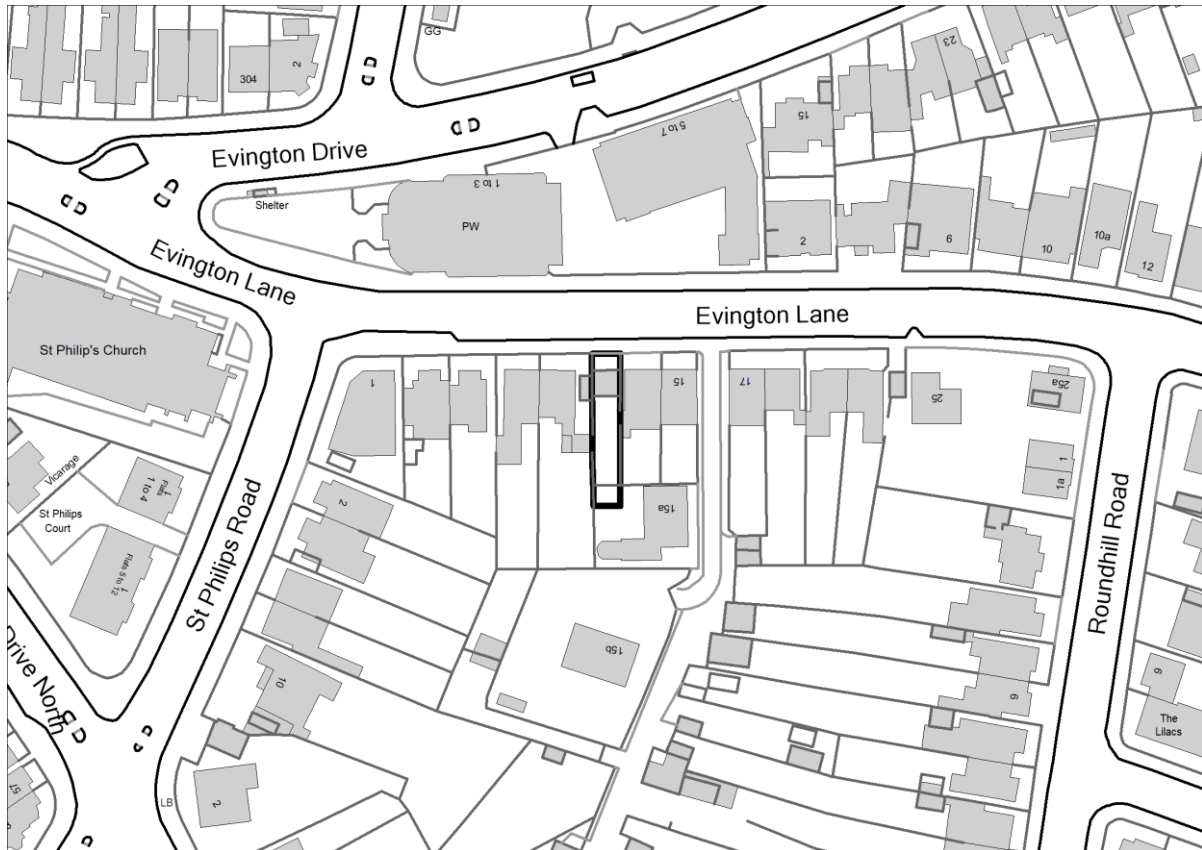


Recommendation: Conditional approval	
20200665	9-13 Evington Lane, Land Between
Proposal:	Demolition of garage; construction of one dwelling house (1x1 bed) Class C3)
Applicant:	Mr Nathani
View application and responses:	https://planning.leicester.gov.uk/Planning/Display/20200665
Expiry Date:	16 July 2020
PK	WARD: Stoneygate



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Summary

- Brought to committee due to the level of objections;
- 11 letters of objection (from Evington Lane and elsewhere within and outside City) on the grounds of the proposal being in conflict with planning policy, impact on residential amenity, character of the area, living environment for future occupiers and parking concerns;
- Main issues are principle of development, impact on residential amenity, living environment, highways and parking and flood risk;
- Recommended for approval.

The Site

The application site comprises a detached timber garage adjacent to two, two storey residential properties no.'s 9 and 13 Evington Lane. The garage is incidental to no.15a Evington Lane and is situated within the garden of the same. The host

property itself is served from a private access road between no.'s 15 and 17 Evington Lane.

