayors appointed (to a maximum of 9 appointments) provided the combined total allowances for these roles does not exceed the total allocated budget for Executive SRA's*	£207,426
Chair, Overview Select Committee	£11,283
Vice Chair, Overview Select Committee	£2,820
Chair, Children Young People and Education Scrutiny Commission	£9,403
Vice Chair, Children Young People and Education Scrutiny Commission	£2,351
Chair, Public Health and Integration of Health Services Scrutiny Commission	£9,403
Vice-Chair, Public Health and Integration of Health Services Scrutiny Commission	£2,351

Chair, Culture and Neighbourhood Services Scrutiny Commission	£9,403
Vice Chair, Culture and Neighbourhood Services Scrutiny Commission	£2,351
Chair, Adult Social Care Scrutiny Commission	£9,403
Vice Chair, Adult Social Care Scrutiny Commission	£2,351
Chair, Economic Development, Transport and Climate Emergency Scrutiny Commission	£9,403
Vice Chair, Economic Development, Transport and Climate Emergency Scrutiny Commission	£2,351
Chair, Housing Scrutiny Commission	£9,403
Vice Chair, Housing Scrutiny Commission	£2,351
Chair, Planning and Development Control	£11,283
Vice Chair, Planning and Development Control	£2,820
Chair, Licensing and Public Safety Committee	£11,283
Vice Chairs, Licensing and Public Safety Committee (two)	£2,820
Chair, Audit and Risk Committee	£6,895
Minority Group Leader	£1276 per annum plus £320 per additional Member
Majority Group Whip	£6,435
Largest Minority Group Whip	£3,016

(c) Civic Allowances

Lord Mayor	£13,160
Deputy Lord Mayor	£3,283
High Bailiff	£2,084

(d) Independent Persons, Independent Members and Co-optees

The Council is required to appoint Independent Persons and Independent Members to support the Standards process. There is also a statutory requirement for Co-optees to input into the Council's activities from an education perspective. These positions will receive an allowance as follows:-

Co-opted Members of Committees / Commissions	£597 plus travel expenses
Independent Members, Standards Committee	£597 plus travel expenses
Independent Persons, Standards Committee **Note:** The rate for the role of Independent Person is not considered by the Independent Remuneration Panel as it comes under separate legislation but is included here for completeness.	£2,416 plus travel expenses

2. ALLOWANCES TO BE CLAIMED FOR

(a) Travel and Subsistence - Outside the City

Outside the City of Leicester Members are entitled to claim travel and subsistence in accordance with the details attached at Schedule 1 whilst undertaking Approved Council Duties.

(b) Dependant Carers' Allowance

Allowances can be claimed towards childcare or dependent care costs incurred by a Member on the basis set out in Article 7 of the Local Authorities (Members Allowances) (England) Regulations 2003 up to a limit of 25 hours per Member per week subject to the provisions attached at Schedule 2.

3. IT EQUIPMENT AND MOBILE TELEPHONES

Members will be offered standard specification equipment as defined in the list prepared by the Chief Digital Data and Technology Officer and the City Barrister and Head of Standards.

4. PAYMENT ARRANGEMENTS

i. All automatically paid allowances (as outlined in the first section) will be paid in twelve equal monthly instalments via the Payroll system.

ii. Entitlement will commence from midday on the fourth day after the date of the election or the date of making the Declaration of Acceptance of Office, whichever is later. Where not returned entitlement for the former Member will cease at midday on the fourth day after the election.

Entitlement to allowances will be calculated on a pro rata basis avoiding any overlap of the same allowance.

iii. Payment of travel and subsistence for expenditure outside the City will be made in arrears on the basis of a claim form being submitted and signed by Members within three months of the event claimed for taking place.

iv. Payment of Dependent Carer's Allowances will be made in arrears on the basis of a claim form being submitted and signed by Members within three months of the event claimed for taking place.

v. Allowance claims over three months old will only be paid in **exceptional circumstances** such as long-term illness. Such payments will be made in consultation with the relevant Group Whip (if a member of a constituted Group).

vi. Where any overpayments occur, the Member will be notified and the amount will be recovered from the next monthly payment (unless instalments are requested by the Member for amounts over £50).

vii. A Member may decide not to claim any element of automatic allowances (in full or in part) and must notify the City Barrister and Head of Standards in writing of their intention.

Schedule 1

Travel and Subsistence - Outside the City

Approved Duties include:-

i. Attendance at meetings of Outside Bodies as approved by the Executive/Council or the Group Whips.
ii. Training courses, conferences and seminars in the furtherance of the Member's performance of their duties as a Member.
iii. Other activities which, in the view of the City Barrister and Head of Standards are in the interests of the Council.
iv. For all claims for travel expenses, tickets, receipts or equivalent travel documents must be provided. The claim must include the reason for the journey.

i) Travel

<table>
<tr><td>Public Transport</td><td colspan="2">Paid at the amount of an ordinary fare or any available cheap fares (tickets/receipts required).</td></tr>
<tr><td>Taxi</td><td colspan="2">Where no public transport is reasonably available, the amount of the fare plus any reasonable gratuity paid (receipt required). In other cases, the amount of the fare for travel by appropriate transport will be paid. Taxis should only be used in exceptional circumstances. Significant taxi expenditure should be approved in advance by the relevant Group Whip.</td></tr>
<tr><td rowspan="4">Private Transport</td><td colspan="2">Rates payable at the level of the Approved Mileage Allowance Payments (AMAPs) laid down by the Inland Revenue as a tax free "approved amount" and shall be amended in line with any changes made to these amounts as and when they occur.

NB. where a Member is using an electric or hybrid vehicle on an approved duty outside the City, that they are able to claim mileage at AMAP rates, which is currently 45p per mile for the first 10,000 miles and 25p per mile thereafter</td></tr>
<tr><td>Car or Van*</td><td>45p per mile for the first 10,000 miles, 25p per mile thereafter</td></tr>
<tr><td>Motor Cycle*</td><td>24p per mile (all miles)</td></tr>
<tr><td>Pedal Cycle</td><td>20p per mile (all miles)</td></tr>
</table>

	An additional 5p per mile will be paid when one or more passengers travel to an approved duty in the same car. The cost of parking fees (including overnight garaging), tolls and ferries can also be claimed.
	*A valid VAT receipt for fuel is required for any car/van or motorcycle mileage claims.
Hired Motor Vehicle (car/light van)	The same rates as if the vehicle were privately owned, (where approved by the City Barrister and Head of Standards, the rate may be increased to an amount not exceeding the cost of hiring). If the Council hires the vehicle, the tax-free rates are limited to the fuel element as details in HMRC guidance.
Travel by Air	Payable provided that the City Barrister and Head of Standards agrees that the time saved justifies the fare. The rate of payment will not exceed the ordinary or any cheap fare available, or where no such service is available or in case of an emergency, the fare actually paid by the Member. This must be receipted to be tax-free.

ii) Subsistence Allowance (outside of Leicester)

- The allowance will not apply to a meal which is already provided at no charge or included in a conference/course fee.
- Receipts must be provided (where available a VAT receipt) for audit and reclaim purposes as a condition of the allowance.
- The actual money spent on the meal can be reclaimed up to a maximum allowance (see table below) on production of a receipt.

Meal	**Qualifying duty period (inclusive of travelling time)**	**Rate**
Breakfast	3 hours before 11.00 am	£8.00
Lunch	1 hour between 12 noon and 2.00 pm	£10.92
Tea	3 hours including 3.00 pm to 6.00 pm	£4.78
Dinner	3 hours ending after 7.00 pm	£18.72

Tea and dinner allowances will not be paid in respect of the same evening's duties. No claims should be made for alcohol.

iii) Overnight Accommodation and Out of Pocket Expenses

The following rates will apply for overnight absence (room only).

Provincial rate	–	not to exceed £86
London rate	–	not to exceed £146

Accommodation should be booked through the Member and Civic Support Team.

