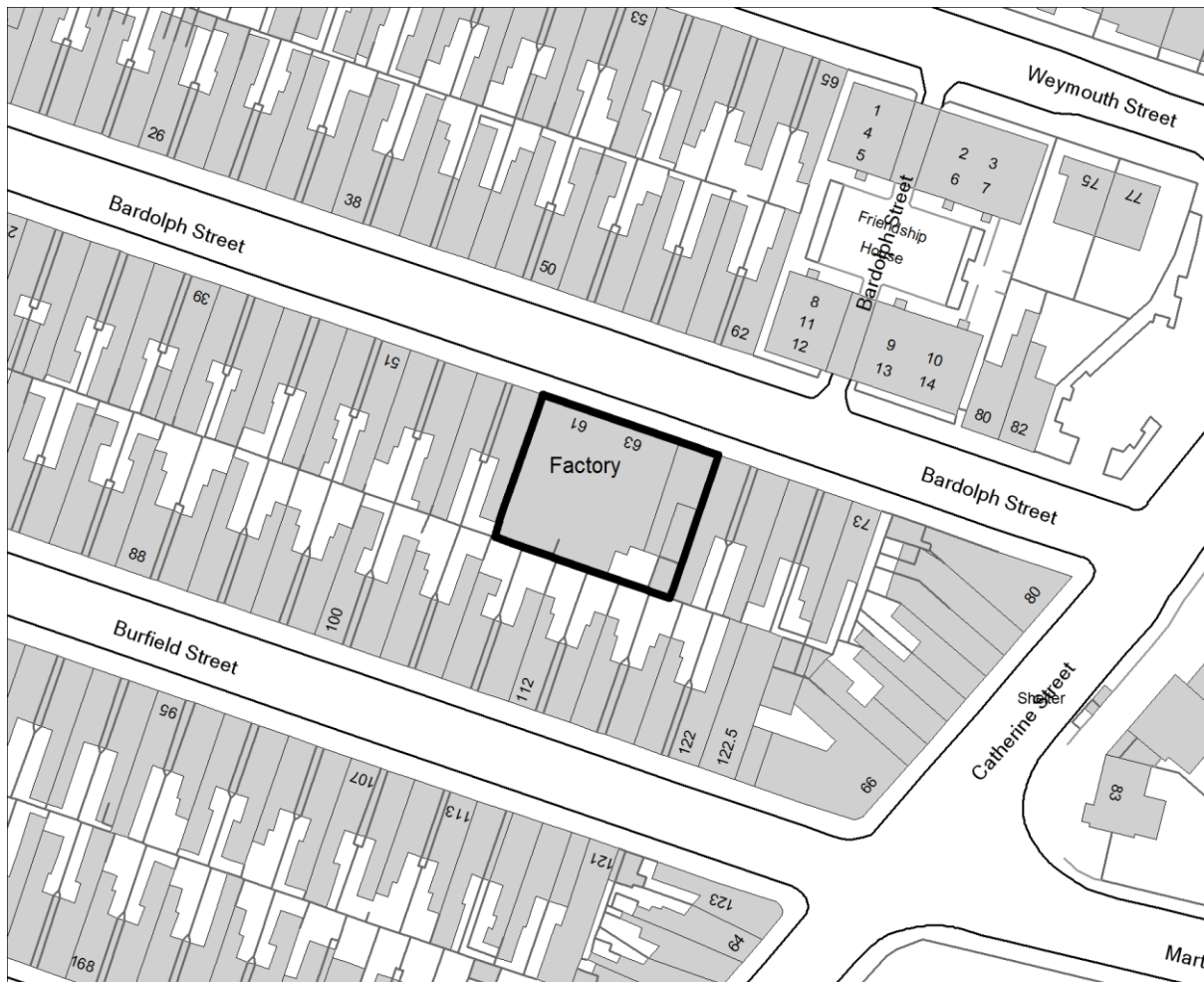


Recommendation: Conditional approval	
20200047	61-63 Bardolph Street
Proposal:	Demolition of factory building (Class B1); Construction of five dwellinghouses (5x2 bed) (Class C3) (Amended plans received 04/03/2020)
Applicant:	Mr Veejay Patel
View application and responses:	https://planning.leicester.gov.uk/Planning/Display/20200047
Expiry Date:	5 March 2020
AVB	WARD: Belgrave



