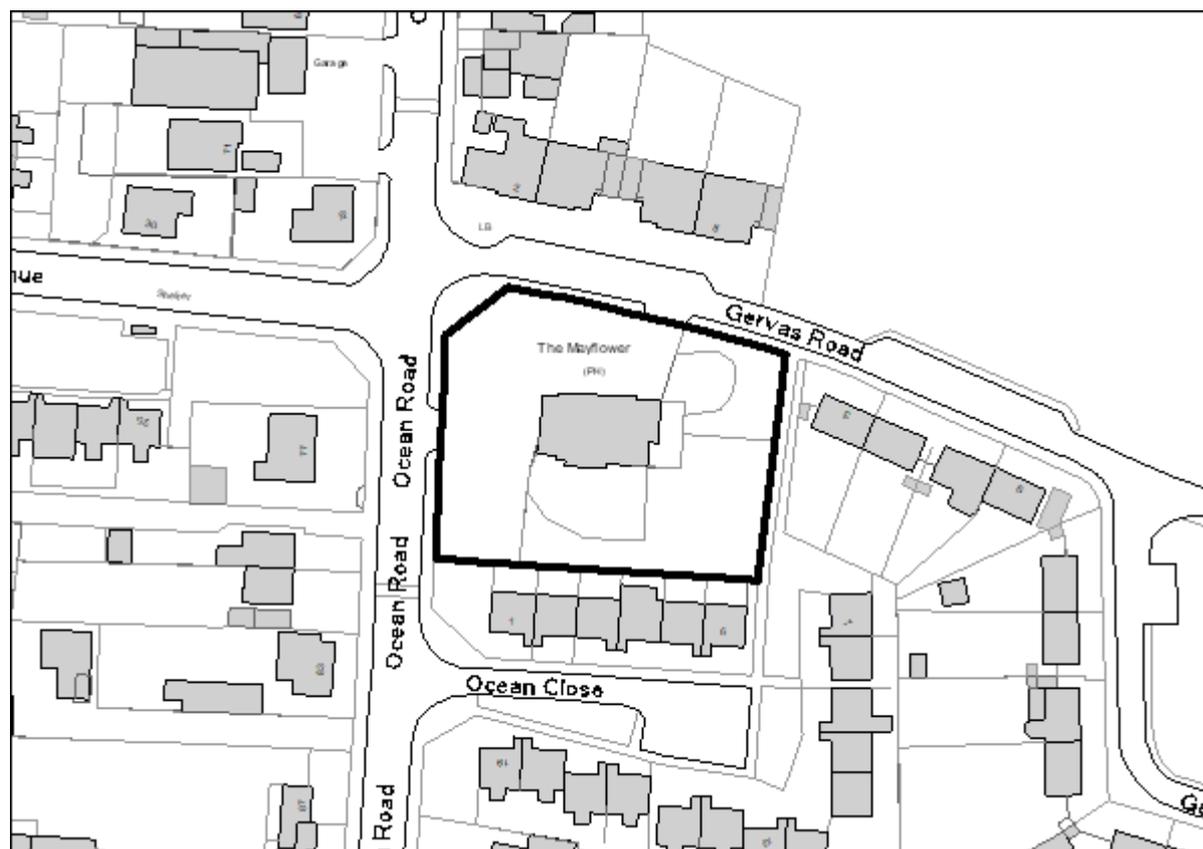


COMMITTEE REPORT

20240076	Gervas Road, The Mayflower	
Proposal:	Change of use from public house (& ancillary flat) (Sui Generis) to place of worship and community/education centre (Class F1) (amended plans 15/5/24)	
Applicant:	Gervas Properties Ltd	
App type:	Operational development - full application	
Status:	Change of use	
Expiry Date:	13 June 2024	
SS1	TEAM: PD	WARD: Thurncourt



©Crown Copyright Reserved. Leicester City Council Licence 100019264(2024). Ordnance Survey mapping does not imply any ownership boundaries and does not always denote the exact ground features.

