CONTENTS

DRAFT

Foreword

The last few years have been particularly exciting times for Leicester. We have made significant progress in delivering major shopping, leisure, business and housing regeneration. The whole of the Leicester community can all share in the successes of projects such as Highcross, Curve, LCB Depot, Phase One of the New Business Quarter and innovative new housing at Freemens Meadow. Many have been award winning and all have earned the City widespread recognition. They have been underpinned by a transformation of the streets and spaces in the City Centre, to create a cleaner, safer and more attractive environment.

These changes have been an enormous boost for the prosperity, attractiveness and reputation of the City, but they represent only the beginnings of an ambitious long term strategy. We have been working with our partners to create One Leicester: a 25 year journey to create a City of confidence, prosperity and beauty for all its residents, users and investors.

But there are challenging times ahead for all of us. The current economic difficulties are deep, unprecedented and global. We will continue to work with others to help meet One Leicester 25 year targets, but we must also work hard and creatively to find local solutions, to minimise the negative impacts of the recession and continue to deliver positive change.

We need to deliver new housing of the right type and in the right places. We must try to create the physical conditions that will attract major inward investment but ensure that local people can benefit from the growth of new businesses, jobs and training facilities. At the same time we need to protect and use our important and valued assets and resources to create thriving, attractive, safe places with facilities that people want and need, both in the City Centre and in local neighbourhoods.

The Core Strategy will be key to achieving these objectives. Through careful planning we can steer and encourage development activity, create certainty and confidence for investors and achieve an environment that will shape Leicester into a truly great City, where people will want and choose to be. Please take this opportunity to comment on the Core Strategy before it is submitted to the Government for examination.

In order that we can continue to respond to changing conditions, and grasp new opportunities, we will continually monitor our progress once the Core Strategy has been adopted. We will review the Strategy after five years, to ensure that it continues to be as appropriate and effective as possible.

1. INTRODUCTION

The Local Development Framework

1.1   Leicester City Council is preparing a new type of plan, known as the Local Development Framework (LDF) to replace the City of Leicester Local Plan, which was adopted in January 2006. The new system was introduced in the Planning and Compulsory Purchase Act 2004 to provide clear and up to date planning guidance for the delivery of new development.

1.2   The Local Plan was a single document but the LDF is made up of a number of separate documents, of which the Core Strategy is the most important. It will provide the context for subsequent planning documents, including a Site Allocations and Development Control Policies Development Plan Document, Supplementary Planning Documents and Masterplans. Diagram 1 below shows the relationship between these documents. An explanation of the role of these different documents is included in Appendix 1.