Out of pocket expenses

Maximum amount per night	-	£4.81
Maximum amount per week	-	£19.15

This amount is intended to cover out of pocket expenses whilst representing the Council.

These are only tax free when the Member is required to stay away overnight on Council business.

Schedule 2

Dependant Carers' Allowance

- Allowances for childcare and dependent care are paid as a contribution to costs, rather than a full reimbursement;

- Allowances paid towards childcare or dependent care costs incurred by an elected Member are subject to Income Tax and NIC even if the costs are unavoidably incurred as a result of carrying out Council duties;

- The maximum hourly rate reimbursed for the independent care of a child under the age of 14 shall be equal to the Real Living Wage.

- The maximum hourly rate reimbursed for the professional care of a dependant relative shall be equal to the Council's own hourly rate for a Home Care Assistant;

- Members can claim up to 1 hour before the start and for 1 hour after the end of an approved duty;

- Members can claim up to 25 hours per week for dependent care, regardless of the number of dependents a Member may have;

- Members must certify that the costs have been actually and necessarily incurred and the allowance shall be paid as a reimbursement of incurred expenditure against receipts;

- The allowance shall not be payable to a member of the claimant's own household, and

- Any dispute regarding entitlement or any allegation of abuse should be referred to the Council's Standards Committee for adjudication.

Item 8c

CALL-IN OF EXECUTIVE DECISION
Future Provision of Libraries and Community Centres

COUNCIL – 26 March 2026

REPORT OF THE MONITORING OFFICER

Useful information

- Ward(s) affected: All
- Report author: Jacob Mann
- Author contact details: Jacob.Mann@leicester.gov.uk
- Report version number: V1

1. Summary

An Executive decision taken by the Assistant City Mayor for Health, Culture, Libraries, and Community Centres on 11 March 2026 relating to changes to the Libraries and Community Centres Service has been the subject of a 5-member call-in under the procedures at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules, of the Council's Constitution.

The procedure rules state that a scrutiny committee or any five councillors may request formally that the decision be called-in for a further review by giving notice in writing to the Monitoring Officer within five working days of the decision.

The 5 Councillors who signed the call in were: Councillor Kitterick (Mover), Councillor Porter (Seconder), Councillor Sahu, Councillor Rae Bhatia, Councillor Bora

2. Recommended actions/decision

Council is recommended to either:

a) Support the Assistant City Mayor's decision, and thus confirming the decision with immediate effect; or

b) Recommend a different decision to the Assistant City Mayor. (The original decision will still stand, unless the Assistant City Mayor takes a further decision to amend the original.)

3. Scrutiny / stakeholder engagement

N/A

4. Background and options with supporting evidence

The Executive Decision Report, and Decision Notice are attached as appendices.

5. Detailed report

The call-in submitted to the Monitoring Officer was in the following terms:

“We the undersigned wish to "Call-in" the Executive Decision for the Future Provision of Libraries and Community Centres.

We have concerns about the recommendations in the report including the following

The loss of the St Matthews and Fosse Neighbourhood Centres.
The possible loss of the Gilmorton Community Rooms
The reduction in hours for Evington and Knighton Libraries.
The proposed changes to the running of the Tudor Centre
The very steep increase in charges and income targets that could affect the affordability of using our centres.
The reduction on the Book Fund.

The council has the resources to avoid these cuts and should use it's reserves to do so and we, therefore, ask the Executive to reconsider their decision..”

The Monitoring Officer has confirmed that the call-in satisfies the requirements of the procedure rules and it has, therefore, proceeded as per the process set out at Rule 12 of Part 4D, City Mayor and Executive Procedure Rules of the Council’s Constitution.

Where a call-in has been made, officers are to take no further legally binding action, unless the circumstances of Rule 12 (f) are fulfilled, and the matter shall be referred to a meeting of the full Council. Prior to this it shall be referred to the relevant Scrutiny Committee if one is programmed or a special scrutiny committee if one is convened.

The call-in may however be withdrawn if:

The relevant scrutiny committee/commission makes a resolution to withdraw; or

The sponsor and seconder of the call-in inform the Monitoring Officer that they wish the call-in to be withdrawn.

Following consideration of a call-in by Full Council, the original decision will be deemed to be revived in its entirety. Any agreement by the decision maker to change the original decision will require a further formal Executive Decision.

6. Financial, legal, equalities, climate emergency and other implications

6.1 Financial implications

There are no financial implications arising from the call-in beyond those in the decision report.

Signed: Stuart McAvoy, Head of Finance
Dated : 18 March 2026

6.2 Legal implications

The legal implications arising from the call-in are explained in sections 2 and 5 above

Signed: Kamal Adatia, Monitoring Officer
Dated: 18 March 2026

6.3 Equalities implications

There are no comments in addition to those in the decision report.

Signed: Sukhi Biring, Equalities Officer
Dated: 18 March 2026

6.4 Climate Emergency implications

There are no further climate emergency implications to those provided in the decision report.

Signed: Phil Ball, Sustainability Officer
Dated: 18 March 2026

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None

7. Background information and other papers:

None

8. Summary of appendices:

Appendix A Executive Decision Report – Future Provision of Libraries and Community Centres dated 11 March 2026

Appendix B Decision Notice – Future Provision of Libraries and Community Centres dated 11 March 2026

Appendices for the Executive Decision can be found on the decision page: Decision - Future Provision of Libraries and Community Centres | Leicester City Council

9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

Future provision of libraries and community centres

Name of body/Committee/Commission

Decision to be taken by:

Cllr Vi Dempster, Assistant Mayor for Health, Culture, Libraries and Community Centres

Decision to be taken on: 11 March 2026

Lead director/officer: Sean Atterbury, Director of Neighbourhood & Environmental Services

Useful information

- Ward(s) affected: All
- Report author: Lee Warner
- Author contact details: 0116 4543542
- Report version number: 2

1. Summary

The purpose of this report is to:

- Provide an overview of progress to date of the Community Services and Libraries Needs Assessment Programme
- Present a summary of the results of engagement work and consultation carried out across Leicester city
- Present a model for the future delivery of council run libraries and community centres in the city for approval to proceed into delivery phase

2. Recommended actions/decision

The Assistant Mayor for Neighbourhoods is asked to:

2.1 To note the activity that has taken place to date

2.2 To agree the model as presented in the report to move into implementation as stated in the recommendations 4.13 to 4.36.

2.3 To recognise that this level of library provision is considered to fulfil the City Council's statutory obligations.

2.4 To note the extent to which the proposals will support the delivery of the Council's savings requirements as set out in the revenue budget for 2025/26.

2.5 To approve the release of the £1m Library Investment policy provision to be added to the capital programme as an immediate start for building alterations and improvements, and to note the availability of a further £1m within the current capital programme to support this work and £473k to support the implementation of library self-access systems.

3. Scrutiny / stakeholder engagement

3.1 Details of stakeholder engagement and public consultation are provided in section 4. A full public engagement exercise was undertaken between Monday 3rd July and Sunday 24th September 2023.

3.2 A 12-week public consultation exercise was undertaken between 2nd April and 29th June 2025.

3.3 The findings of the public engagement exercise were presented to Culture and Neighbourhoods Scrutiny Committee on 27th February 2025.

3.4 The recommendations following consultation were presented to Culture and Neighbourhoods Scrutiny Committee on 27th November 2025.

4. Background and options with supporting evidence

4.1 Background and purpose

The Community Services & Library Needs Assessment (CSLNA) programme was launched in 2023 to assess the needs of Leicester residents, to develop options for services which will be fit for the future and to implement decisions flowing from this work. The purpose of the programme is to transform library and community services to ensure our communities have the right type of service offering for the future, based on robust evidence gathering and delivered within the constraints of a significantly reduced divisional budget.

4.2 Statutory duty

The local authority has a statutory duty under the Public Libraries and Museum Act 1964 “to provide a comprehensive and efficient library service for all persons” who want to make use of it. Although the Council is not legally obligated to provide neighbourhood and community centres the consultation responses demonstrate the important contribution these services make towards health and wellbeing and community cohesion within the city.