Across the road from the application site is an established mosque. Car parking along this part of Evington Lane is not controlled.

The site is within a Critical Drainage Area. Land levels rise up to the rear towards 15a Evington Lane.

Background

9-13 Evington Lane

20190156 - Demolition of garage; construction of detached dwelling (1 x 2 bed) (Class C3) – Refused for the following reasons:

1. The proposed dwelling by reason of its design, siting and materials would be representative of poor design which would have an adverse impact on the character of the area and street scene. The proposal would result in a cramped form of development which would sit awkwardly within the street scene. The proposed dwelling would be dominating and would fail to function well and add to the overall quality of the area contrary to paragraphs 127 and 130 of the NPPF and Core Strategy Policy CS03.
2. The proposed dwelling by reason of its design and siting especially being directly alongside the boundary would have an adverse impact on the residential amenity of 9 and 13 Evington Lane in terms of light and outlook. The proposal is therefore contrary to paragraph 127 of the NPPF and saved policy PS10 of the City of Leicester Local Plan.
3. The proposed dwelling by the reason of the lower level of parking provision and unsatisfactory parking arrangements would result in unacceptable levels of on street parking and awkward manoeuvring into and out of the site across a pedestrian crossing point to the detriment of highway safety. The proposal is therefore contrary to Policies AM01 and AM12 of the Local Plan, Policy CS14 of the Core Strategy and Appendix 1 of the City of Leicester Local Plan.

15a Evington Lane

There is planning history for extensions to the bungalow but these are not directly relevant to the current application.

20192095 – Construction of single storey extension at rear of garage; construction of basement to provide car parking; alterations to garage to provide annex (Class C3) – Refused for the following reason:

1. The proposed development by means of its size and location would be tantamount to a new dwelling. The annex would fail to be subservient in its size and function to the main dwellinghouse on site and would offer a poor living environment for future occupiers. Therefore would be contrary to the National Planning Policy Framework (NPPF), and Core Strategy policy CS03 and saved policy H07 of the City of Leicester Local Plan.

20200107 - Construction of single storey extension at rear of garage; construction of basement to provide car parking (Class C3) – withdrawn

The Proposal

The proposal is for the demolition of the garage on site and construction of a single storey detached residential property. The proposed dwelling would occupy the full width of the site at 5.4 metres and would have a dual pitched roof with a ridge height of 4.4 metres. The width and height of the property would be the same as the current garage. The depth of the property would be 18.1 metres whereas the current garage has a depth of 5.7 metres.

The property would be one bedroom which would be located to the front of the property, with the bathroom and utility room located centrally within the property. At the rear would be an open plan kitchen and living space.

The rear garden would have a small patio and then a grassed area beyond this up to the rear boundary with the site. Due to the changes in land levels the grassed area would be divided into two with steps to the higher part.

The bin and cycle store would be incorporated within the utility room (as indicated on the plans) and there would be no provision of off-street parking with the proposal.

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:

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

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

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

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

Leicester City Council does not currently have a 5 year housing land supply therefore the policies relating to housing are out of date.

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 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 of the City of Leicester Local Plan

Consultations

None

Representations

Eleven letters of objection have been received from residents of Evington Lane and form outside of the City raising the following concerns:

- Lack of privacy between the application site and 15a Evington Lane due to the previous planning approval at the property, will the property be used in conjunction with 15a Evington Lane, or independent of it?;
- Lack of parking on site and traffic in the area, especially at peak times;
- 4 cycle parking spaces proposed so will the property be occupied by 4 people;
- Cramped form of living environment, small floor area which would not comply with space standards, no window to the bathroom, concern of mould for the development, outlook to front and rear only;
- Concerns of noise and disturbance during construction, health and safety concerns whilst the development is ongoing;
- Proposal represents overdevelopment of the site; single storey property is different to the two storey houses in the area;
- Overlooking, light and privacy concerns to neighbours on either side; light impact especially to the side kitchen of no.13, sense of enclosure from the depth of the property, overshadowing from the property being built to the side boundaries of the site;

- Right to light concerns under Common Law, lack of Party Wall agreement, impact on foundations and adjacent properties;
- Previous applications advised that there is asbestos within the garage;
- The proposed dwelling would be built to the end of the garden which would be poor in terms of environmental measures;
- Lack of consultation on the new application.

Photographs have been submitted to illustrate the objections.

One letter of support has been received stating that the removal of the garage would improve the appearance of the site and wider area.