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Summary

- Brought to committee because objections have been received from more than 5 City addresses;
- 4 objections and 1 petition with 46 signatures were received raising concerns about loss of employment, residential amenity, character of area, highways and parking;
- Councillor Padmini Chamund, Cllr Nita Solanki and Cllr Mahendra Valand have raised concerns on behalf of their constituents.
- The main issues are residential amenity, character and design, parking and highways, trees and sustainable drainage;
- Recommended for approval.

The Site

The site relates to a 2/3 storey factory building located between the terraced housing within the area characterised as residential. The site is surrounded by residential properties.

The site is located within Flood Zone 2 and 3a, Critical Drainage Area, Final Hotspot and IPC buffer.

Background

20130381 - Change of use from factory (class B1) to place of worship & education centre (class D1); alterations was refused.

20080211 - Five terraced houses (5 x 2 bed) (Class C3) was approved and implemented.

20051995 - Change of use of factory to eleven self contained flats (Class C3) was refused.

19931429 - First floor extension to rear of industrial premises to provide additional storage facilities was approved.

19882111 - Single storey extension to rear of industrial premises was approved.

The Proposal

The application is for the demolition of the existing factory and construction of five dwellings. The proposal as submitted would have five dwellings with two storey outrigger to mimic the surrounding terraced properties.

The proposal as amended have redesigned the proposed ground floor and removed first floor outrigger from the proposal. The proposed five dwellings would have dormer windows to the front and rear of the properties. The proposed dwellings would have footprint measuring 10.3 metres in depth at the ground floor and the footprint of the proposed first floor measures 8.8m in depth. The proposed house no. 1 measures 3.5 metres wide and the rest four houses (2,3,4 and 5) would have width of 3.8 metres. The properties would have a pitched roof with an eaves height of 6.2 metres and ridge height of 9.4 metres in line with the adjoining terraced properties.

The proposed houses would have pitched roof front dormers and flat roof rear dormers. The proposed houses nos. 1, 3 and 5 would have rear dormers measuring 1.5m high and 1.7m wide and the houses nos. 2 and 4 would have rear dormers measuring 1.5m high and 1.2m wide.

The dwellings would have traditional terraced design with shared alleyway between the dwellings into their respective rear gardens apart from the house no. 1 which would have a separate alleyway. Each site would be divided by a 1.8 metre high fence.

The distance from the rear elevation of the proposed ground floor up to the rear boundary would be ranging from 7.1 – 7.3 metres and that from the first floor would be ranging from 8.6 - 8.8 metres. The ground floor consists of living room and kitchen/diner, first floor consist of one bedroom and two bathrooms and the second floor (roof space) consist of another bedroom with dormer windows to the front and rear.

The applicant has submitted Flood Risk Assessment to support the application. In terms of Sustainable Urban Drainage the applicant has provided water butts to the rear of the properties.

Policy Considerations

National Planning Policy Framework (NPPF) 2019

Paragraph 2 states that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Paragraph 11 contains a presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with the development plan without delay.

Where the development plan is absent, silent or relevant policies are out of date, this means granting planning permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole. Leicester City Council does not currently have a 5 year housing land supply therefore the policies relating to housing are out of date.

Paragraph 68 of the NPPF states that small and medium sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. The policy goes stating that local authorities are required to support the development of windfall sites through decisions- giving great weight to the benefits of using sustainable sites within existing settlements for homes.

In making an assessment Paragraph 108 of the NPPF states that development proposals should take up appropriate opportunities to promote sustainable transport modes; ensure safe and suitable access can be achieved for all users and; any significant impact (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 117 requires planning policies and decisions to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. The policy includes a set of criteria for both plan making and decision taking, for the latter it advises local planning authorities to refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Paragraph 127 sets out criteria for assessing planning applications which includes issues such as the long term functionality of development proposals; visual impacts; the ability of development to relate to local character; creation of a sense of place

using various design tools such as building types and materials; optimising the potential of development sites; and, designing safe, secure and inclusive developments with a high standard of amenity for existing and future users.