Diagram 1. Relationship of the Core Strategy to Other Plans and Strategies
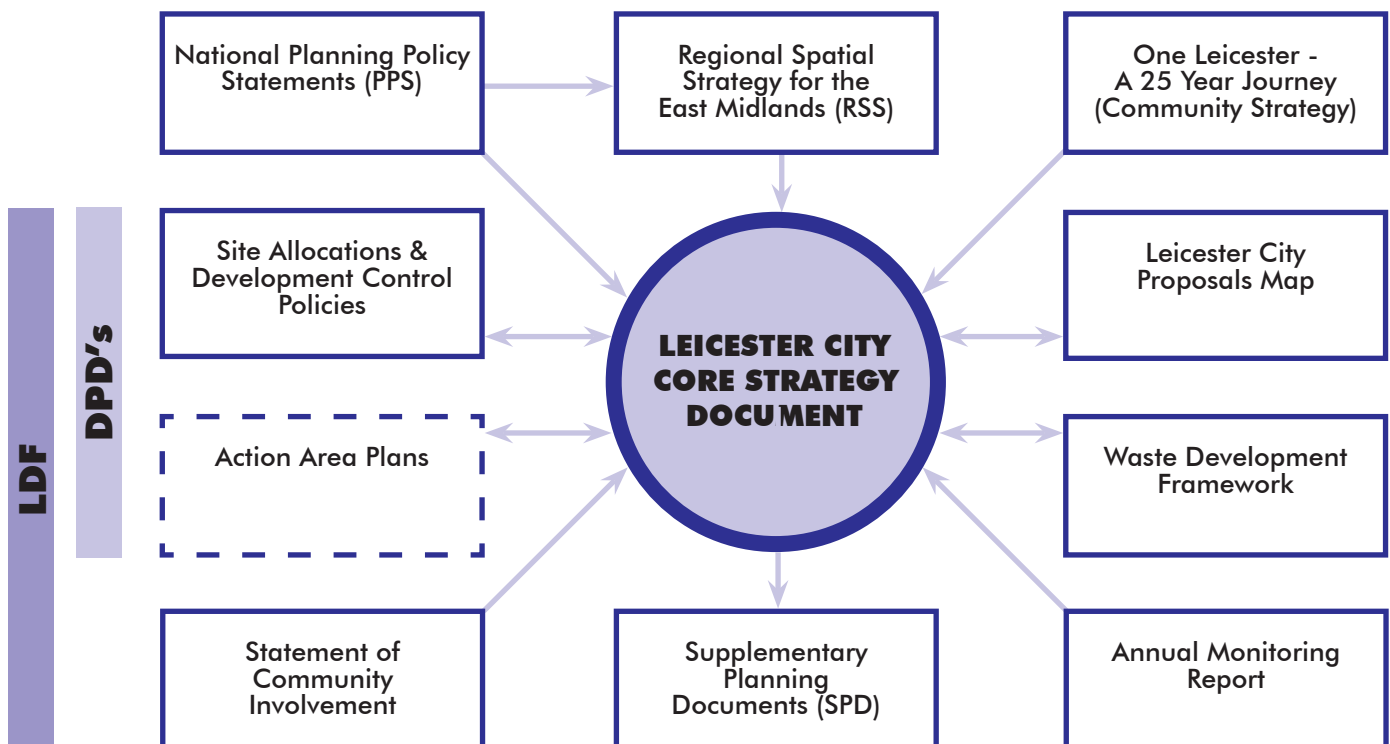
1.3   The Leicester LDF must be broadly in line with National Planning Policy and with Regional Policy as set out in the East Midlands Regional Spatial Strategy (RSS). Taken together, the LDF and the RSS will form Leicester's statutory Development Plan.

1.4   A 25 year vision for the City set out in Leicester's Sustainable Community Strategy, 'One Leicester: Shaping Britain's Sustainable City' was adopted by the Leicester Partnership in 2008. This gives the context for preparation of the LDF including the vision and priorities for the Core Strategy.

What Is A Core Strategy?

1.5   The Core Strategy will be the first statutory Development Plan Document (DPD) of the Local Development Framework and it will set out the spatial planning strategy for the City until 2026. It will include a description of the issues facing the City, a vision of the City in the future and objectives and policies for new development.

1.6   Diagram 2 shows the various stages in the preparation of Leicester's Core Strategy. We are approaching the submission stage but before the Core Strategy is submitted to the Secretary of State for examination there is a final period of public consultation for people to make formal representations about this document.

Diagram 2. Stages in the Preparation of Leicester's Core Strategy.

Issues and Options Consultation	Summer 2007
Consultation on Preferred Strategy Discussion Document	Autumn 2008
Consultation on Draft Submission Core Strategy	September 2009
Submission of Draft Core Strategy	December 2009
Examination in Public	Spring 2010
Adoption	2011

Consultation and Community Engagement

1.7   This Core Strategy has been produced through consultation with the public, members of the Leicester Partnership, representatives of the property and development industry and organisations that contribute to the functioning of the City. The issues arising from consultation so far and how they have been addressed in this submission document, are detailed in the Statement of Consultation which accompanies this document and is available on the Council's web site at www. leicester.gov.uk/corestrategy

Policy Context

1.8   National Planning Policy is set out in Planning Policy Statements (PPS), Planning Policy Guidance Notes (PPG) and Circulars. The Core Strategy does not repeat National or Regional Policy unless it is essential in order to provide

a coherent set of policies. If the Plan is silent on an issue it may be because the issue is adequately covered in National or Regional Policy.

1.9   The East Midland Regional Spatial Strategy (RSS), which is also known as the Regional Plan was adopted in March 2009. It establishes the concept of the Principal Urban Area (PUA) of Leicester as being the City plus the surrounding built up area in Leicestershire, as shown on Diagram 3. The Regional Plan sets out housing targets for Leicester and for the PUA in adjoining districts. A mini review of the RSS is programmed to be completed by 2010.