Consideration

Principle of Development

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

In the above policy context and having particular regard to the City's current housing supply position, I conclude that the development is acceptable in principle, subject to the foregoing consideration of the impacts on amenity, design, privacy and highways.

Residential Amenity

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.

The proposed dwelling would maintain an adequate separation distance from 15a Evington Lane at the rear. As such I consider in respect of daylight, outlook and privacy the proposed dwelling would not result in any harmful impact on the residential amenity of the host property.

In respect of the properties to either side, the proposed dwelling would be built up to both side boundaries and therefore the only separation would be the independent access into the rear gardens of the properties to either side. The dwelling would have a single storey depth of approximately 18.1 metres.

13 Evington Lane

The property to the east, no.13 is a two storey semi-detached property which has been extended with single storey rear extensions. The side elevation (west) facing the application site comprises of an entrance window, side door and kitchen window at ground floor and a window serving the staircase at first floor. The ground floor kitchen window is an original outlook for the property; however the size of the kitchen is below 12sqm and therefore it is considered that this is not a principle room (in accordance with the Residential Amenity SPD). The property also has an extended living area to the rear which is open plan with the kitchen. There is also a single storey rear extension along the common boundary with the application.

The proposed dwelling would extend beyond the rear wall of the extensions at no.13. The extensions at no.13 already intersect a 45 degree line when taken from the rear patio doors of the dining area. The proposed dwelling would intersect the same patio doors; however considering the separation distance from the patio doors and the dual pitched roof of the proposal I consider this would not be so significantly harmful to the outlook of the occupier of no.13.

In addition to this, the plans indicate that the proposal would be built at ground level and not built up with the land level changes; therefore the impact of the proposal would be further minimised. I consider any overshadowing would be minimal given the design of the proposed dwelling.

There are no windows in the side elevation and therefore I consider there would be no harmful impacts on the privacy of the adjacent occupiers.

9 Evington Lane

The property to the west, no.9, has recently had two and single storey side and rear extensions approved under planning reference 20180212. These extensions have been implemented. The side (east facing the application) windows would only serve non-principal rooms. The side extension is stepped back from the front building line of the host property. The front of the side extension has a bedroom window at the front which is the only window serving the bedroom.

The proposed dwelling would extend approximately 1.5 metres beyond the rear extension at no.9, however the property would not intersect a 45 degree line from the centre of the rear windows and patio doors. By virtue of the dual pitched roof I consider the proposal would not result in harmful levels of overshadowing or overbearing. There may be some overshadowing immediately along the common boundary with the application site; however the whole of the rear garden would not be cast in a shadow.

There are no windows in the side elevation and therefore I consider there would be no harmful impacts on the privacy of the adjacent occupiers.

15A Evington Lane

The property to the rear would be separated from the application site with a close boarded fence and it would be on a slightly higher land level due to the changes in levels. The bungalow has had extensions approved; however these have not been implemented. The property is at a 90 degree angle to the proposed property.

The proposed dwelling would retain a separation distance of 13 metres from the closest window at the bungalow and 16 metres from the closest principal room window. However the bungalow would be a higher level and direct views would be screened by a close boarded fence. In consideration of this, I consider the proposed dwelling would not result in any harm in the privacy of the occupiers to the rear. Due to the changes in land levels and separation distance I consider the proposal would not result in a significant level of overshadowing and overbearing to the bungalow.

General Amenity

Objectors have advised that the proposal includes no side windows and therefore should rooflights be inserted at a later stage this would result in privacy concerns. The proposed plans do not include roof lights. Should any future occupiers wish to add rooflights this is something which could be carried out using permitted development rights. The insertion of rooflights would not result in overlooking from the proposed dwelling to other properties as both neighbouring properties are two storeys in height.

The proposed property would be built on a flat level as indicated by the site section plan. I consider this, combined with the dual pitched roof would minimise any sense of enclosure or overbearing. The close boarded fence on the boundaries would screen the majority of the side elevations of the dwelling and the highest point of the dwelling would be located in the centre of the site, away from both side boundaries.

Concerns have been raised in respect of noise and disturbance during the construction period. This is considered further in the highways section below. Notwithstanding this, any noise and disturbance during the construction period would be temporary only.

As a residential property I consider that the proposal would not result in any significant impacts in terms of noise and disturbance. The proposed use is compatible with the adjoining properties and would not be different to the existing garage use which is incidental to no.15a Evington Lane.