4.3 Service context

Neighbourhood Services promote health and wellbeing, bring communities together and provide places for people to meet. They help residents with books and reading and with study and learning. They support people to access information and digital services and provide cultural events and creative activities for children and adults. Neighbourhood Services support community groups and activities, Adult Skills and Learning, food banks, room hire, conferences, events and functions. Neighbourhood Services actively promotes and develops volunteering in our centres.

4.4 Scope

All 25 Neighbourhood Services facilities are included in the scope of the Community Services & Library Needs Assessment programme. This includes the current network of 16 statutory library service points.

In addition, Neighbourhood Services also delivers the following in scope services (The Ward and Community Engagement Team is not within the scope of the CSLNA programme.):

- Children’s Bookbus providing regular library services to children and young families in disadvantaged areas of the city
- Book Start programme in partnership with Booktrust, sharing reading resources with babies and young children under 5 years old.
- Home Library Service providing book deliveries to housebound individuals
- Online library including e-books, e-audio, e-magazines and e-newspapers for loan
- Reader development, cultural and creative programmes for children, young people and adults

4.5 Development of the recommended model

In order to develop the recommended model the following activities have been undertaken:

- A twelve-week public engagement exercise was undertaken between July and October 2023 to inform the Needs Assessment. The engagement activity was independently run by Activist Group commissioned by Neighbourhood Services to assess need, and to collect suggestions and comments from service users, non-users and residents. The report was published in November 2024.
- Secondary research was undertaken in 2024 to assess need within the city, gather service performance data, financial information, local service provision, access and transport information and building condition data. The report was published in November 2024.
- Analysis of the data collected and the responses received through the engagement exercise was used to develop proposals for consultation.
- A draft equality impact assessment (EIA) was developed to support the proposals and has been updated following consultation and the development of recommendations.
- Consultation on the draft proposals was undertaken from 2nd April to 29th June 2025, involving 12 open meetings with resident groups, stakeholder and community groups, 15 officer led drop-in sessions and the availability of a questionnaire to provide feedback, comments and suggestions on the draft proposals.
- Analysis of the consultation feedback to inform the development of the recommended model proposed in this report. The Findings Report and the Assessment & Recommendations report were published in November 2025 and updated versions are appended to this report.

4.6 Pride in Place Programme (PiPP)

PiPP is a new 10-year government initiative providing long-term, community-led investment in disadvantaged neighbourhoods, which was announced after the completion of the Proposals for Libraries and Community Centres consultation. Three Leicester neighbourhoods, Eyres Monsell, Braunstone Park West and Thurnby Lodge, have been selected at Medium Super Output Area (MSOA) level using national deprivation and needs data, without Council involvement in their designation. While these areas are not Leicester City wards, the programme is directly relevant to Libraries and Community Centres located within the affected MSOAs. Each area will receive up to £20 million over ten years, including initial capacity funding ahead of April 2026, with the Council acting as Accountable Body and local priorities set through resident-led Neighbourhood Boards.

4.7 Equality considerations

The council has been mindful of equality considerations in the development of the original proposals and ongoing following a full public consultation exercise. A draft Equality Impact Assessment (EIA) was developed with the publication of the original proposals and the findings of public consultation have been used update the EIA and to make changes to the proposals. The current equality assessment is published as appendix 4 of this document and includes a draft action plan to monitor and mitigate potential impacts.

4.8 Stakeholder engagement activity

A public engagement exercise was carried out between July - September 2023. The engagement activity was independently run by Activist Group commissioned by Neighbourhood Services. The written report identified the key areas of need as follows:

- Reading: People have told the Council that one of the most important library services offered to them is access to reading and literacy materials
- Health and wellbeing: People have told the Council that libraries and community centres offer respite and relief from life's challenges, supporting their wellbeing and helping to address isolation.
- Information and digital: People have told the Council that libraries and community centres help people with access to free IT, Wi-Fi, information, face to face advice and support signposting needs.
- Culture and creativity: People would like to see more creative and cultural activities and events being offered, tailored to each unique locality and reflecting the blend of communities and cultures that live in the immediate surrounding areas.
- Children's provision: A significant proportion of Leicester children are understood to grow up in poverty, with related impacts on school readiness and future life outcomes. Libraries and community centres can play a role in helping children, young people and their families with these early year challenges, in part through the provision of pre-school literacy and reading support. There is a significant need for safe out of classroom hours study space for children and young people.

The public engagement survey asked what ideas people thought the Council should investigate which are being tried elsewhere to better meet the needs of residents. ‘more multi-service centres,’ ‘reviewing opening hours to match peak demand’ and ‘involving community organisations in running services’ were the most popular ideas to consider. This feedback was used to inform the proposals which were developed for consultation.

4.9 Consultation activity

A public consultation took place between 2nd April and 29th June 2025. A wide range of information was published including building condition and running costs, service usage metrics and alternative service provision options considered by the council. As part of the consultation respondents were asked to provide their own alternative ideas for the service. Overall, there was a very high level of engagement in the consultation with 6,355 people completing a survey and over 1,000 people attending open meetings in person to give their views. The level of engagement compares very well with similar consultation exercises held in local authorities of a comparable size and demographic. A wide range of stakeholders developed during the engagement phase were contacted to promote the consultation and to gain views on the proposals. A number of meetings were held with stakeholder groups, community groups and residents. Twelve open meetings chaired by the Asst Mayor for Health, Culture, Libraries and Community Centres were held throughout the consultation period attended by 1,053 people as follows:

Meeting	Venue	Date/Time	Attendance
Open Meeting	Eyres Monsell Community Centre	Tuesday 15th April 15 00 – 16 30	46

Open Meeting	Belgrave Neighbourhood Centre	Wednesday 23rd April 18 00 – 19 30	400
Open Meeting	Tudor Centre	Tuesday 13th May 14 30 - 16 00	46
Open Meeting	Soar Valley College	Wednesday 14th May 18 00 – 19 30	240
Open Meeting	Fosse Neighbourhood Centre	Tuesday 20th May 18 00 – 19 30	24
Open Meeting	Avenue Primary School (near Knighton Library)	Wednesday 21st May 18 00 – 19 30	122
Open Meeting	St Matthews Centre	Thursday 29th May 18 00 – 19 30	57
Open Meeting	Netherhall Neighbourhood Centre	Wednesday 4th June 18 00 – 19 30	18
Open Meeting	Evington Library	Tuesday 10th June 14 30 – 16 00	39
Open Meeting	Coleman Neighbourhood Centre	Tuesday 17th June 18 00 – 19 30	26
Open Meeting	Gilmorton Community Rooms	Thursday 19th June 18 00 – 19 00	21
Open Meeting	Braunstone Recreation Centre	Tuesday 24th June 14 00 – 15 00	14

Table 1: Open meeting held during the public consultation

A public survey was available online and on paper and translated into the most spoken community languages in Leicester. A children's version was available. In total 6,355 completed surveys were received. Engagement meetings were held for all Ward Councillors in small ward groups. 15 officer led-drop-in sessions were held across the city with approximately 120 attendees. 41 stakeholder meetings were held upon request. Young people's drop-in sessions were held at Belgrave and Knighton Libraries along with a session at City Hall for the Young Peoples Council. 6 petitions signed by over 9,000 people were received and included in the consultation.

A findings report is available (appendix 3) detailing the responses and feedback to all consultation activities including the open meetings, the drop-in sessions and the main and young people's surveys. The following summarises the feedback received.