Paragraph 130 states that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 163 of the NPPF advises that when determining planning applications local planning authorities should, inter alia, give priority to sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Development Plan policies

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

Supplementary Planning Documents (SPD)

Residential Amenity SPD

Appendix 01 – City of Leicester Local Plan

Consultations

Environment Agency – No objection subject to the condition

Lead Local Flood Authority: No objection subject to conditions requiring the submission of a Drainage Strategy and SuDS scheme

Local Highway Authority (LHA): No objection subject to conditions

Pollution (Noise): No objection subject to a condition controlling hours of demolition/construction

Pollution (Land): No objection subject to a condition regarding land contamination.

Representations

The Local ward Councillors: Cllr Chamund, Cllr Solanki and Cllr Valand has raised concerns on behalf of their constituents.

A total of 4 objections and 1 petition with 46 signatures received from City addresses raising the following concerns:

- Loss of jobs and employment for local community
- Issues during demolition and construction
- Environment issues – demolition of sound building would add to landfill waste
- Noise and air pollution will cause disruption to the local area
- No need of more houses but need to control the inflated rents in the area
- The proposal would exacerbate the existing parking problems in the area.

Consideration

Principle

The application site is located within an area characterised as residential. The applicant submitted a Sequential and Exception test as the site is located within Flood Zone 3a, which has a risk of fluvial flooding between 1 in 30 year and 1 in 100 years. The applicant identified alternative sites within the search area. However they cannot accommodate the development and are not owned by the applicant. I therefore consider that it passes the Sequential Test.

Policy CS06 of the Leicester Core Strategy (2014) undertakes to meet the City's housing requirements over the plan period through, inter alia, limited housing growth within established residential areas and small housing infill to support the development of sustainable communities. It goes on to require new housing developments to provide an appropriate mix of housing and in particular larger family housing. Policy CS08 seeks to ensure that suburban areas continue to thrive and recognises that small scale infill sites can play a key role in the provision of new housing, but states that backland development should be compatible with the locality and any neighbourhood buildings and spaces in terms of design, layout, scale and mass.

The site is not located in an area which is designated for employment use. Therefore, it is not included in the 'Employment Land Study' from 2017. Therefore, the change of use from a former factory to residential homes is suitable within an area characterised as residential and there are no constraints to indicate that a residential development would be inappropriate or inherently harmful. In the above policy context and having particular regard to the City's current housing supply position.

I conclude that the development of the site for residential dwellings is acceptable in principle, subject to the foregoing consideration of the impacts on amenity, design, privacy, highways and parking, and representations.

Residential amenity

Policy CS03 of the Leicester Core Strategy (2014) states that development must respond positively to the surroundings and be appropriate to the local setting and context. Saved Policy PS10 of the Local Plan (2006) sets out a number of amenity factors to be taken into account when determining planning applications, including: noise and air pollution; the visual quality of the area; additional parking and vehicle manoeuvring; privacy and overshadowing; safety and security; and the ability of the area to assimilate development.

Section 3 of the Council's *Residential Amenity* SPD (2008) ("the SPD") sets out more detailed design guidance for development in outer areas of the City. In particular, it recommends separation distances of 15 metres between a blank wall and principal room windows and of 21 metres between facing principal room windows. It also recommends the provision of a minimum of 75 square metres' amenity space for 2 bedroom dwellings. The SPD goes on to say a separation distance of 11 metres is recommended between principal room windows and the boundary with any undeveloped land, including neighbouring gardens; that the separation distance between principal room windows may be reduced to 18 metres where direct overlooking is avoided by the positioning of windows, and that a two storey rear extension should not project beyond a 45 degree line from the nearest point of any ground floor principal room window at an adjacent property.

