

Recommendation: Conditional approval	
20190494	87-95 HINCKLEY ROAD, POLICE STATION
Proposal:	CHANGE OF USE FROM POLICE STATION (SUI GENERIS) TO 30 RESIDENTIAL APARTMENTS (11X STUDIO, 19X 1BED) (CLASS C3)ALTERATIONS (AMENDED PLANS REC 25/10/19)
Applicant:	K ENTERPRISE LIMITED
View application and responses:	https://planning.leicester.gov.uk/Planning/Display/20190494
Expiry Date:	31 March 2020
PK	WARD: Westcotes



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Summary

- Brought to committee as more than 6 objections received;
- 9 letters of objection received on the grounds of 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 relates to a three-storey building constructed in the 1990s as a police station but currently vacant. The building fronts Hinckley Road and maintains the line of terrace properties to either side. The land levels fall away from the site down towards Narborough Road. To the rear of the site is a car park beyond which there is a footpath and houses.

The site is located on the northern side of Hinckley Road close to its junction with Norman Street. Whilst the site is located on Hinckley Road which forms the Narborough Road/Hinckley Road district centre, the site itself was previously allocated as community, education and leisure. This designation is not saved. The area immediately to the north and north-east (immediately rear of the local centre) comprises of schools, day nursery, church and neighbourhood centre hence the previous allocation and why the site does not form part of the district centre. The east, west and south are in the district centre and comprise a mix of retail and some community use.

The site is in a Critical Drainage Area and the archaeology alert area. The West End Conservation Area is located 20 metres away from the site.

Background

The site appears to have originally contained a retail building from the 1950s. The site seems to have been cleared in the late 1970s / early 1980s and the first applications for a police station submitted in 1982. The first applications were for a temporary station and then in 1986 the first application for a permanent station was approved.

In 1996 (19960172) planning permission was granted for a three-storey building, garages and car park for new police station. This permission was implemented.

Planning application 20172585 for a variation of condition 4 (garages to be provided and retained) attached to application 19960172 to form offices to police station; alterations was approved in February 2018. This permission was not implemented.

The Proposal

The applicant proposes a change of use of the building from a police station to thirty flats. The proposal would comprise the following:

Ground floor

Studio x 5

One bed x 5

Total = 10 flats

First floor

Studio x 1

One bed x 8

Total = 9 flats

Second floor

Studio x 4

One bed x 3

Total = 7 flats

Third floor

Studio x 1

One bed x 3

Total = 4 flats

Total = 30 flats comprising 11 studios and 19 one beds

The flat sizes vary with the studios ranging from 28 square metres to 40 square metres. The one bedroom flats range from 38 – 65 square metres.

The parking area to the rear proposes 10 spaces (including 2 disabled spaces) which would be accessed from a shared access off Norman Street. The site plan illustrates the parking to be along the rear of the building. Alongside the parking area is an area for cycle storage. On the boundary closest to 97 Hinckley Road an area for bin storage is shown.

The flats would be accessed from the existing main entrance on Hinckley Road and the upper floor occupiers would utilise the existing internal staircases. One of the ground floor flats would have door openings which would open onto the parking area. This is an existing door. Two other pairs of doors on the rear elevation of the ground floor would be removed and replaced with windows.

The application is accompanied by:

Design and Access Statement.

Affordable Housing Statement

Category M4(2) compliance checklist

The applicant submitted a draft heads of terms for a Section 106 Agreement to cover all possible contributions including affordable housing, open space and education.

An amended plan has been submitted showing a different location for the bin storage and larger cycle storage.

An amended layout plan has been submitted that shows a change to flat 5 on the ground floor to remove patio doors and replace it with a window and a change to flat 9 to remove one of the patio doors and replace it with a window.

The applicant has submitted a viability assessment during the course of the application.

Policy Considerations

National Planning Policy Framework - 2019

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Achieving sustainable development means that the planning system has three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives).

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

The NPPF also states:

Paragraph 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraph 59 - To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Paragraph 105 - If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 106 - Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Paragraph 109 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 111 - All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be

supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 117 - Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 122 is concerned with achieving appropriate densities. It states that planning decisions should support development that makes efficient use of land, taking into account:

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

Paragraph 124 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 126 of the NPPF suggests that to provide maximum clarity about design expectation at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.

Paragraph 127 - Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well – being, with a high standard of amenity for existing and future users, and where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion and resilience.