4.10 Proposals consulted on

In overview the following proposals were consulted on in April 2025:

- Council delivered services would be from 13 facilities: the Central Library and 12 multi-service centres. This included the relocation of St Matthews Library nearby on the estate.
- 11 buildings including 3 libraries would be offered for community running
- The council would withdraw from Fosse Neighbourhood Centre and St Matthews Centre, supporting groups to relocate
- The book fund would be reduced by £115,000
- Staffed opening hours would be reduced. Self-access systems would be introduced at 6 libraries.
- There would be capital investment at retained sites

4.11 Consultation Outcomes and Alterations to the Proposals

In total, at the closure of the consultation on the 29th June a total of 6,355 completed response forms were received, and 1,059 people had attended the open meetings. There was a very high level of participation in the consultation indicating a high level of awareness and interest within the community. The following points provide a summary of the outcomes of the consultation:

- There was a very high level of support for the services and activities offered by both libraries and community centres.
- Feedback received demonstrated significant concern around the proposals to offer three libraries for community management. Key concerns were around the feasibility of community groups taking on the libraries at this time and the longer-term sustainability of the community managed library model with a preference for the council to continue to run these services in a more sustainable way.
- Therefore the proposals have been amended to state the council will continue running Evington, Knighton and Rushey Mead libraries with reduced opening hours, and to continue with self-access hours at Knighton and Evington Libraries.
- A very large number of users of Rushey Mead Recreation Centre and Belgrave Neighbourhood Centre had significant concerns that Community Asset Transfer could lead to some community groups being marginalised, and the centres being less accessible. There were concerns that, as both centres are already very well used, a successful CAT organisation would need to displace current activities in order to support their own direct provision as there was not sufficient capacity to accommodate new service offers. Many respondents indicated they would prefer the council to explore ideas for income generation in order to support continued Council management of the two centres.
- Therefore the proposals have been amended to state the Council continues to run Rushey Mead Recreation Centre and Belgrave Neighbourhood Centre and to increase the income target at both sites by 100%.
- There was a broader range of responses to proposals for the Community Asset Transfer of the six other community centres. Early interest was received for all of the centres and discussed at the open meetings. The key considerations were around continued availability of preferred times and rooms, limiting any increase in room hire charges, sustainability of the community offer and ongoing accountability to the council as landlord to ensure the delivery of contracted outcomes. Reassurance was also sought around the formal process through which community organisations would be assessed and recommendations made. With regard to Netherhall Neighbourhood Centre, there was good support for an alternative suggestion to offer the nearby Armadale Centre for CAT instead.
- Therefore the proposals have been amended to state that the Armadale Centre is made available for Community Asset Transfer and that Netherhall Neighbourhood Centre be demolished.
- There were alternative suggestions made with regard to the proposed opening hours at most of the 12 multi-service centres.
- It is therefore recommended that updated opening hours be implemented as outlined in Appendix 1 of this report.

- With regard to the proposed closure of Fosse Neighbourhood Centre, a key concern raised was a location for the busy Alice Hawkins Community Projects which is currently based in the neighbourhood centre annex.
- Therefore the proposals have been amended to state that the council support Alice Hawkins Community Projects to relocate within the area.
- With regard to the proposed withdrawal from St Matthews Centre there was a strong consensus the relocation of the library and services should be on the estate.
- Therefore the proposals have been amended to state that the library be relocated to St Matthews Children, Young People and Family Centre on the estate.
- A detailed consultation findings report is published as Appendix 2.

4.12 Principles

The following principles have been applied in developing the model for a transformed neighbourhood services offer to meet the needs of city communities.

4.12.1 The local authority has a statutory obligation to provide a comprehensive and efficient library service. Within Neighbourhood Services delivery of the statutory service should be prioritised.

4.12.2 The transformation of neighbourhood services should prioritise need within the city, whilst recognising the core remit of the service, the different types of need, the availability of other services and providers to respond to this and the different ways in which the service can be delivered.

4.12.3 Wherever possible building-based services should be co-located in neighbourhood based multi-service centres to ensure best use of facilities and to deliver joined up, efficient and convenient services in one place and to serve the widest possible catchment area.

4.12.4 Communities should have the opportunity to take on the running of services where this is possible. Community organisations can often provide added value services and may have a deeper reach into local communities through their networks. Support can be provided for community organisations to develop business plans to take on the running of services where this can bring benefits to local people.

4.12.5 Buildings retained within the council delivered service should be viable for the future. Whilst building condition should not drive service planning, buildings should be efficient and sustainable to optimise the services able to be delivered from a reduced estate in the future. Investment in technologies such as library self-access systems should be explored to make the best use of retained buildings

Recommendations

4.13 Following the consultation an assessment and recommendations report was produced in November 2025. This was the output from the consultation analysis and was presented to Culture and Neighbourhoods Scrutiny Committee for consideration. An updated version of the report is included as appendix 3.

4.14 Recommended model

Following consultation significant changes have been made to the original proposals. In overview it is recommended the council continue to run 18 facilities including 15 statutory library service points. The following section outlines the recommended model for delivery of the statutory library service and community centres in Leicester.

4.15 **Leicester Central Library** service will continue to deliver a broader offer, serving residents living in all areas of the city. A wide range of reading and cultural programmes will be further developed to support the promotion of reading for pleasure, to bring communities together and to support informal learning and improve life chances. The city centre offer is supplemented by a recent partnership with the two city universities and Loughborough University providing access to study space, Wi-Fi and specialist book stock for members of the public with extensive opening hours. There will be a small reduction in the opening hours for the Central Library from 52.5 to 45 staffed hours per week.

4.16 **Twelve multi-service centres** will operate as hubs to support wellbeing by integrating a range of services provided by the council and its partners. Multi-service centres will provide a range of services under one roof to improve access to council and partner services for local residents. Services will include Customer Service and Housing pop up offices, Leicester Adult Learning and DWP Work Coach sessions and Family Hubs signposting and services. The centres will provide library and community services to a wide catchment area with accessible transport routes. The multi-service centres will include Thurnby Lodge Community Centre with a small non-statutory library provision installed, and St Matthews Library which would be relocated as below.

4.17 **St Matthews Library** and some services will be relocated to St Matthews Children's, Young People and Family Centre as one of the twelve multi-service centres. The recommended relocation reflects consultation feedback that the library should remain on the estate. St Matthews Centre is not sustainable in the medium to longer term future due to the poor condition of the building including the large sports hall area which is closed for safety reasons due to the presence of RAAC concrete in the roof. Options will be explored for the future of the St Matthews Centre site once the services have relocated. This work does not form part of the Neighbourhood Services programme and will instead be led by the Housing and Estates and Building Services divisions. Neighbourhood Services will work in partnership with community groups to explore options for them to relocate.

4.18 Three further stand-alone libraries will be retained. Following feedback from the recent consultation exercise the council will continue to run **Evington, Knighton and Rushey Mead Libraries.** The staffed opening hours will be reduced. Customer self-access hours will be retained at Evington and Knighton Libraries outside of staffed times.

4.19 Two stand-alone community centres, **Belgrave Neighbourhood Centre and Rushey Mead Recreation Centre**, will continue to be run by council. Income targets for both centres will be increased by 100% and the council will work with the local community to improve the usage and financial sustainability of the centres.

4.20 **Staffed opening hours will be standardised** across the estate. A reduction in staffed opening hours at retained sites will enable the widest network of facilities to be sustained. The Central Library will be staffed for 45 hours per week. The five busiest multi-service centres will be open and staffed for 40 hours per week, with the seven less busy multi-service centres open and staffed for 30 hours per week. Standalone libraries will be staffed for 25 hours per week (Knighton and Evington Libraries) and 20 hours per week (Rushey Mead Library). Additional unstaffed opening hours will be available at suitable sites. The proposed patterns of opening hours have been amended to reflect the consultation feedback for each building. Full details of recommended opening hours are included as Appendix 1 of this report.

4.21 **Library self-access systems** are already in place at Knighton and Evington Libraries. On the basis that these installations have been well received and operated successfully for two years the system will be implemented at a further 6 library centres to extend the overall opening hours. The technology will provide self-access for inducted customers via their library card with live CCTV monitoring in place. 8am to 8pm weekday opening would be supported by the introduction of library self-access systems extending availability for customers over 16yrs and accompanied children beyond the staffed opening hours

4.22 **Four community centres** will be made available for lease under the council's Community Asset Transfer policy. The council will no longer run Braunstone Frith Recreation Centre, Coleman Neighbourhood Centre, Gilmorton Community Rooms and Tudor Centre. There has been positive engagement at all four centres and early interest is evident for each of these. A formal opportunity will be published with support for community organisations to develop a business case to take on the running of the four centres. It is anticipated that the Community Asset Transfer process will take between 12 to 18 months to complete. Third party support will be provided for community organisations to develop their business plans. The council will continue to run the centres until they are handed over.