Summary

- Before committee as more than 5 objections have been received
- 301 representations received in support including from Cllr Osman, 15 comments received on general matters & 41 objections received,
- The main issues are the principle of development, impact on amenity of neighbouring properties and highways and parking impacts.

The Site

The application relates to a vacant public house in an otherwise primarily residential area of medium to low density, although a designated local centre of small shops is situated opposite is to the north. The north side of the site faces Gervas Road, the west side faces Ocean Road. There are dropped kerbs for access from both Gervas Road and Ocean Road.

There is an adopted footpath along the east side of the site, with dwellings beyond, and to the south are the rear gardens of 1-6 Ocean Close.

The pub building is set centrally within the site, with a garden to the south-east and parking to the north and west. The pub has a flat roof and is of no great architectural merit but of some local interest. There are around 30 car parking spaces marked out on the site.

The site is within a Critical Drainage Area, partially within Flood Zone 2 and partially within an area at 1 in 1000 year risk of surface water flooding.

Background

The public house was approved in planning in 1956 under application 086380. Minor applications were subsequently approved in the 1950's and 1980's.

More recently in 2018, there was an application approved for the residential re-development of the site in 2018 (20172096 – 6 houses & 4 flats) and a further application withdrawn in 2019 (20190902 – 11 houses).

The Proposal

The proposal is for the ground floor of the building to be used as a place of worship & multi-purpose hall with the first floor rooms used as ancillary classrooms and a conference room. Overall the proposal would fall into Class F1. There is also a basement for storage.

Some points of clarification in the Design and Access Statement include:

- the proposal is primarily for the local community and the majority of users would attend on foot,
- the building will be renovated although with no significant external physical changes,
- the classrooms would be used by the community and for all ages and would include English and other youth classes and
- Sheffield cycle stands will be provided.

Some points of clarification in the Transport Statement and/or shown on the car park layout drawing include:

- the main hours of use will be Mon-Fri 0900-2100 and Sat-Sun 0900-1700,
- there will be 3 full-time staff members and 5 part-time staff members,
- 75 students are expected to attend evening classes between 1700-1900,
- 30 worshippers will be expected to attend regular prayers, with higher numbers on Fridays,

- parking will be available for 23 car users,
- the entrance for vehicles will be from Ocean Road and the exit to Gervas Road, with the pedestrian access on Ocean Road and
- the cycle stands would be located to the northeast and southwest corners of the building.

Some points of clarification in the Noise Impact Assessment include:

- noise sensitive receptors include the residential properties to the north, east, west and south,
- noise monitoring at the site was carried out between Thurs 07/12/23 and Tues 12/12/23 with decibel levels measured at approximately 40-50dB (typical daytime levels at the site are considered to be 41dB, and nighttime 31dB),
- noise levels at another place of worship were monitored for congregational prayer and singing. Given the existing building, proposed noise levels were not predicted to result in noise significantly above background levels and
- noise management is recommended with an expectation that attendees are respectful when coming and going, windows remain closed where possible, attendees to walk rather than drive, and parking be prioritised at the front of the site where existing noise levels are higher.

The submission was also accompanied by a Flood Risk Assessment, Biodiversity Survey/Report, and Travel Plan.

Amendments were received on 15/05/2024 to show further details of the car park layout and with amendments to the Transport Statement in response to concerns raised by the Highways Authority consultation response.

Policy Considerations

National Planning Policy Framework 2023

Paragraph 2 (Primacy of development plan)

Paragraph 11 (Sustainable development)

Paragraph 97 (Social, recreational & cultural services/facilities)

Paragraph 108 (Transport impacts and patterns)

Paragraph 114 (Assessing transport issues)

Paragraph 115 (Unacceptable highways impact)

Paragraph 116 (Highways requirements for development)

Paragraph 135 (Good design and amenity)

Paragraph 173 (Flood risk considerations and SuDS)

Paragraph 191 (Noise and light pollution)

Paragraph 192 (Air quality considerations)

Paragraph 194 (Planning decisions separate from other regimes)

Core Strategy 2014 and Local Plan 2006

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

Further Relevant Documents

Leicester City Council – Leicester Street Design Guide 2020

Consultations

Pollution Control Officer

The location for the proposal is in a quiet residential area. The noise assessment conducted by Noise Air (report ref P6954-R1-V1) had a number of recommendations which should be adhered to. Specific hours of use are not included in the application form. However, there is a note on the travel documents which suggests hours of use. These hours are deemed to be acceptable. Additionally there is a kitchen within the floor plan supplied with application (454/P1). However, no ventilations information have been submitted.