65 Bardolph Street

There is an existing single storey rear extension which appears to cover the entire length of the garden. The proposed house no. 1 would have an alleyway which abuts the boundary with No. 65 and would have a 1.8m high fence on the common boundary with No. 65. I consider that the proposed dwelling no. 1 will not intersect the 45 degree line taken from the nearest principal room window at No. 65. The proposal would demolish a 2/3 storey building and replace it with two storey properties which would allow more light to the rear garden and improved outlook to the rear principal room windows.

59 Bardolph Street

There is an existing single storey rear extension which appears to cover the entire length of the garden. The proposed house no. 5 abuts the boundary with No. 59 and further to that would be 1.8m high fence on the common boundary with No. 59. I consider that the proposed dwelling no. 1 will not intersect 45 degree line taken from the nearest principal room window at No. 59. The proposal would demolish 2/3 storey building and replacing with two storey properties which would allow more light to rear garden and improved outlook to the rear principal room windows.

Burfield Street:

The terraced properties 108 to 118 Burfield Street abuts the rear boundary with the application site. The properties on Burfield Street are traditional terraced housing with two storey outriggers with small garden area. The existing factory is a two/three storey building with a little yard area to the rear does not meet separation distances under SPD.

The SPD states that a separation distance of 11 metres is recommended between principal room windows and the boundary with any undeveloped land, including neighbouring gardens; separation distances of 15 metres between a blank wall and principal room windows, 21 metres between facing principal room windows and the separation distance between principal room windows may be reduced to 18 metres where direct overlooking is avoided by the positioning of windows. It also recommends the provision of a minimum of 75 square metres' amenity space for 2 bedroom dwellings.

The proposed houses would have rear separation distance from the ground floor to the rear boundary ranging from 7.1 – 7.3 metres and the first floor ranging from 8.6-8.8 metres which is less than 11 metres.

However, the proposal as amended removed the proposed outrigger at the first floor level. The separation distance from the first floor (rear elevation) to the two storey outriggers of the properties on Burfield Street would be 15 metres. Furthermore, the proposed rear windows at the first floor level to the dwellings would be obscure glazed windows serving non principal rooms i.e. bathrooms. Hence, I consider that it meets 15 metres separation requirements under SPD and would not result in significant loss of privacy for the properties on Burfield Street.

The proposed rear dormer would be facing the properties on Burfield Street. The proposed windows to the rear dormers would be serving bedrooms. Although a distance of 11 metre to the rear boundary is not met, I consider that the proposed distances are an improvement to the relationship of the existing houses currently facing a 2/3 storey building which is closer than the proposed dwellings. In addition, the proposal would be residential development that would take out a non-conforming use. I therefore consider that an exception to the guidance in the 'Residential Amenity' SPD could be made.

I consider that the proposed development would not have unacceptable impact on the residential amenity of the neighbouring properties in terms of loss of light, outlook and privacy.

General Amenity

The proposed development would remove the existing non-conforming use and would replace this with dwelling houses. The immediate area is an established residential area. It is recognised that there would be a degree of noise from comings

and goings; however noise and disturbance from domestic properties is likely to be less than the existing industrial unit. I therefore consider that the proposal would not result in an unreasonable amount of noise and disturbance for adjacent occupants.

Concerns regarding the impacts of noise and disturbance during construction have been raised by objectors. Environmental Health Officers have suggested a condition restricting hours of use for demolition and construction. I consider it reasonable to attach a condition to minimise harm during the demolition/construction phase of the development.

I conclude that the proposal would comply with Core Strategy Policy CS03 and would not conflict with saved Local Plan Policy PS10 and, having regard to the SPD, is acceptable in terms of the amenity of the neighbouring occupiers.

Character and Appearance

Policy CS03 of the Leicester Core Strategy (2014) states that high quality, well designed developments that contribute positively to the character and appearance of the local built environment are expected. It goes on to require development to respond positively to the surroundings and to be appropriate to the local setting and context and, at paragraph 1 (first bullet point), to contribute positively to an area's character and appearance in terms of *inter alia* urban form and high quality architecture. Policy CS08 states that the Council will not permit development that does not respect the scale, location, character, form and function of the local area. Saved Policy PS10 of the Local Plan (2006) sets out a number of amenity factors to be taken into account when determining planning applications including the visual quality of the area and the ability of the area to assimilate development.