4.23 **Eyres Monsell Community Centre** is located in an MSOA that is a beneficiary of the Pride in Place programme. It is therefore first intended to engage the local neighbourhood board once it is formed to inform the local approach before offering for Community Asset Transfer alongside those stated in 4.22.

4.24 **Netherhall Neighbourhood Centre** will close and be demolished. The **Armadale Centre** is the preferred community building following consultation, which is situated on the opposite side of the same road. The Armadale Centre is located in the vicinity of an MSOA that is a beneficiary of the Pride in Place programme. It is therefore first intended to engage the local neighbourhood board once it is formed to inform the local approach before offering for Community Asset Transfer alongside those stated in 4.22.

4.25 It should be noted that **Thurnby Lodge Community Centre** is also located in the Thurnby Lodge MSOA and therefore could also benefit from investment should the local neighbourhood board determine to do so.

4.26 **Fosse Neighbourhood Centre and Library** will close due to the low usage of the facility and the poor condition of the building. There are several libraries nearby

which are considered accessible for local residents with 100% of residences falling within a 1.25 mile radius of alternative library provision:

- Westcotes library is 0.8 miles (19 minutes' walk as plotted on Google Maps) from the Fosse Neighbourhood centre.
- New Parks Library is 1.4 miles from Fosse Neighbourhood Centre directly accessible by the number 14 bus.
- The BRITE centre is 1.5 miles from Fosse Neighbourhood Centre.
- The Central library is 1.2 miles away from Fosse Neighbourhood Centre with regular buses to the city centre.

There are two regular permanent community activities based at the centre, a weekly bowling group and Alice Hawkins Community Projects. It is recommended to work in partnership with Alice Hawkins Community Projects which operates from the annex of the building and would be supported to relocate elsewhere within Fosse ward recognising the significant benefits delivered to local people.

It is recommended the council makes best endeavours to secure suitable alternative accommodation for the bowling group.

The council will support customers to use alternative library provision as above and also explore locations for a book drop-off and pick up point in the local area.

The council's estates and buildings team has undertaken a review of building options for the Fosse Neighbourhood Centre. In view of the condition of the building it cannot be offered for CAT. Therefore the estates and buildings team will commence a marketing process following a decision. The Council will continue to maintain the Neighbourhood Centre up to the point of disposal.

4.27 **Staffing and operating costs** will be reduced with a revised staffing model reflecting the changes in service delivery and opening hours. Core skills will be retained within the service to ensure quality services continue to be developed in the transformed service.

4.28 **The Book Fund budget** will be reduced by £30,000 from £415,000 to £385,000 recognising the reduction of the library network and changes in book borrowing patterns.

4.29 **Community room hire charges** will be increased by 20 per cent, phased over 2 years, to support the operation and financial viability of the remaining council run community centres. This reflects a large variety of suggestions during the consultation relating to improved income generation.

4.30 **Capital investment** of £2 million will be made to adapt and further develop retained buildings as multi-service centres. The multi-service centre model is already in operation and feedback indicates further development of this model is well supported to ensure buildings are used to their full potential, well-presented and signed, and in good condition to serve communities. Investment will further enable services to be delivered together from local neighbourhood facilities, to include future library and community services, adult learning facilities, customer services and early years provision as appropriate. Separate capital investment of

£473,000 is approved in the capital programme for the implementation of library self-access systems at 6 sites.

4.31 **Enhanced activity programmes** will be provided around our "Universal Offers" in multi-service centres, focused on health and wellbeing, information and signposting needs, and more cultural and creative activities to bring people together. The libraries reading programme and children's engagement activities will be prioritised to encourage reading for pleasure and to improve life chances from early years onwards.

4.32 **Online services and resources** including the e-library would continue to receive investment recognising the growth in this area and the convenience of 24/7 digital services for city residents for their reading and information needs

4.33 **Volunteer opportunities** will be developed to enhance and add value to the services we offer and to provide a range of benefits to participants. This proposal is supported by consultation feedback and submissions from library and community centre users to work with the council to enhance the offer at retained sites

4.34 **The Home Library Service** is delivered in partnership with Ride Leicester to support housebound residents with door-to-door book deliveries wherever they live in the city. Linked to our volunteer offer it will be expanded to support housebound residents with door-to-door book deliveries where residents are unable to leave their homes to access reading.

4.35 **The Children's BookBus** service will be reviewed following the implementation of changes outlined above to support children and young families living in disadvantaged communities and to provide access to books and reading programmes in these areas

4.36 The recommended library provision will be at 15 statutory sites with a small non-statutory offer at Thurnby lodge Community Centre. This would increase the current coverage to 99.5% of all residential properties within Leicester City to be within 1.25 miles of a library in the statutory provision.

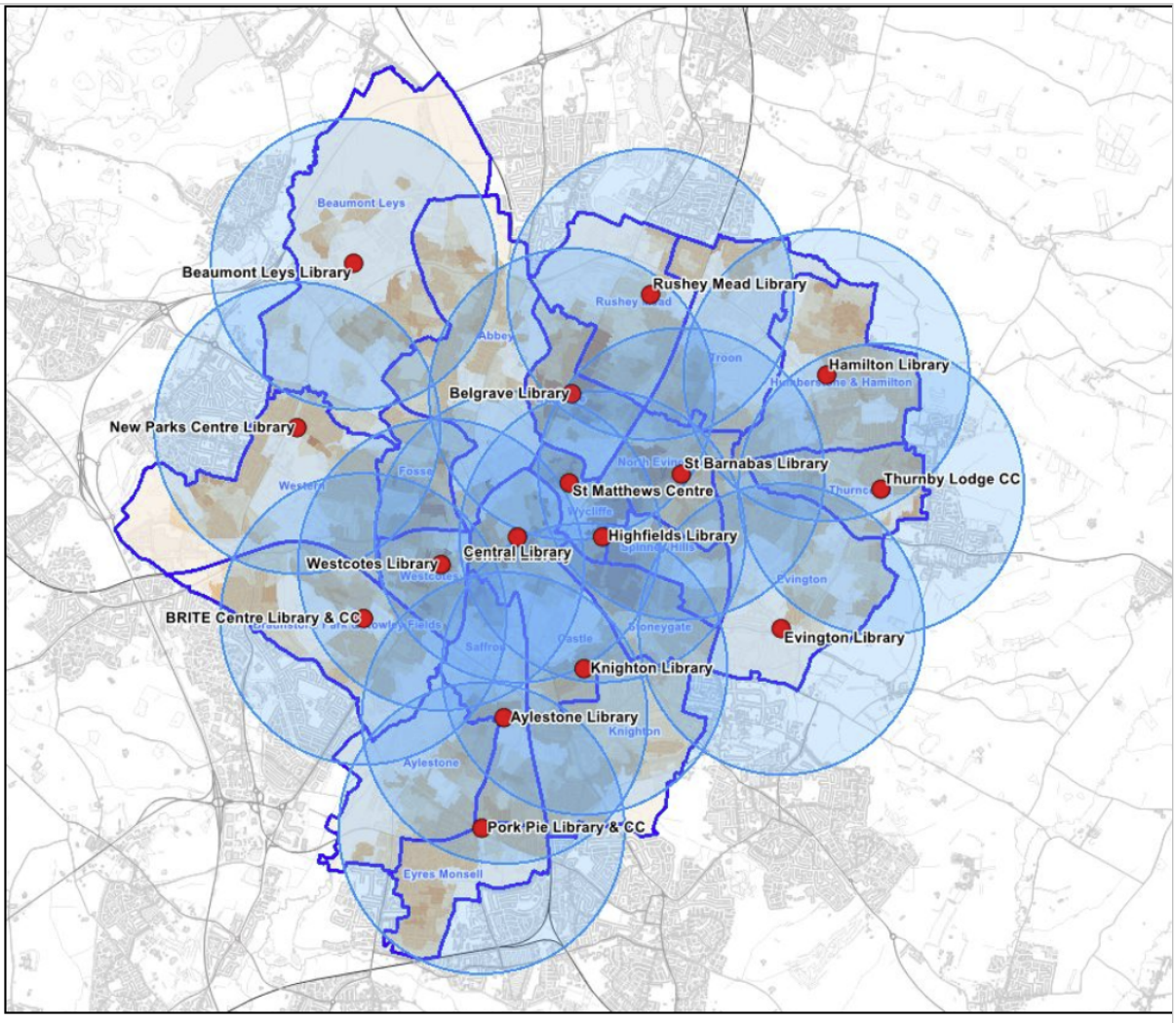


Figure 1: Recommended library provision with 1.25-mile catchment areas. The map shows 99.5% of all residential properties in Leicester city are within 1.25 miles of a council run library.