Following conditions recommended:

- no amplified call to prayer or aural announcement of activities to take place or take place within the building,
- all external doors and windows shall be kept closed, other than for access and egress, in all rooms involving amplified/live music or speech are taking place,
- only cold food, or food cooked by microwaves shall be prepared and/or served on the premises,
- all mitigations methods recommended in the noise impact assessment are implemented and adhered to,
- The use shall not be carried on outside the hours of 09:00-21:00 outside the hours of Mondays to Friday, 09:00-17:00 on Saturdays and Sundays with the same hours should applied for on any officially recognised bank holiday or public holidays

Highways Authority

Issues raised on the basis of the initial submission:

- proposed operation of the vehicle accesses and one-way operation is unclear,
- lack of segregated pedestrian access into the site,
- existing vehicles accesses are in a poor condition/construction for pedestrians to use,
- proposed site layout not printed to scale,
- some of the proposed parking spaces would not be accessible,
- no details on waste management,
- car parking provision may not be sufficient to accommodate the level of vehicles at peak times and
- insufficient details for proposed cycle parking.

Lead Local Flood Authority

One condition recommended – for the development to be carried out in accordance with the approved Flood Risk Assessment (FRA). Use of SuDS also recommended.

Representations

The following comments have been received as of 23:59 on 29/05/2024. Any further comments after this time will be added to an addendum report.

301 support comments have been received for the proposal citing points including:

- beneficial to/required by the community,
- ease congestion at other similar facilities,
- site is in close proximity to potential users and
- proposal would address the current vacant/derelict plot.

15 comments were received which were listed general comments rather than in support or object. However, on reviewing them, 11 were also generally supporting the proposal and their points are covered in the above list, whilst 4 were generally objecting and I have included their points in the objectors' issues list below.

41 objections were received raising the following issues:

Principle of Development

- prefer the land to be used for housing as there is a shortage and this would reduce the homelessness rate. It would be more useful to the community and make more sense close to residential properties,
- place of worship is already provided for in this area, and across the city,
- use will only benefit a small section of the community for Islamic teaching, bringing congestion from outside the community/Leicestershire,
- the pub should be re-opened instead,
- area should be used as a place for children to go and somewhere where everyone feels welcome,
- a community/education centre should not be granted in a domestic residential area,
- a prayer room should be non-denominational.

Neighbouring Residential Amenity

- if outdoor public events were to be held, there would be an increase in noise levels,
- a high volume of people would cause noise pollution so close to residential properties,
- the application over-estimates the number of people that could have fit in the previous public house,
- elderly people in the area will be affected by noise, including from potential religious galas/festivals/weddings,
- general concerns over the use of building throughout the day and night,

Highways/Parking

- people will use their cars often if they have one rather than walk,
- bus services (including the 37, 18/38a, 40, 56/56a, & 747) are infrequent at evenings and weekends,
- other similar sites have serious parking problems and this will be no different,
- there are already traffic and parking issues, including an accident history, at this four way junction and in this area, including for buses and including on Gervas Road layby including at the car garage nearby, Elmcroft Avenue, and Ocean Road resulting in congestion, obstruction traffic flow, poor visibility which is hazardous, parking on pavements, difficulty for pedestrians including wheelchairs/pushchairs or others with limited mobility, damage to bollards and this application will cause further congestion,
- cyclists are at risk from the extra parking/traffic congestion,
- the primary school in the area also adds to congestion and increased highway safety risk for children,
- the car park will not provide enough space for the amount of people gathering for worship,
- there are limited off-street parking spaces for residents who struggle to park outside their own homes,
- further parking will affect the use of, and parking for the local shops,
- traffic congestion could affect emergency vehicles and care services,
- the Transport Statement claims that there is ample on street parking and this is not the case,
- no plan for controlling pick up and drop off for the education times,
- increased traffic will cause pollution,
- a survey of traffic needs to be carried out before a decision is made,
- the grassed area on the site should be turned into parking to provide further parking/reduce possible congestion,
- the new traffic report does not represent the current situation, and the photos provided do not depict the true level of congestion. The council must do their own assessment before making a decision – the numbers that will attend are massively under-estimated and
- grass will be churned up on Gervas Road when vehicles park on it.