Concerns regarding asbestos have been raised. Given the use of the site as a residential garage and the age of the structure I consider it reasonable to require the submission of a contamination strategy to ensure the demolition of the garage is undertaken safely.

I am satisfied that there is not a significant risk of crime or reduced safety to neighbouring occupiers as a result of the development.

I conclude that the proposal represents an acceptable form of residential development which would not result in significant harm to residential amenity of neighbouring occupiers. The proposal is in accordance with saved Policy PS10 of the Local Plan and the Residential Amenity SPD.

Character and Design

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.

The front elevation of the garage facing Evington Lane would especially remain the same, albeit the garage doors may be replaced. From the street scene there would be very little change in terms of the appearance of the garage other than the change to materials. Some of the views of the site would see an increase in the depth of the building, but these would be limited.

I consider as a residential dwelling, the proposal would improve the character and appearance of the site. The garage is relatively aged and appears at odds within the street. Its replacement with a bungalow would be reflective of the residential character of the area. Previous planning decisions highlight the lack of space for a two storey dwelling on site and therefore this is considered the most appropriate scale of development that can be accommodated on site.

The plans and application form suggest the use of matching materials which would be sufficient in this instance and can be secured by way of condition.

The proposal is of an acceptable size and design that would not have an adverse impact on the local area. I consider the proposal would accord with policy CS03 of the Core Strategy in design terms.

Living Environment

Policy CS03 of the Leicester Core Strategy (2010) states that new development should achieve the highest standards of accessibility and inclusion.

The proposed dwelling would provide a good size of residential accommodation at 86.2 sqm. The National Space Standards have not been adopted by Leicester City Council; however they advise that one bedroom single storey dwellings should have a minimum gross internal floor area of 50 sqm. The proposed property would be in excess of this requirement. Future occupants of the property would enjoy a good level of light and outlook. Additionally a good level of privacy would also be secured.

All principal rooms would have a window, and the central areas providing bathroom and utility would have no outlook. I consider this appropriate as these are non-principal rooms. It is acknowledged that the bedroom would be to the front and there may be some noise and disturbance to the occupiers; however the front elevation of the property would be in line with the front elevation of neighbouring properties which are a slightly set back off the pavement. This would minimise any significant level of noise. Furthermore this is a common situation in the local area where properties have short front gardens.

The rear garden would provide an amenity area of approximately 50 square metres which does not comply with the Residential Amenity SPD; however the garden space would be useable and would provide space for any future occupants to carry

out day-to-day activities. It is also recognised that the site is not too far from local parks which provide further open spaces for future occupants. I consider to protect the amenity of future occupiers it is reasonable to remove permitted development rights for further extensions to the property at the rear and also the construction of outbuildings, given the limited garden area.

The site is within a sustainable location with good access to amenities and is walking distance to the nearby Evington Road district centre. The site is also situated on a classified road which is served well by public transport.

The plans indicate that bins and cycles would be stored within the utility; however I consider these could be stored within the rear garden without resulting in significant harm. As such I consider the site can accommodate a single dwelling.

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 should planning permission be granted.

The proposal will result in the loss of garden space for 15a Evington Lane. However the resultant garden area for this property would remain in excess of 100sqm as required by the SPD.

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

Highways

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.

The proposal for a new dwelling and the layout shown has no off street parking. The properties to either side and in the immediate area also do not have off street parking. Given the location of the site on a main bus route and close to a local centre I consider the lack of parking provision would be adequate. The removal of the garage would allow for the dropped kerb to the front of the site to be reinstated which would provide further on-street parking which I consider a benefit in parking terms. A condition to secure this is reasonable.

The proposal would remove the garage as parking for 15a Evington Lane; however this is currently not used by the occupiers. The property has three spaces to the front and side of the property which are used by its occupiers. I consider the proposal would not adversely affect the number of vehicle parking spaces for the occupiers of no.15a.

Cycle parking has been indicated within the utility. I consider as a dwelling cycle parking could also be adequately secured within the rear garden.

The site is constrained in terms of its size and during the construction period there may be some conflict with pedestrian's and vehicles. Therefore, it is considered reasonable in this instance to require the submission of a Construction Management Strategy. This can be adequately secured by condition.

In light of the above, I consider the proposal would accord with saved policy AM12 and Appendix 01 of the City of Leicester Local Plan and policy CS15 of the Core Strategy.

Sustainable Drainage

The application site is less than 1 hectare in area and it is within fluvial flood zone 1. Accordingly, a flood risk assessment is not required and the site is consistent with the sequential principles of planning policies.