4.37 Summary of retained facilities

The following table provides a summary of the facilities recommendation to be run by the council including the staffed opening hours available and proposals for self-access outside of staffed hours:

Centre	Staffed Hours Per Week	Self-Access Hours
Central Library	45	
Aylestone Library (Leisure Centre MSC)	30	Yes
Beaumont Leys Library MSC	40	
Belgrave Library MSC	40	Yes
BRITE Centre MSC	40	Yes
Hamilton Library MSC	30	Yes
Highfields Library MSC	40	
New Parks Centre MSC	30	Yes

Pork Pie Library MSC	30	Yes
St Barnabas Library MSC	40	Yes
St Matthews Library (relocated to CYPF MSC)	30	
Thurnby Lodge Centre MSC (with small library)	30	Yes
Westcotes Library MSC	30	
Evington Library	25	Yes
Knighton Library	25	Yes
Rushey Mead Library	20	
Belgrave Neighbourhood Centre	As required	
Rushey Mead Recreation Centre	Self-access	Yes

Table 2: Recommended Leicester City Council run sites and opening hour allocations

4.38 Alternative models considered
A range of alternative models have been considered for the delivery of library and community centres as follows.

4.39 Option 1: Maintain Current Library and Community Centres Provision
Benefits – no implementation costs
Disadvantages – does not respond to changing need; unable to deliver model within reduced budget; service not sustainable for the future; no investment to ensure buildings fit for future needs

4.40 Option 2: Proposals Consulted Upon including 3 Community Managed Libraries
Benefits: responds to future needs; can be delivered within reduced budget; investment in buildings for future; more facilities directly run by local people
Disadvantages – lack of capacity in community to run libraries; local groups may be displaced by the CAT of busiest community centres due to capacity issues

4.41 Option 3: Proposals Recommended in this Report (recommended option)
Benefits: responds to future needs; can be delivered within reduced budget; investment in buildings for future; 6 community centre facilities directly run by local people; wider statutory library provision; security for community groups including those based at the busiest centres
Disadvantages – reduced saving made; reduced opportunity for local people to run services;

4.42 Option 4: Further Reduced Network of Libraries and Community Centres
Benefits: responds to future needs; can be delivered within a further reduced budget; investment in buildings for future; more facilities directly run by local people; additional saving made to protect council services
Disadvantages – reduced statutory library provision; reduced geographical spread and availability of council run services

4.43 Option 5: Outsource to External Provider
Benefits: Some reduction in cost through management efficiencies over wider network and updated terms and conditions for new employees

Disadvantages: Outsourcing is not considered viable at this time. There is not a competitive market for library provision and one plausible provider. Even a truncated procurement exercise and contract process would require significant resources and delay the introduction of transformational change by several years.

4.44 Capital investment

In order to support the recommendations capital investment is required for building enabling works. The work is required to ensure retained buildings are fit for the future, to modernise buildings for multi-services and to ensure buildings transferred to the community are in a suitable condition.

A total of £2 million capital funding is required to undertake works to Neighbourhood Services buildings. The funding includes £1m already approved within the current capital programme to support this work. The release of an additional £1m capital Library Investment policy provision for building alterations and improvements is recommended to be approved as part of this decision.

4.45 Revenue costs and benefits

The current Neighbourhood Services budget for scoped services for 2025-26 is £6.18 million.

The full year revenue saving achieved through the recommendations for libraries and community centres will be **£1.57 million.**

The prosed profile for savings over a two-year financial period is as follows. The savings profile takes into account the timescale for a range of projects required to implement the recommendations:

Financial Year	Cumulative revenue saving
2026 – 27	£500,000
2027 – 28	£1,570,000
Full year saving (future years)	£1,570,000

Table 4: Cumulative revenue savings achieved from recommendations

4.46 Statutory Duty

The recommended model is considered to fulfil the council's statutory duty to provide a comprehensive and efficient library service for all persons wishing to make use of it. The model has considered: (a) geographical coverage; (b) the range and quality of services offered (including reading, study support, digital access, assisted help); (c) the reasonable needs of different users and protected groups; (d) available resources and efficiency.

- Coverage. The recommended network provides access to 15 statutory library service points (plus a small non-statutory offer at Thurnby Lodge), with catchment modelling indicating 99.5% of residential properties are within 1.25 miles of a statutory site. Whilst distance alone is not conclusive the model has considered transport, safety, and ability to travel for children and disabled users in the equality analysis and mitigations below.
- Quality and modes of access. While staffed hours are reduced at some sites, overall access is maintained and in places extended through self-access technology (with live CCTV, induction and safeguarding controls). Assisted sessions and staffed periods are scheduled to ensure face-to-face

help remains reliably available in evenings and at weekends across the network.

- Resources and efficiency. The model allows the service to live within its budget envelope while maintaining a city-wide statutory offer, targeted investment in buildings, and protection of core programmes (reading, children's activities, study support, digital inclusion and the four Universal Offers).

4.47 Public Sector Equality Duty (s.149 Equality Act 2010) – due regard and mitigations

The model is mindful of the requirement to eliminate discrimination, advance equality of opportunity, and foster good relations. Noting the considerations within the EIA and the consultation feedback the following mitigations and monitoring are adopted:

Issue / cohort	Mitigation / adjustment	Monitoring / trigger
Disabled users requiring assistance	Staffed sessions each week at all statutory sites; Accessibility tools available for all PCs; induction support for self-access; reasonable adjustments policy highlighted on-site and online.	Annual % usage by disabled users and assistance requests; if decline >10% review local staffed hours pattern.
Children and young people	Maintain Saturday opening and minimum one weekday evening at all statutory multi-service centres; safeguarding rules for self-access (under-16s accompanied); study support sessions continue to be offered at identified sites.	Term-time study-support session take-up; feedback from schools; if unmet demand evidenced, reallocate sessions.
Older people/digitally excluded	Targeted digital help drop-ins; promote Home Library Service; telephone support for reservations/renewals; Explore book drop-off/pick-up point in Fosse.	Track take-up of HLS and drop-ins; if demand outstrips capacity, increase volunteer support.

4.48 Accessibility and transport (practical access beyond distance)

For areas affected by closure (e.g., Fosse), the model has considered not only proximity of nearby alternatively libraries but also bus routes/frequency and walking times. The service will signpost affordable travel options and create a local book drop/pick-up point. Staff will support affected users to transition to nearby libraries or to the Home Library Service where appropriate. The Children's BookBus service

will be reconfigured to include regular weekly stops in the Fosse area for young families and children aged 0 – 11yrs.