1.10   The City of Leicester Local Plan was adopted in January 2006 and policies in the plan were saved for three years because the new planning system had come into force. In January 2009 the Secretary of State directed which policies could be saved longer than three years. The table in Appendix 2 illustrates which of these saved policies are to be retained and which replaced by the Core Strategy.

Waste Development Framework

1.11   Leicester City Council and Leicestershire County Council have produced a Joint Waste Development Framework (WDF), which will replace the adopted Leicestershire, Leicester and Rutland Waste Local Plan and the existing Leicester City Waste Plan. The WDF includes a Core Strategy and Development Control Policy document and a Site Allocations document. The WDF Core Strategy and Development Control Policies document was the subject of Examination in Public in February 2009 with adoption scheduled for the end of 2009. The site allocations document is expected to be adopted in 2011.

The Central Leicestershire Local Transport Plan

1.12   The current statutory Local Transport Plan covering Leicester and the PUA is the Central Leicestershire Local Transport Plan 2006 - 2011. The Transport Plan adopts five key objectives 'Delivering Accessibility', 'Safer Roads', 'Better Air Quality', 'Better Road, Footway and Cycle Route Condition' and 'Tackling Congestion', with one overarching objective of 'Quality of Life'.

1.13   Work has commenced on the Local Transport Plan for the period after 2011. The indications are that the transport policy will be very similar to that currently adopted with a greater emphasis on minimising the impacts of climate change.

Joint Working

1.14   The production of the Core Strategy has involved joint working with the County Council and the District Councils in Leicestershire. All these councils make up the Housing Market Area (HMA) and jointly they commissioned the Strategic Housing Market Assessment, which provides evidence for the Core Strategy. Joint studies have been carried out also on the need for employment land (HMA Employment Land Study), a HMA Growth Infrastructure Assessment,

an Affordable Housing Viability Assessment and a Gypsies and Travellers' Accommodation Needs Assessment.

Diagram 3. The Leicester and Leicestershire Housing Market Area.

Melton BC

North West Leicestershire DC

Charnwood BC

Leicester City

Hinckley and Bosworth BC

Oadby & Wigston BC

Blaby DC

Harborough DC

— City and District Boundaries

— Housing Market Area

█ Principal Urban Area
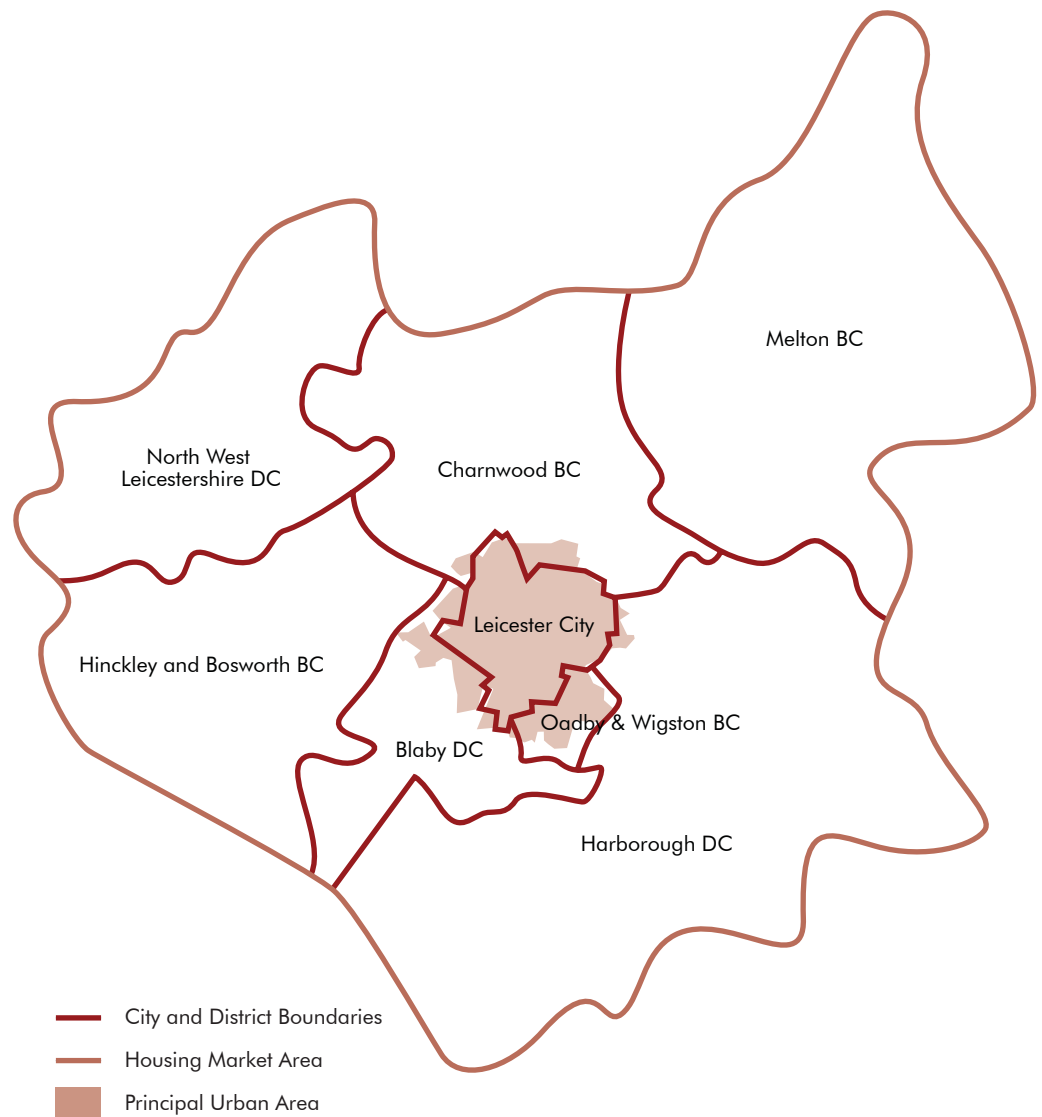
1.15   Proposals for Sustainable Urban Extensions in or adjoining the PUA outside the City involve joint working with Charnwood and Blaby District Councils. Similarly the proposed eco town in Harborough District, on the boundary with Oadby and Wigston District, has involved joint working with those councils and the County Council to examine the potential of the proposal.