Paragraph 128 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussions between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by the proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Paragraph 130 states planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to the development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to a permitted scheme.

Paragraph 150 states that new development should be planned in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and
- b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.

Section 16 places and emphasis on the desirability to sustain and enhance significance of Heritage Assets.

Paragraph 185 states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;

the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

the desirability of new development making a positive contribution to local character and distinctiveness; and

opportunities to draw on the contribution made by the historic environment to the character of the place.

Paragraph 180 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- b) Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Development Plan Policies

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

Supplementary Planning Documents

Supplementary Planning Document – Residential Amenity

Supplementary Planning Document – Green Space

Supplementary Planning Document – Affordable Housing

Leicester Local Heritage Asset Register (2016)

City of Leicester Local Plan - Appendix One – Vehicle Parking Standards

Achieving Well Designed Homes – LCC Corporate Guidance

Consultations

Local Highway Authority (LHA)

No objection subject to conditions for vehicle tracking, parking layout and cycle storage

NHS(CCG)

Request a financial contribution of £7,104 towards the gap in the funding created by each potential patient from this development in respect of A &E and planned care.

Waste Management

Comment that inadequate details have been provided to demonstrate sufficient bin storage would be provided. They recommend a number of management and security recommendations.

Pollution – Noise

Have concerns about the potential impact upon future residents in terms of noise from traffic and the district centre. If recommended for approval they require conditions to secure an acoustic survey and a sound insulation scheme.

Lead Local Flooding Authority (LLFA)

No objection subject to condition for drainage and sustainable drainage details in the current drainage system is to change.

Private Sector Housing

Comment there needs to be some amendments to the layout to provide means of escape. The two ground floor units with doors need windows in order to have secure ventilation during the night if needed. One flat needs its cooking facilities moved away from the entrance. These amendments were incorporated in the amended plans.

Affordable Housing

Comment that affordable housing is required as part of the development and the following mix of flats is required:

A) Affordable housing mix to include intermediate affordable housing – 6 units

Rented affordable housing: Rented affordable housing – 5 units, intermediate housing 1 unit

B) all affordable rent 6 units (not studios)

Parks and Green spaces

Open space contribution required from this development is £27,825.

This sum will be used to fund the quality enhancements to existing green space in the form of improved seating, additional tree planting, and improved sports facilities at Bede Park.

Representations

Nine objections have been received from eight city addresses, on the following grounds:

- Insufficient parking on site and in the area
- Too many studios, inadequate size of accommodation representing an overdevelopment
- Should be more two and three bedroom units, family accommodation
- Something similar refused across the road
- Inaccurate information submitted and quality of plans

Consideration

Principle of development

The site is in an area that currently does not have a local plan allocation. The application has therefore not been advertised as a departure.

The site is a large building adjacent to the designated district centre and its design does not lend itself to subdivision into retail units. It could be used for some D class uses such as doctors surgery, community hall or dance studio. However, given that the site does not form part of the district centre I consider a residential use would not have an adverse impact on the viability/vitality of the district centre. It may provide new customers for the centre. I consider the principle of the change of use is acceptable subject to amenity, design, archaeology, trees, conservation, highways, energy, contributions, affordable housing and surface water.

Level of accommodation

Saved Policy H07 of the Local Plan sets out a number of criteria which need to be met in terms of providing an acceptable level of development and provide a useful tool for assessing the acceptability of the standard of accommodation being provided. These are:

- a) the location of the site or property and the nature of nearby uses;
- b) the unacceptable loss of an alternative use;
- c) the loss of family accommodation,
- d) the creation of satisfactory living environment,
- e) the arrangements for waste bin storage and car or cycle parking,
- f) the provision where practicable, of a garden or communal open space,
- g) the effect of the development on the general character of the surrounding area and
- h) the proposed or potential changes to the appearance of the buildings, and their settings.

In response to the criteria above, I have the following comments:

- A) The location of the site or property and the nature of nearby uses;

The suitability of the site for residential development has been assessed in the principle of development section. The area does contain a mix of uses due to it being adjacent to a local centre and within a mile of the city centre. Residential use of the site would be appropriate and compatible with the terraced dwellings to either side of the site and opposite. Measures such as sound insulation would ensure existing neighbouring uses do not result in significant detriment in terms of noise and disturbance. A noise insulation condition has been recommended by Environmental Health Officers and I consider such a condition would be reasonable and necessary.