4.49 Risks and issues

The following risks and issues are currently identified

Risk or Issue	Proposed mitigation
Statutory Duty Risk of challenge based on the authority's statutory duty under the Museums & Libraries Act 1964	The proposals have been developed based on extensive evidence gathering and early engagement of residents and users. A full and meaningful consultation process has been undertaken with evidence of changes made to recommendations based on feedback received.
Community Asset Transfer Risk there is no viable interest in one or more community centres proposed for Community Asset Transfer	Early expressions of interest were received for all 6 community centres during the consultation period. The council has developed a robust policy and process to support community asset transfer. Third party infrastructure support would be provided to help community organisations to develop a viable business plan.
Community Asset Transfer Risk that community benefits would not be delivered or that existing community groups might be unable to continue	A robust business plan would be required to outline the community benefits and approach to supporting existing centre users. The plan would be included in the legal contract and would be monitored by the council to ensure the agreed outcomes are delivered.
Community Asset Transfer Issue: TUPE Transfer of staff may apply to one or more Community Asset Transfer scenarios	Any potential implications for Transfer of Undertakings (Protection of Employment) for staff will be clearly stated in the council's published CAT opportunities. The council's legal team will assess and advise as to whether TUPE would apply or not for each scenario.
Reduced opening hours There is a risk reduced opening hours may impact in accessibility of services.	The recommended opening hours have been revised following consultation to respond to the feedback received. All statutory multi-service centre libraries will have weekend opening on Saturdays, and at least one weekday evening beyond 5pm to ensure people working during weekdays can access services. Self-Access will be available for inducted customers at 8 library sites, extending current availability.
Recruitment of volunteers There is a risk the service will not be able to recruit volunteers to deliver added services and engage local residents	The service has a robust volunteer policy in place and uses a corporate system and procedures to recruit. The service has a strong record of volunteer recruitment and a good base of already active volunteers. Indications from the

	consultation are that communities want to volunteer to support services.
Future use of vacated buildings There is a risk that Fosse Neighbourhood Centre and St Matthews Centre may remain empty attracting Anti-Social Behaviour and with missed opportunities for the neighbourhood	Asset Development Reviews have been undertaken for the two buildings proposed for withdrawal, which are not considered suitable for community running. The Council's Housing and Estates divisions are engaged in planning for the future use of these sites. It is proposed to maintain Fosse Neighbourhood Centre until the building is disposed.
Project delivery There is a risk that transformation projects may not be delivered on time, delaying budgetary savings and/or resulting in gaps in service	It is recommended that revenue savings are profiled to ensure services will continue to be delivered by council until community asset transfer processes have concluded. Neighbourhood Services would continue to run St Matthews Centre until reconfiguration works at the Children's Centre are complete.
Community groups and events There is a risk some community groups and events could be displaced by the recommended changes.	Self-access systems will be in place at many centres to support community groups to meet at times suitable for them. Neighbourhood Services officers will work with community groups to explore alternative locations where groups are displaced.
Communication of changes There is a risk that that local residents and service users are not aware of the changes to the service resulting in reduced usage and uncertainty of service availability.	A full communications programme will be put in place for each stage of the transformation to include all partners and stakeholders. Contacts collected through the consultation will be used to provide updates and communication the decision.

Table 5: analysis of risks and issues with proposed mitigations

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

The budget for 2025/26 set a savings target of £7.2m for the Neighbourhood and Environmental Services division, to be achieved by 2027/28. The proposals which were consulted upon would have delivered £2.1m towards this target. The revised proposals, amended following consultation, will deliver a full year saving of £1.57m in 2027/28 (with part-year savings of £0.5m in 2026/27). The financial impact of the changes to the proposals is therefore a reduction in full-year savings of £0.53m. This will be considered as part of the revenue budget report for 2026/27.

The report outlines the capital investment required to deliver the proposals, at a cost of £2m. There is £1m already included within the general fund capital programme for this

purpose. A further £1m is held within the Library Investment policy provision, and this report seeks approval for its release into the programme. In addition, there is a capital budget in the programme of £473k for the roll out of library self-access, which will be used to undertake the work at the 6 libraries referenced in this report.

The closure of Fosse Neighbourhood Centre will result in a vacant building. The financial implications of this will depend on its future use or disposal.

Signed: Stuart McAvoy – Head of Finance

Dated: 16th February 2026

5.2 Legal implications

The recommendations set out in this report have potential staffing implications.

In respect of any Community Asset Transfer there is the potential for the Transfer of Undertakings (Protection of Employment) Regulations 2006 ("TUPE") to apply. If TUPE applies, then employees assigned to the relevant provision will transfer to the new provider with their existing terms and conditions protected. It may also be necessary for the new provider to offer the transferring employees continued access to the Local Government Pension Scheme. It is therefore recommended that ongoing advice is sought from legal services and HR to determine whether TUPE would apply to any proposed transfer.

The recommendations which involve either reduced staffed opening hours at retained sites, the closure of sites or the relocation of sites, represent a reorganisation of the current structure. The Council's organisational review policy would need to be followed should a decision be made to proceed with these recommendations. There is the potential for this to include redundancies and if this is the case the Council's redundancy policy should be followed to minimise the risk of employment related claims against the Council.

In all of these circumstances management would need to ensure that due process is followed, and meaningful consultation is untaken with affected staff.

Julia Slipper, Principal Lawyer (Education & Employment) 16th February 2026

It is anticipated that the proposed changes will require additional goods and services to be purchased which will need to be undertaken in line with the Council's Contract Procedure Rules and procurement legislation. Any modifications to existing contracts due to changes in scope of library management services should be managed in accordance with contractual provisions and, where relevant, internal approvals sought as necessary. Legal Service should be engaged to provide guidance and support throughout this process.

Any external funding that the Council receives as accountable body in relation to the Pride in Place Funding must be subject to relevant and appropriate due diligence and comply with the requirements of the funding allocation, including any necessary documentation. Legal advice should be sought regarding any documentation including any Memorandum of Understanding which should be reviewed by legal colleagues prior to signing.

Mannah Begum, Principal Lawyer (Commercial Legal) 13th February 2026

When property is to be disposed of, the Council has a legal obligation to dispose of land at the best consideration reasonably obtainable in accordance with s.123 of the Local

Government Act 1972 (as amended). Open marketing is acknowledged to achieve best consideration. A disposal includes either a freehold sale or lease for a term of more than 7 years. However, the Council also has the power to dispose of land and property at less than best consideration in accordance with the 2003 General Disposal Consent. In order to utilise the Consent, the Council must be satisfied that the proposed disposal will contribute to the social, economic or environmental well-being of the area in which the property is situated. The limit of the undervalue in respect of each individual site must not exceed £2m. If any proposed undervalue will exceed £2m then Secretary of State consent would be required for any disposal to proceed.

Following the Localism Act 2011, the Council adopted its Community Asset Transfer Policy to provide community groups the opportunity to have a greater control in their community governance. The procedure for CAT transfers is contained within the Policy.

Therefore when considering options for disposal, the Council should have regard to its adopted Framework for Property Disposals and the Community Asset Transfer Policy. Legal Services will continue to advise should subsequent disposals be realised.

Zoe Iliffe, Principal Lawyer (Property Highways & Planning) 16th February 2026

Throughout the programme the Neighbourhood and Environmental Services Division have sought, and taken, advice regarding robust governance of the transformation journey by appointing a legal advisor to the Programme Board. This has spanned the design, engagement, consultation and decision-making phases. The aim of this advice has been to enable a fair and transparent decision to be made which minimises the risk of a successful public law (J.R.) challenge

Signed: Kamal Adatia, City Barrister

Dated: 16th February 2026

5.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in making decisions and carrying out their activities, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who do not, and to foster good relations between people who share a protected characteristic and those who do not. Protected characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Leicester's multi-service centres, community centres and libraries play an important role in local neighbourhoods, promoting health and wellbeing, bringing communities together and providing places for people to meet. An updated Equality Impact Assessment (EIA) for the future recommended delivery model for Libraries and Community Centres is attached at Appendix 4. This assessment incorporates the detailed findings of the public consultation (Appendix 2) and has informed the final recommendations in this report, including amendments to the model following the designation of Pride in Place Programme (PiPP) areas and the decision to align community asset transfer opportunities with resident led

Neighbourhood Boards in Eyres Monsell and Thurnby Lodge MSOAs. As these areas were selected based on national deprivation and needs data, they contain high proportions of residents with protected characteristics who may be disproportionately affected by changes to local services.