Policy CS02 of the Core strategy states that all new dwellings must provide details of a SuDS strategy to ensure that flood risk is not increased as a result of development. I consider that in accordance with the policy and with the NPPF this could be secured by way of condition should the application be approved. It is noted that the applicant has submitted some indicative proposals as part of the application; however site specific measures are required.

Other Matters

Issues such as Party Wall Agreements and impact on the foundations of other properties is not a material planning consideration and these matters are subject to other legislation.

Concerns regarding the publicity of the application have been received. It should be noted that the publicity of this application was carried out in line with the statement of community involvement and the same as the previous applications. A site notice was displayed outside the site and letters of notification were also sent to the objectors of the previous application either by email or post, depending on what information was provided in those representations. Considering that representations have been received from outside of the City boundary as well as within the City (and adjacent properties), it would appear that local and non-local residents are aware of the planning application.

Conclusion

The proposed new development is acceptable in principle and would create an acceptable living environment for future occupants and sustainable drainage measures could be secured by way of condition. The proposal is in a sustainable location and the design of the proposed dwelling is acceptable.

The proposal accords with the aims of the National Planning Policy Framework as well as Local Policies and Supplementary Planning Guidance.

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

CONDITIONS

1. START WITHIN THREE YEARS

2. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: (i) the parking of vehicles of site operatives and visitors; (ii) the loading and unloading of plant and materials; (iii) the storage of plant and materials used in constructing the development; (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; (v) wheel washing facilities; (vi) measures to control the emission of dust and dirt during construction; (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works. (To ensure the satisfactory development of the site, and in accordance with policies AM01, UD06 of the City of Leicester Local Plan and Core Strategy policy CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

3. No development shall be carried out until the site has been investigated for the presence of asbestos, and a Site Investigation Report incorporating a risk assessment and, if required, scheme of safe removal and disposal of asbestos to render the site suitable and safe for the development, has been submitted to and approved in writing by the City Council as local planning authority. The approved remediation scheme shall be implemented in full, and a completion report shall be submitted to and approved in writing by the City Council as local planning authority before any part of the development is occupied. (To ensure that risks from asbestos to the future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy PS11 of the City of Leicester Local Plan. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

4. Prior to the commencement of development details of a Sustainable Drainage System (SuDS) shall be submitted to and approved in writing by the local planning authority. the property shall not be occupied until the system has been implemented in full accordance with the approved details. It shall be retained and maintained thereafter. (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).

5. No part of the development shall be occupied until the footway crossing has been altered in accordance with details first submitted to and approved in writing by the City Council as local planning authority. The details shall accord with the Council's standards contained in the "6Cs Design Guide" (view from www.leicester.gov.uk/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 CS03.)

6. Before the development is begun, the materials to be used on all external elevations and roofs shall be submitted to and approved in writing by the City Council as local planning authority. (In the interests of visual amenity, and in accordance with Core Strategy policy CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

7. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any order amending or revoking and replacing that Order with or without modification, no development that would otherwise fall with Classes A and E of Part 1 (of Schedule 2) of that Order shall be carried out within the curtilage of the dwellinghouse hereby approved without planning permission having first been obtained from the local planning authority. (To ensure that any further development at the site does not unacceptably affect the privacy and amenity of the neighbour occupiers and the character and appearance of the area, and to ensure that adequate amenity space for future occupiers of the development is retained on the site, in accordance with Policy CS03 of the Leicester Core Strategy (2014) and saved Policy PS10 of the Local Plan (2006)).

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

9. This consent shall relate to the submitted plans received by the City Council as local planning authority on 21/05/2020. (For the avoidance of doubt.)

NOTES FOR APPLICANT

1. The effect of a condition above of this planning permission is that all future alterations and extensions to the dwelling, and the construction of outbuildings within the curtilage of the dwelling, will require planning permission from the City Council as the local planning authority. (Permitted development rights for this dwelling have been restricted).

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

3. No permission is granted or implied for any development (including any overhanging projections) outside the application site.

4. The applicant may need to enter into a Party Wall Agreement with adjoining land owners.

5. 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 pre-application.

The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 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.
2006_UD06	New development should not impinge upon landscape features that have amenity value whether they are within or outside the site unless it can meet criteria.
2014_CS02	Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
2014_CS03	The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
2014_CS06	The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
2014_CS08	Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
2014_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.