Other/General

- support comments appear as a group of people who have got together to try and get this application through with little to no elaboration on the comments,
- application is vague and applicants should be open with their plans,
- locals are very concerned and their views need to be considered prior to a decision,

- significant increase in footfall as a result of the proposal,
- severe impact on peoples mental health,
- impact on infrastructure,
- inconvenience of building works to residents,
- plan states no loss or gain of non-residential floor space, but the upstairs flat will be turned into classrooms,
- non-residents of the area making decisions as to what happens to it – object to anyone agreeing to the application that doesn't live in the area,
- questioning the potential to extend the floor plan with tents/marquees on a semi-permanent basis without extra planning, further concern about applicant raising money to re build a new mosque with further impacts on parking,
- The City Mayor should visit the area to assess the situation before any decision is made,
- inconsistent communication was given between the imam and a councillor as to the proposal including a new extension,
- not clear what the building will look like and hours of use,
- this is a fait accompli application,
- there was a meeting to discuss this but it was full so neighbours couldn't join and haven't had their say,
- accusation of disco nights/football showings and derogatory comments about the area,
- the site should be visited before the decision,
- increase in crime rate from the application from people who don't live in the area;
- area is looking untidy with litter and
- one objector did not receive a visit from a councillor.

Consideration

Principle of Development

The site is a vacant public house within a primarily residential area but lies adjacent to a small retail centre. I acknowledge that some objectors would prefer the site to be re-developed for housing in the context of a shortfall of housing supply and some objectors wish the site to be re-instated as a pub. However, planning applications must be assessed on their own merits and whether the proposed use as a place of worship is acceptable.

The following local planning policies are most relevant to the assessment of the principle of this change of use.

“Core Strategy Policy CS8: Existing Neighbourhoods

- The provision of new community facilities will be supported where they meet the identified needs of local communities and have viable long-term management and funding proposal. Where there are increased demands on existing facilities as a result

of development, the enhancement of facilities or suitable additional provision will be sought.

- In considering proposals for new places of worship the council will take account of the demand for it within the local neighbourhood, the scale of activities for which it is likely to be used and the nature of the area around it. They will be acceptable in principle in lower quality employment areas.

Core Strategy Policy CS16: Cultural Strategy

We consider that new developments should create an environment for culture and creativity to flourish by:

- Encouraging investment to improve the quality of infrastructure for arts, sports, museums, parks, play provision, libraries, cemeteries and crematoria and leisure. Facilities should be accessible and fit for purpose, attracting participants from outside Leicester as well as building communities at the neighbourhood level.
- Creating or retaining cultural facilities and opportunities, including places of worship, cemeteries and crematoria, that help people who live here to develop a sense of belonging, to the value of cultural diversity and heritage of our city and become more confident and proud of Leicester, seeing it as a good place to live.”

The following national planning policy is also relevant:

NPPF paragraph 97:

“planning decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.”

The lawful existing use of the site is as a public house, albeit vacant since 2017. As such, generally in planning terms, the proposal is to change the use from an existing local community use ancillary to the neighbourhood, to a different use serving the local area.

Whilst there is an ancillary flat, this is not self-contained and so there is no significant loss of residential land occurring from the proposal.

The use as a place of worship would, by its nature, accord in principle with the objectives of the above policies of planning positively for communities and providing community and cultural facilities for neighbourhoods.