The local area comprises largely of terraced houses with two storey outriggers to the rear. The proposed dwellings would mimic the design and proportions of adjoining terraced houses at the front with exception of front dormers. The height of the proposed dwellings would be in line with the existing terraced houses on Bardolph Street. The applicant proposes five pitched roof front dormers which would be in line with the existing ground and first floor windows of the proposed dwellings. I consider that the proposed front dormers due to their size and design would not dominate the roof and would be in keeping with the surrounding area. I consider the proposed dwellings by reason of their size, scale, massing and design would not detract from the existing terraced houses or the street scene.

The amended proposal removed the two storey outriggers from the rear elevations. I therefore consider that the proposal as revised would provide improved living conditions compared to original scheme as this would increase the separation distances to the rear of the properties on Burfield Street. The proposed dwellings would not have overbearing and dominating impact on the properties on Burfield Street.

The proposed dwellings would have flat roof rear dormers. The proposed dormers would be set back from the eaves and the ridge and would not dominate the roof. I therefore consider that the proposed dwellings due to its size, design, and separation distances will have minimum impact on the character and appearance of the surrounding area.

The boundary treatment around the development site would comprise 1.8 metre high timber fences which is acceptable.

The plans submitted indicate the external finishes for the proposed dwellings. The walls and roofs are proposed to be built to match the existing terraced properties on the street. I have recommended a condition to approve materials.

I conclude that the proposal would comply with Core Strategy Policies CS03 and CS08, and would not conflict with saved Local Plan Policy PS10 and is acceptable in terms of the character and appearance of the area.

Living conditions

Policy CS03 of the Leicester Core Strategy (2014) states that new development should, *inter alia*, create buildings and spaces that are fit for purpose and achieve the highest standards of accessibility and inclusion. Policy CS06 states that new housing developments will be required to provide an appropriate mix of housing types, sizes and tenures to meet the needs of existing and future households in the City and seeks to ensure that new housing units are designed to meet 'Lifetime Homes' standards. The amenity factors set out at saved Policy PS10 of the Local Plan (2006) apply to the future occupiers of proposed development as well as to the occupiers of existing neighbouring property. Saved Policy AM01 of the Local Plan (2006) states that planning permission will only be granted where the needs of people with disabilities have been successfully incorporated into the design.

Section 3 of the Council's *Residential Amenity* SPD (2008) ("the SPD") sets out more detailed design guidance for development in the outer areas (which would include the application site) of the City.

The proposed dwellings would provide good-sized accommodation suitable for family occupation. All of the principal rooms within the dwellings would have at least one window providing a source of daylight and outlook, and I consider that individual room sizes would be sufficient to accommodate the reasonable furniture requirements of future occupiers whilst maintaining satisfactory circulation space.

I consider the properties would not result in any unreasonable impacts of overlooking, daylight, outlook and overbearing on each other.

The applicant has proposed bin and cycle stores at the rear of the properties and for bins to be brought to the street side on waste collection days. I do not consider a condition in this respect to be necessary.

The Lifetime Homes Standards have now been replaced by the requirements of the optional Building Regulations Standard M4(2) (accessible and adaptable dwellings). I consider that it is reasonable and necessary to secure compliance with Building Regulations Standard M4(2) as a condition of planning permission.

Section 3 of the Council's *Residential Amenity* SPD (2008) sets out more detailed design guidance for development in outer areas of the City. It advises that 2 bedroom properties should provide approximately 75 square metres of garden area. The rear garden areas are smaller than the areas suggested by the SPD; however, the proposed gardens would be rectangular and not overshadowed. They would sufficiently accommodate typical garden activities and would be useable. Furthermore, it is proportionate to the existing dwellings in the surrounding area. Hence, I consider it to be acceptable.