- B) The unacceptable loss of an alternative use;

The building is vacant and it is unlikely to re-open as a Police Station. The area can be characterised as mixed and residential uses are common in the immediate vicinity. I therefore consider the proposal will not result in the unacceptable loss of an alternative use.

- C) The loss of family accommodation,

The proposal would not result in the loss of family accommodation.

- D) The creation of satisfactory living environment,

The individual flats would have a reasonable floor area and each principal room would be served by a window. Although it's not ideal that the flats would be single aspect, this in itself would not result in a poor living environment. The flats provide an adequate source of daylight and outlook which would be either north or south facing. The outlooks from each unit would be comparable to the terraced houses to either side and therefore I consider this to be acceptable. A noise and ventilation scheme is considered reasonable and appropriate to secure an adequate living environment for future occupiers.

The applicant has submitted a Lifetime Homes statement outlining how the building would provide accessible accommodation. Lifetime Homes standards are now obsolete and the closest equivalent standards are set out in Category M4(2) of the Building Regulations. This includes the provision of an accessible sized car parking space, appropriate approach to all entrances, appropriate doorways and communal areas, a lift and sufficient space within each unit. I consider it reasonable and necessary to secure this by way of condition.

E) The arrangements for waste bin storage and car or cycle parking,

The layout does include bin and cycle storage on the ground floor. Waste management have recommended conditions which I consider appropriate.

Parking is proposed to the rear of the building which is acceptable for flatted accommodation.

Cycle parking is provided to the rear, as per amended plans. Conditions to secure further details are recommended and discussed further in the relevant Highways section below.

F) the provision where practicable, of a garden or communal open space,

No private or communal space is provided for the flatted accommodation. Whilst not ideal, the site is close to Bede Park (beyond Narborough Road) and other parks and open spaces around the city centre and to the south when travelling out of the city. The provision of amenity space within the site would be difficult to accommodate due to the siting of the building along the footpath and limited scope to the rear.

On balance, the lack of amenity space is considered acceptable.

G) The effect of the development on the general character of the surrounding area and

H) The proposed or potential changes to the appearance of the buildings, and their settings.

The proposal includes no external changes other than a few windows to the rear and therefore I consider the proposed change of use itself would not result in significant detriment to the visual appearance of the site or wider character. The building currently vacant and bringing the site into use would ensure the building is maintained, which in turn would improve the quality of the street scene and local character.

Impact on neighbouring amenity

Policy PS10 of the Local Plan states that in terms of residential amenity any new development proposals should have regard to existing neighbouring and proposed residents in terms of noise, light, vibrations, smell and air pollution, visual quality of

the area, additional parking and vehicle manoeuvring, privacy and overshadowing, safety and security, the ability of the area to assimilate development and access to key facilities by walking, cycling or public transport.

The site is adjoined by retail units with some residential. There are no physical alterations to the building, apart from some windows to the rear elevation. The character of the building will change as it will become residential, however, the police station could have been in 24-hour use. The Pollution team have requested an acoustic survey and insulation scheme, predominantly to ensure future residents have an acceptable living environment. An insulation scheme could also minimise impact upon neighbouring amenity in terms of noise transference.

There will be a change in the use of the car park to the rear, however, this is likely to be a betterment as the car park could have been used by emergency vehicles which may have caused disturbance to neighbouring amenity.

Overall the proposed development would not result in significant detriment to the amenity of nearby and adjacent residential occupiers in accordance with saved policy PS10 of the Local Plan.

Archaeology

Whilst the site is located in the archaeological alert area the nature of the proposal is unlikely to result in any impact on archaeological remains given that no groundworks are proposed.

Conservation

The site is located approximately 20 metres from the West End Conservation Area. The building under consideration is a modern development in visual contrast to the adjacent historic property. There are no conservation objections to the change of use, as it will have no impact on the setting and character of the adjacent West End Conservation Area.

Although no external changes are currently proposed, if any services are to be installed as part of the development, they would need to be indicated on a plan before any approval is granted. This can be secured by way of a note to applicant.

Sustainable Energy

Building Fabric and Airtightness

The proposed thermal performance of elements in the development meets or exceeds the values set out in the relevant Building Regulations and represents a good level of performance.

Heating, Cooling, Ventilation and Lighting Energy Efficiency

Heating for the development is to be provided via individual energy-efficient electric panel heaters with programmer controls. The proposed lighting for the development is 100% low energy fittings. Ventilation is proposed to be natural.