Whilst objections do not consider that the proposal would be for the whole community (and some consider that the facility should be non-denominational) planning applications must be assessed on their own merits. As places of worship would be an acceptable use in principle, the local planning authority could not consider or require an alternative use at this stage, nor determine or condition the denominations of people proposed to use the site.

Whilst objections consider that there are already enough similar uses in the area, as the proposed use is acceptable in light of the policies described above there is no planning ground to refuse the development on that basis.

I therefore consider that the principle of the development is acceptable.

Neighbouring Residential Amenity

Policy/Guidance context

NPPF paragraph 130f requires a high standard of amenity to be provided for occupiers. NPPF paragraph 185 requires planning decisions take into account effects of pollution on living conditions, including avoiding noise giving rise to significant adverse impacts on health and quality of life. Local Plan policy PS10 requires the noise, vibrations and smell caused by the development to be taken into account in respect of amenity of residents. Policy PS11 states that proposals which have the potential to pollute by reason of noise, vibrations, or smell will not be permitted unless the amenity of neighbours can be assured.

The Planning Practice Guidance on Noise states that decision making needs to take account of the acoustic environment and in doing so consider whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved. The Guidance advises that as noise is a complex technical issue, it may be appropriate to seek experienced specialist assistance when applying this policy.

Assessment

I acknowledge the concerns raised in objections regarding noise and disturbance impacts to neighbours as listed above.

Firstly, I note that the existing planning use class of the site is as a pub at ground floor and there are no limiting planning conditions on this use. Whilst the site has been vacant for some time, in planning terms the site could be brought back into use as a pub at any time with noise impacts on neighbouring residential properties on a regular basis and at anti-social hours.

The proposed use as a place of worship would also have the potential for noise impacts if there were social events or functions taking place or more generally from raised voice/music in the building.

A noise impact assessment was submitted with the application. The assessment concluded that there would be limited noise impacts on neighbouring residential properties from congregational noise within the building. The noise pollution officer and I have reviewed the content of the assessment and agree with its conclusions in this regard.

As such, and given the existing lawful noisy use, I conclude that there would be no unacceptable noise/disturbance to neighbouring properties from the proposed use of the building.

Comings and goings and the use of outdoor areas for events associated with the place of worship could occur more frequently than the outdoor use associated with a public house and this has the potential for disturbance to the closest neighbours. I therefore recommend a condition ensuring that the hardstanding around the site and the grassed area to the south and east of the main building shall not be used for any formal scheduled activities including worship, religious events, weddings, classes or community events.

There would be an overall increase in floorspace used for activities at the site that could increase the comings and goings to and from the building. As such I recommend a condition limiting the hours of use to Mon-Fri 0900-2100, Sat-Sun 0900-1700. I do not consider further reduction of hours on bank holidays would be

reasonable or necessary. I also recommend a condition requiring no amplified call to prayer or other external aural announcement of activities at the site.

With the above conditions I consider that the use of the proposal would not result in unacceptable noise or disturbance to neighbouring residential properties and that the proposal would be in compliance with the policies and guidance described above.

Highways & Parking

NPPF paragraphs 108, 114, and 116, Core Strategy policies CS14 and CS15, Local Plan saved policies AM01, AM02, and AM11 and Local Plan Appendix 001 – Vehicle Parking Standards require developments to provide a sustainable and effective transport network, appropriate levels of parking for non-residential development, ensure suitable access, and preserve safety for highway users including motorists, cyclists and pedestrians. Local Plan policy PS10 requires consideration of potential additional parking and vehicle manoeuvring on neighbouring residential amenity.

I acknowledge the high number of objections that raise highways and parking issues. Houses in the area do not all have off-street parking and, coupled with the commercial uses in the area, I note that this has potential to cause high levels of on-street parking demand. I also note the issues raised in the detailed response from the Highways Authority.

However, the existing lawful use of the site is as a public house at ground floor with no limiting planning conditions. Whilst the site has been vacant for some time, in planning terms the site could be brought back into use as a pub at any time. Such a use could attract significant numbers of visitors and also host social events or be busy during the evenings and weekends on a regular basis.