Under permitted development, extensions to the rear of the proposed dwellings could be constructed as well as outbuildings. I consider it reasonable and necessary to remove permitted development for extensions to the rear and the construction of outbuildings to ensure that the rear garden would remain of a useable size.

Having regard to the SPD and the site context, I consider that the proposal would provide satisfactory living conditions for the future occupiers and would be consistent with Core Strategy Policies CS03 and CS06 and saved Local Plan Policies AM01, and PS10.

Highways and Parking

Policy CS15 of the Leicester Core Strategy (2014) states that parking for residential development should be appropriate for the type of dwelling and its location, and take into account the amount of available existing off street and on street car parking and the availability of public transport. It also seeks the provision of high quality cycle parking. Saved Policy AM02 of the Local Plan (2006) states that planning permission will only be granted where the needs of cyclists have been successfully incorporated into the design. Policy AM12 gives effect to published parking standards.

Appendix 01 of the Local Plan (2006) sets out guideline standards for car parking in new developments. For dwellings, a maximum of 2 spaces for 2 bedroom dwellings is recommended

A number of comments from objectors have raised concerns regarding parking within the surrounding area. Bradolph Street is made up predominantly of terraced housing typical of many inner suburbs of the City. Most homes on the street have no off-street parking leading to heavy demand for on-street parking. The factory currently occupying the site has a vehicle access for loading and unloading but does not appear to have any off-street parking spaces as such.

The proposal does not include any off-street car parking spaces. However, the former/existing use is likely to generate as much if not more demand for parking than the proposed dwellings. Cycle parking is shown in the private amenity spaces of each dwelling on the layout drawing which is acceptable.

Paragraph 109 of the NPPF 2019 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. It cannot be demonstrated that the proposed five dwellings would result in a severe cumulative impact on the local highway network. Furthermore, I consider that the net change in traffic generation resulting from the new dwellings is unlikely to be substantial and may even be less than the factory that currently occupies the site. It would be unreasonable to expect the proposed development to deal with existing problems of parking and congestion in the immediate area.

The Local Highways Authority have suggested conditions to ensure the vehicle access is reinstated. Other suggested amendments include the alterations to the footway crossing and any necessary street works to be first approved. I consider it reasonable and necessary to attach such conditions.

The site is within a sustainable location in terms of its proximity and access to other modes of transport. I consider it would not result in severe residual cumulative impacts to warrant refusal. I consider the development would accord with Core strategy policies CS14 and CS15.

Flooding and Drainage

Policy CS02 of the Leicester Core Strategy (2014) states that development should be directed to locations with the least impact upon flooding or water resources. It goes on to state that all development should aim to limit surface water run-off by

attenuation within the site, giving priority to the use of sustainable drainage techniques.

The proposed development is located within Flood Zone 3a, which has a risk of fluvial flooding associated with storm events with return periods between 1 in 30 years and 1 in 100 years. Therefore, the site is considered high risk to fluvial flooding.

The site is within a Critical Drainage Area (CDA) and Final Hotspots, meaning measures to limit surface water discharge rate and volume must be considered. The applicant has submitted a Flood Risk Assessment which includes a number of flood resilience measures.

The Environment Agency raises no objection to the proposed development and has recommended a condition that the proposed mitigation measures suggested within the Flood Risk Assessment shall be implemented. I consider it reasonable and necessary to attach such condition.

SuDS measures such as permeable paving, water butts and soakaway within the rear garden area could be considered to reduce surface water runoff, whilst also providing amenity and water quality benefits. The Lead Local Flood Authority have suggested a condition in regards with SuDS which I consider is reasonable.

On the basis of the above and subject to conditions I consider the proposal would appropriately mitigate any harm in terms of flood risk. As such I consider the proposal would be acceptable on these grounds and would comply with policy CS02 of the Core Strategy.

Other Matters

The existing site is an industrial building and therefore I have attached a condition in regards with land contamination.

Other matters (not otherwise addressed above) raised by objectors like house prices or rental prices are not directly material planning considerations; however the provision of additional housing is generally positive

Conclusion

The proposed development would not result in significant harm to the residential amenities of adjacent neighbours nor would it harmfully impact the character of the area. The proposed development will not have adverse impact in terms of flooding and highways issues.