Renewable / Low Carbon Energy Supply

It is proposed to fit a 1.25kWp solar PV system to the roof of the development, which will provide renewable energy to the building.

In light of the above assessment, the proposed measures for this development represent an appropriate approach to energy efficiency and carbon reduction,

achieving a 10% carbon emission saving compared to the Target Emissions Rate. As such, the proposal would meet the criteria set out in Core Strategy policy CS02 in terms of energy efficiency subject to a condition requiring the submission of details for on-site renewable energy measures.

Highways and parking

The site is on Hinckley Road and close to Narborough Road and therefore the site is considered sustainable and within a short walking distance of bus stops that have very frequent bus services. In addition, the City Centre is within a mile of the site, and therefore walking and cycling would offer a good sustainable choice of travelling along with public transport for future residents.

Whilst car parking provision is below the maximum standards for such a development, it would be difficult to demonstrate that the car parking demand from the proposed use would be significantly greater than that generated by the existing use. There is car parking provided on-street on Hinckley Road and there are reasonable on-street parking controls on the surrounding roads, including residents parking. To encourage sustainable travel, travel packs and cycle parking should be provided for residents, both of which should be secured by way of standard conditions. In addition, a parking management strategy should be submitted explaining how the limited car parking will be managed. A revised parking layout should be submitted that seeks to maximise the available car parking provision whilst retaining sufficient space for refuse bins and cycle parking.

Subject to conditions the proposal is considered to accord with policies AM02 and AM12 of the Local Plan and Core Strategy policy CS15 in terms of highways matters.

Flood Risk

The application site is within Flood Zone 1, the fluvial flood risk in this zone is less than 1 in 1000 year (<0.1%) annual chance event. Therefore, the site is considered low risk to fluvial flooding. The site is within a critical drainage area and therefore measures in the form of sustainable drainage systems are required to limit surface water volumes and discharge rates.

There is no net increase in impermeable surfaces associated with this development and therefore, no additional runoff will be generated. All developments are encouraged to achieve betterment in current runoff rate to comply with *Leicester City Council's Core Strategy, 2014 - Policy CS2*. With the aim to achieve Greenfield runoff rate of 5l/s/ha, where practically possible.

The application has not been submitted with a supporting drainage or sustainable drainage scheme and therefore it is unclear whether there are any proposed alterations to the current drainage system on site. In the absence of this, a condition requiring the submission of drainage details is recommended to be attached to planning permission. A drainage strategy should include confirmation of correspondence with Severn Trent Water as the applicant has outlined that surface water runoff will be managed through discharge into the public sewer. A drainage layout plan would be required if there are alterations proposed to the drainage layout.

A condition for the submission of sustainable drainage details (SuDS) is also recommended by the Lead Local Flood Authority to accord with Core Strategy policy CS02. I consider these conditions are reasonable and necessary for the proposal to be in accordance with local plan policies.

Developer Contributions

NHS(CCG) requested a financial contribution towards the gap in the funding created by each potential patient from this development in respect of A &E and planned care. However, there is no policy basis for this.

The applicant has submitted a viability assessment as part of the application. Based on the figures in the assessment, build cost and analysis of the recent and current market, the proposal would not be able to support financial contributions.

The development could therefore not support the requests on or off-site in respect of affordable housing and open space.

The Affordable Housing Statement submits that the applicant has contacted registered providers to see if they would take on units; however there has been no interest in such a scheme.

Financial and affordable housing contributions cannot be made as it would make the scheme unviable.

The proposal would bring a vacant building into residential use which would contribute to the City's housing supply. I consider that the proposal is acceptable despite the lack of contributions or alternative provision.

Conclusion

The proposal, as amended, represents an acceptable scale and form of residential development that would not adversely impact the character of the site and local area, nor would it adversely affect nearby heritage assets and the amenity of nearby residents.

The applicant has worked positively with the local authority to improve aspects of the proposal and respond to comments made by consultees and this has improved the proposal and addressed relevant policies. Technical matters can be addressed through the use of conditions to secure an acceptable residential scheme.

I recommend APPROVAL subject to conditions:

CONDITIONS

1. START WITHIN THREE YEARS
2. Prior to the commencement of development full design details of on-site renewable energy generation and energy efficiency measures shall be submitted to and approved in writing by the City Council as local planning authority. No flat shall be occupied until evidence demonstrating satisfactory operation of the details, including on-site installation, has been submitted to and approved in writing by the

City Council as local planning authority. (In the interests of securing energy efficiency in accordance with Policy CS02 of the Core Strategy. This is a PRE-COMMENCEMENT condition).