Whilst I note the concerns regarding high numbers of people attending the site leading to onstreet parking and acknowledging the proposal being right next to a 4 way junction and other commercial uses, the internal floorspace of the site is not that of a large arena that would likely attract larger numbers of people from a wider area.

There would be c.134sqm of prayer/worship space on the ground floor between the mens/womens areas and c.70sqm of classrooms/conference space for a total of 204sqm of actively usable space. The standard provided in the Local Plan Appendix 1 – Vehicle Parking Standards document for non-residential institutions in this use class in outer areas of the city is 1 space per 22sqm. As such, the 23 spaces is in excess of the policy requirement.

Given the compliance with parking standards I do not consider that the proposal would warrant refusal on the basis of lack of parking. I acknowledge that there could be increased visitors to the site at times of pick-ups and drop-offs. However, the updated transport statement shows that class times would be staggered at 5pm-615pm and then 6.45-8pm. Given the scale of the proposal again I do not consider that the proposal would warrant refusal in this regard. I acknowledge the concerns that other similar uses may attract parking congestion. However, I do not consider that this would outweigh the general consistency with policy of the proposal.

The agent has provided drawings showing a detailed parking layout. I consider that the layout appears reasonably usable with space for cars to manoeuvre in the site and into and out of the parking spaces.

Whilst concerns are noted that users of the site would not walk to/from the place of worship, the site is located within a residential area and there would be likely to be a

substantial amount of attendees that would be able to and likely to walk/cycle to the venue. In any case, the site is on/near several bus routes. I recommend a condition that the cycle facilities are provided prior to the commencement of the use.

I consider that the revised car parking layout plan addresses the issues initially raised by the Highways Authority. I consider that there would be adequate space within the curtilage of the site so that management of the building could reasonably accommodate suitable waste management and would not consider that such an issue would require further consideration from the local planning authority.

I recommend conditions to ensure that the site is marked out as shown prior to the commencement of the use and for the front hardstanding to only be used for access/parking for the lifetime of the use and for clear entry and exit points. This would improve the vehicular use of the site from the present situation. Improvements are also proposed for pedestrians at both access points replacing the existing concrete with tarmac footway crossovers and a new segregated pedestrian entrance is proposed to minimise the risk of conflict between vehicles and pedestrians.

Overall I note the high number of objections regarding the highway safety at this junction and acknowledge the existing cumulative impacts from lack of off-street parking in the area and nearby commercial uses. However, for the above reasons I conclude that the proposal provides an acceptable amount of parking and subject to conditions would not pose an unacceptable highway risk.

Other Issues

The applicant submitted flood risk and biodiversity information. By reason of the limited operational development taking place as part of the application, I do not consider that the proposal would have significant impacts in terms of drainage or biodiversity. I recommend a condition for the development to take place in accordance with the submitted Flood Risk Assessment to secure a safe development in regard to flood risk and I recommend notes to applicant in terms of SuDS, further flood resistance measures, and protected species.

The proposal does not propose significant operational development that would affect the character and appearance of the area, other than ancillary works such as cycle shelters. I consider the proposal is acceptable in terms of appearance of the area.

Objections consider issues of credibility of the support comments, credibility of the consideration process, need to take locals views into account including with the city mayor/councillors, clarity/poor communication of what is proposed. However, I consider that the application has sufficient information to make a suitable planning assessment. Residents surrounding the site were notified at the start of the consideration process and a site notice displayed near the site on 6/2/24 and as such the statutory publicity requirements have been carried out.

Objections also are concerned regarding future expansion of the site. However, planning applications must be assessed on their own merits and cannot be determined on speculation of future development.

Objections were concerned with litter and crime rate in the area. However, I have no reason to conclude that the proposed use would inherently result in either of these occurrences which would be matters outside the control of the local planning authority.

Conclusion

The principle of development is acceptable and, subject to conditions and having regard to the existing lawful use, the development would not cause unacceptable additional impacts in terms of residential amenity and highways impacts. The development is compliant with national and local planning policies. I have considered matters raised in representations and conclude that there are no material considerations that would override the compliance with the development plan. Approval is therefore recommended subject to the following conditions.

CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. The use shall not be carried on outside the hours of Mon-Fri 0900-2100 and Sat-Sun 0900-1700. (In the interests of the amenities of nearby occupiers, and in accordance with saved policy PS10 of the City of Leicester Local Plan.)
3. The use shall not commence until the hardstanding has been marked and laid out in accordance with details shown on the car park layout drawing (drawing ref 454/P1-02, received 15/05/2024), including signs indicating the entrance (vehicular) from Ocean Road and exit (vehicular) onto Gervas Road. The markings (including the entrance and exit signs) shall be retained and the front area of hardstanding shall not be used for any purpose other than access/egress and vehicle parking for the lifetime of the use. (In the interests in highway safety, and in accordance with saved policies AM01 and AM11 of the City of Leicester Local Plan and Core Strategy policies CS03 and CS14.)
4. The hardstanding around the site and the grassed area to the south and east of the main building shall not be used for any formal scheduled activities (for example worship, religious events, weddings, classes or community events) at any time during the lifetime of the use (in the interest of the amenity of neighbouring residents and in accordance with saved policy PS11 of the City of Leicester Local Plan).
5. No amplified call to prayer or aural announcement of activities shall take place at the site at any time (in the interest of the amenity of neighbouring residents and in accordance with saved policy PS11 of the City of Leicester Local Plan).
6. The use as a community centre shall not commence until the cycle shelters have been installed as shown on the approved car park layout drawing (drawing ref 454/P1-02, received 15/05/2024). The shelters shall be retained for the lifetime of the use. (In the interests of the satisfactory development of the site and in accordance with saved policy AM02 of the City of Leicester Local Plan).
7. The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated December 2023 and the following mitigation measures detailed within the Flood Risk Assessment (FRA):
 - Safe access/egress
 - Emergency Flood Plan

- Flood resistance and resilience measures
- Finished Floor Levels (FFL)

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements detailed within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority in consultation with the Lead Local Flood Authority (to provide a safe development and in accordance with Core Strategy policy CS02).

8. Development shall be carried out in accordance with the following approved plans:
Car park layout - drawing ref 454/P1-02, received 15/05/2024
All plans - drawing ref 454/P1-01, Rev A, received 15/05/2024.
(For the avoidance of doubt).

NOTES FOR APPLICANT

1. 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 2023 is considered to be a positive outcome of these discussions.
2. The site is partially within Flood Zone 2 and a critical drainage area. Including sustainable urban drainage systems within the development can reduce surface water runoff. The Lead Local Flood Authority recommends that the following SuDS could be integrated: rainwater harvesting; bioretention; green/brown roofing; & blue roofing.
3. The Lead Local Flood Authority recommend that:
The design should be appropriately flood resistant and resilient by:
 - using flood resistant materials that have low permeability to at least 600mm above the estimated flood level
 - making sure any doors, windows or other openings are flood resistant to at least 600mm above the estimated flood level
 - using flood resilient materials (for example lime plaster) to at least 600mm above the estimated flood level
 - by raising all sensitive electrical equipment, wiring and sockets to at least 600mm above the estimated flood level
 - making it easy for water to drain away after flooding such as installing a sump and a pump
 - making sure there is access to all spaces to enable drying and cleaning
 - ensuring that soil pipes are protected from back-flow such as by using non-return valves.

4. As the building will be undergoing an 'extensive refurbishment program', it is recommended that a Preliminary Bat Roost Assessment (PRA) be carried out in order to determine the likely presence/absence of bats within the building prior to commencement of works.

Policies relating to this recommendation

- 2006_AM01 Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
- 2006_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
- 2006_AM11 Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.
- 2006_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
- 2006_PS11 Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
- 2014_CS02 Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
- 2014_CS03 The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
- 2014_CS08 Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
- 2014_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2014_CS16 The Council aims to develop culture and leisure facilities and opportunities which provide quality and choice and which increase participation among all our diverse communities. New developments should create an environment for culture and creativity to flourish.