The recommended delivery model has been revised following the consultation and EIA findings to include specific mitigating actions, such as retaining a wider statutory library network than originally proposed; maintaining council management at Belgrave Neighbourhood Centre and Rushey Mead Recreation Centre; and using PiPP investment routes at Eyres Monsell Community Centre and the Armadale Centre before considering standard Community Asset Transfer. These changes are intended to help mitigate potential disproportionate impacts on groups with protected characteristics who are more likely to rely on local, accessible, low cost or free facilities in these neighbourhoods.

The EIA is an iterative process and should be revisited as part of the decision making process if further changes arise from PiPP planning, Neighbourhood Board decisions or implementation timetables. The implementation of the recommendations will be monitored for equality impacts, including in PiPP neighbourhoods, as part of the formal review process, and any emerging adverse impacts on people with protected characteristics will be addressed through updated actions in the EIA and ongoing engagement with affected communities.

Signed: Equalities Officer, Surinder Singh,

Dated: 16th February 2026

5.4 Climate Emergency implications

If a property is transferred out of the Operational Estate under CAT, the carbon emissions arising from its heating and other energy use will no longer be included in reporting of the council's own carbon footprint. However, it will continue to be part of the city's footprint.

For properties that are retained within the council's portfolio, reduced operating hours may have a positive impact on overall energy use, ultimately reducing the associated emissions.

Transfer of a property has an opportunity cost to it in carbon terms, in the sense that it removes the ability for the council to invest in energy efficiency, renewable energy and decarbonisation improvements to the building while it remains transferred. However, it does create a possibility for the community group and the community it serves to explore opportunities to make those investments themselves and secure the benefits for the duration of the lease. This is more likely to have a viable business case if the group has a long lease on the building and should therefore be considered, where applicable. The conditions of lease and availability of support after the transfer may have a positive impact on the community groups' ability to invest in energy efficiency and decarbonisation improvements.

Providing there are no significant building closures, the impact on service users' methods of travel should be minimal and therefore have a negligible effect on associated carbon emissions.

There is a risk of an increase in energy use where self-access services are provided, however the installation and use of automatic lighting and automated powering down of equipment should mitigate the risk down to a minor impact.

On balance, there is likely to be a reduction in the council's own emissions associated with reducing the number of buildings within the operational estate, however the city as a whole may see little change in its annual emissions with a minor risk of these increasing over time if opportunities to carry out energy efficiency, renewable energy and decarbonisation improvements are not realised for buildings that have been transferred out of the operational estate.
Signed: Phil Ball, Sustainability Officer, Ext 372246
Dated: 13th February 2026

5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

6. Background information and other papers:

- Public Engagement Report (Nov 2024)
- Secondary Research Report Nov 2024)

7. Summary of appendices:

Appendix 1: Recommended opening hours

Appendix 2: Findings report from the April-June 2025 consultation

Appendix 3: Assessment and Recommendations Report

Appendix 4: Equality Impact Assessment

8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a "key decision"? If so, why?

Yes. The recommendations impact neighbourhood services in all wards of the city.

Appendix 1: Recommended Opening Hours

Centre		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total Staffed Hours
Aylestone Library	Recommended Staffed Hours	1pm-5pm	10am-5pm	2pm-6pm	10am-5pm	1pm-5pm	10am-2pm	N/A	30
	Self-Access Hours	8am-7pm	8am-7pm	8am-7pm	8am-7pm	8am-7pm	8am-1pm	8am-1pm	
Beaumont Leys Library	Recommended Staffed Hours	9.30am-5pm	9.30am-6pm	9.30am-5pm	9.30am-5pm	9.30am-3pm	9.30am-1pm	Closed	40
Belgrave Library	Recommended Staffed Hours	10am-6.30pm	10am-6.30pm	2pm-6.30pm	10am-6.30pm	10am-5pm	10am-1pm	Closed	40
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
BRITE Centre	Recommended Staffed Hours	9.30am-5pm	10am-5pm	9.30am-5pm	10am-6pm	9am-4pm	10am-1pm	Closed	40
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
Central Library	Recommended Staffed Hours	10am-6pm	10am-7pm	10am-6pm	10am-6pm	10am-5pm	11am-4pm	Closed	45
Evington Library	Recommended Staffed Hours	10am-2pm	10am-6pm	2pm-5pm	10pm-5pm	Closed	1pm-4pm	Closed	25
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
Hamilton Library	Recommended Staffed Hours	10am-2pm	Closed	10am-5pm	10am-6pm	10am-5pm	10am-2pm	Closed	30
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
Highfields Library	Recommended Staffed Hours	9am-6pm	9am-6pm	9am-1pm	9am-6pm	12 noon-5pm	10am-2pm	Closed	40
Knighton Library	Recommended Staffed Hours	1pm-5pm	10am-6pm	10am-3pm	Closed	1pm-5pm	12pm-4pm	Closed	25
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
New Parks Library	Recommended Staffed Hours	10am-3pm	10am-5pm	10am-6pm	10am-5pm	Closed	10am-1pm	Closed	30
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
Pork Pie Library	Recommended Staffed Hours	9.30am-5pm	10am-1pm	9.30am-7pm	10am-5pm	Closed	10am-1pm	Closed	30
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
Rushey Mead Library	Recommended Staffed Hours	10am-3pm	Closed	1pm-6pm	Closed	10am-5pm	10am-1pm	Closed	20
St Barnabas Library	Recommended Staffed Hours	10am-5pm	2pm-6pm	10am-6pm	10am-6pm	10am-5pm	10am-4pm	Closed	40
	Self-Access Hours	8am-8pm	8am-8pm	8am-8pm	8am-8pm	8am-8pm	N/A	Closed	
St Matthews Library (within the Childrens Centre)	Recommended Staffed Hours	10am-5pm	1pm-5pm	Closed	10am-6pm	10am-5pm	10am-2pm	Closed	30
Thurnby Lodge Community Centre	Recommended Staffed Hours	Closed	11am-9.30pm	3pm-7pm	9am-7pm	11.30am-5pm	Closed	Closed	30
Westcotes Library	Recommended Staffed Hours	10am-6pm	10am-5pm	10am-5pm	1pm-5pm	Closed	10am-2pm	Closed	30

RECORD OF DECISION BY CITY MAYOR OR INDIVIDUAL EXECUTIVE MEMBER

1.	**Decision title**	Future provision of libraries and community centres
2.	**Declarations of interest**	
3.	**Date of decision**	11 March 2026
4.	**Decision maker**	Assistant City Mayor - Health, Culture, Libraries and Community Centres
5.	**Decision taken**	1. To note the activity that has taken place to date 2. To agree the model as presented in the report to move into implementation as stated in the recommendations 4.13 to 4.36. 3. To recognise that this level of library provision is considered to fulfil the City Council's statutory obligations. 4. To note the extent to which the proposals will support the delivery of the Council's savings requirements as set out in the revenue budget for 2025/26. 5. To approve the release of the £1m Library Investment policy provision to be added to the capital programme as an immediate start for building alterations and improvements, and to note the availability of a further £1m within the current capital programme to support this work.
6.	**Reason for decision**	The reason for the decision is to transform library and community services to ensure communities have the right type of service offering for the future, based on robust evidence gathering and delivered within the constraints of a significantly reduced divisional budget.
7.	**A) KEY DECISION Yes/No?** b) If yes, was it published 5 clear days in advance? Yes/no	Yes
8.	**Options considered**	Options considered can be found in sections 4.38 to 4.43 of the Executive Decision Report.

City Mayor

9.	**Deadline for call-in** • 5 members of a scrutiny commission or any 5 councillors can ask for the decision to be called-in. • Notification of call-in with reasons must be made to the monitoring officer	18 March 2026
10.	**Signature of decision maker** (City Mayor or where delegated by the City Mayor, name of executive member)	