The Council cannot currently demonstrate a supply of specific, deliverable sites sufficient to provide five years' worth of housing against objectively assessed housing requirements and the NPPF establishes a presumption in favour of sustainable development.

I therefore recommend that planning permission be APPROVED subject to the following conditions:

CONDITIONS

1. START WITHIN THREE YEARS
2. Before the development is begun, the materials to be used on all external elevations and roofs shall be submitted to and approved by the City Council as local planning authority. The development shall be carried out in

accordance with the approved materials. (In the interests of visual amenity, and in accordance with Core Strategy policy CS3. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

3. Prior to the commencement of development full details of the Sustainable Drainage System (SuDS) together with implementation, long term maintenance and management of the system shall be submitted to and approved by the local planning authority. No property shall be occupied until the system has been implemented. It shall thereafter be managed and maintained in accordance with the approved details. Those details shall include: (i) full design details, (ii) a timetable for its implementation, and (iii) a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the system throughout its lifetime. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy, this is a PRE-COMMENCEMENT condition.)
4. Prior to the commencement of the development hereby approved details of all street works, including alterations to the footway crossing, shall be submitted to and approved in writing by the City Council as local planning authority. Prior to the occupation of the development all streetworks must be implemented in full accordance with the approved details. (To achieve a satisfactory form of development, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3. This is a PRE-COMMENCEMENT condition).
5. The development shall be carried out in accordance with the submitted flood risk assessment (ref Flood Risk Assessment for 61-63 Bardolph Street, Leicester, LE4 6EH BY Blue Chip Projects dated 08/01/2020 rev.0)) and the mitigation measures it details in Section 5.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development. (To reduce the risk of flooding to the proposed development and future occupants. To minimise the risk of damage in times of flooding, and in accordance with policy CS02 of the Core Strategy).

6. No construction or demolition work, other than unforeseen emergency work, shall be undertaken outside of the hours of 0730 to 1800 Monday to Friday, 0730 to 1300 Saturday or at any time on Sundays or Bank Holidays, unless a methodology has been submitted to the City Council as local planning authority at least 10 days in advance and agreed. (In the interests of residential amenity and in accordance with Policy PS 10 of the City of Leicester Local Plan).
7. The dwellings and their associated parking and approach shall be constructed in accordance with 'Category 2: Accessible and adaptable dwellings M4 (2) Optional Requirement. On completion of the scheme and prior to the

occupation of the dwelling a completion certificate signed by the relevant inspecting Building Control Body shall be submitted to the City Council as local planning authority certifying compliance with the above standard. (To ensure the dwelling is adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS6)

8. No part of the houses shall be occupied until the footway crossing has been altered in accordance with guidance in the Leicester City Council and Leicestershire County Council document "6Cs Design Guide". (To achieve satisfactory means of access to the highway, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3.)
9. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no extension to the rear of the properties or outbuildings within the curtilage of the properties shall be carried out without express planning permission having previously been obtained. (Given the nature of the site, the form of development is such that work of these types may lead to an unacceptable loss of amenity to occupiers of the application properties or of neighbouring properties; and in accordance with saved City of Leicester Local Plan policy PS10.)
10. This consent shall relate solely to the amended plans nos. 2020/01/09/A pages 5, 6, 7, 8, 9 and 10 received by the City Council as local planning authority on 04/03/2020. (For the avoidance of doubt.)

NOTES FOR APPLICANT

1. The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 for all works on or in the highway.
For new road construction or alterations to existing highway the developer must enter into an Agreement with the Highway Authority. For more information please contact highwaysdc@leicester.gov.uk
2. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process.
The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2019 is considered to be a positive outcome of these discussions.

Policies relating to this recommendation

2006_AM01 Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.

- 2006_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
- 2006_AM12 Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
- 2006_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
- 2006_PS11 Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
- 2014_CS02 Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
- 2014_CS03 The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
- 2014_CS06 The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
- 2014_CS08 Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
- 2014_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.