3. Prior to the commencement of development an acoustic survey shall be undertaken and details of a noise insulation scheme (including mechanical ventilation arrangements) to prevent the transmission of noise into the development and to prevent the transmission of noise to adjacent properties shall be submitted to the City Council as local planning authority and agreed in writing. The scheme shall be implemented in accordance with the approved details prior to occupation of any flat. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan, this is a PRE-COMMENCEMENT condition).

4. Prior to the commencement of development details of drainage, shall be submitted to and approved in writing by the local planning authority. No flat shall be occupied until the drainage has been installed in full accordance with the approved details. It shall be retained and maintained thereafter. (To ensure appropriate drainage is installed in accordance with policy CS02 of the Core Strategy. This is a PRE-COMMENCEMENT condition).

5. 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. No flat shall 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).

6. No part of the development shall be occupied until secure and covered cycle parking has been provided in accordance with written details previously approved in writing by City Council as local planning authority. The cycle parking provision shall be retained thereafter. (In the interests of the satisfactory development of the site and in accordance with policies AM02 and H07 of the City of Leicester Local Plan).

7. Prior to the first occupation of each unit, the occupiers of each of the flats shall be provided with a 'Residents Travel Pack' details of which shall be submitted to and approved in writing by the City Council, as the local planning authority in advance. The contents of the Travel Pack shall consist of: information promoting the use of sustainable personal journey planners, walking and cycle maps, bus maps, the latest bus timetables applicable to the proposed development, and bus fare discount information. (In the interest of promoting sustainable development, and in accordance with policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).

8. Notwithstanding any details shown on the submitted plans, prior to the occupation of any part of the development, all parking areas shall be surfaced and marked out in accordance with details which shall first have been submitted to and approved in writing by the City Council as local planning authority. These areas shall be retained for parking thereafter and not used for any other purpose. (To ensure

that parking can take place in a satisfactory manner, and in accordance with policy AM12 of the City of Leicester Local Plan and Core Strategy policy CS03.)

9. Prior to the occupation of any part of the development the refuse bin storage and refuse collection provision shall be provided and available for use in accordance with details which shall be first submitted to and approved in writing by the City Council as local planning authority. The areas shall be retained and kept available for that use thereafter. (In the interests of the amenities of the surrounding area, and in accordance with policies H07 and PS10 of the City of Leicester Local Plan and Core Strategy policy CS03)

10. Prior to the occupation of any part of the development, a parking management plan shall have been submitted to and approved in writing by the City Council as local planning authority. The development shall then be managed in accordance with the approved parking management plan. (To ensure that parking can take place in a satisfactory manner, and in accordance with policies AM01 and AM12 of the City of Leicester Local Plan and Core Strategy policy CS3.)

11. The external elevations on the rear elevation shall be constructed in facing bricks to match those existing. (In the interests of visual amenity, and in accordance with Core Strategy policy CS03.)

12. The flats 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)

13. This consent shall relate solely to the amended plans ref. no. RPD/JAN/2019/006/06 and RPD/OCT/2019/006/WM received by the City Council as local planning authority on 25/10/2019, and plan no. RPD/JAN/2019/006/01 received by the City Council as local planning authority on 03/05/2019. (For the avoidance of doubt)

NOTES FOR APPLICANT

1. As the existing building abuts the highway boundary, and barriers, scaffolding, hoarding, footway closures, etc. required in connection with the change of use works to be undertaken will require a license. This should be applied for by emailing Licensing@leicester.gov.uk.

2. With regards to the Travel Pack the contents of the pack are intended to raise the awareness and promote sustainable travel, in particularly for trips covering local amenities. The applicant should seek advice from Leicester City Council's Travel Plan Officer.

3. No permission is granted or implied for alterations to the external appearance of the property other than those shown on the approved plans, for which a separate planning permission may be required.

4. In respect of condition 9, the applicant is advised to contact Waste Management on Waste.management@leicester.gov.uk to discuss the specific requirements for this development.

5. To meet condition 12 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.

6. 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_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.

2006_AM12 Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.

2006_H07 Criteria for the development of new flats and the conversion of existing buildings to self-contained flats.

2006_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.

2006_PS11 Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.

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