1.16   New governance arrangements for overseeing economic development activities in Leicester and Leicestershire have been established. A Leadership Board includes representatives of the City, County and District Councils, the East Midlands Development Agency (EMDA), the Homes and Communities Agency and the Economic Development Company, "Prospect Leicestershire".

1.17   The City and County Councils have agreed to prepare a joint Economic Assessment by 2010, which will include housing, planning, infrastructure and transport. The Economic Assessment will provide the overarching sub regional

strategy that will be endorsed and adopted by the Leadership Board. A single economic development strategy and investment plan for the sub region will help to coordinate policy and also investment from different funding streams. The Core Strategy has a central role in guiding the delivery of the key investment priorities for the sub region.

Review

1.18   The Core Strategy will be reviewed at five yearly intervals or more frequently if necessary. The first review will be an opportunity to assess progress in the delivery of housing during a period of economic instability.

What Happens Next?

1.19   The consultation on this Core Strategy takes place over a six week period starting on the week beginning 14th September 2009 and ending the week beginning 26th October 2009. All comments made at this stage, together with the Council's response, will be forwarded to the Planning Inspectorate and will be taken into account by the Planning Inspector who conducts the examination of the Core Strategy. The Inspector will determine whether the Core Strategy is 'sound' and the Inspector's report will be binding on the City Council

1.20   A Sustainability Appraisal, an Equality Impact Assessment and a Statement of Consultation accompany the Core Strategy Submission Document. All these documents can be viewed at www.leicester.gov.uk/corestrategy

2.

What **LEICESTER** is like **NOW**

2.1 FEATURES OF THE CITY

Location

2.1.1   With around 290,000 residents, Leicester is the tenth largest city in England and a key focus of economic development, regeneration and growth in the East Midlands. It has an area of 7,335 hectares at the centre of a wider urban area in the heart of Leicestershire. With Derby and Nottingham it is in the Three Cities regional sub area, which has been designated a New Growth Point, where government funding will be made available for infrastructure to support major new development. 150,000 people live in the urban area adjoining the City. The Principal Urban Area of Leicester is identified as a main focus for new housing development.

2.1.2   Leicester provides employment, shopping, public administration, leisure, health care at three hospitals and further and higher education facilities for some 600,000 people. There has been substantial investment in the new Highcross shopping centre and cultural facilities such as Curve, the new Performing Arts Centre, to raise the status of the City as a regional centre. 70,000[1] workers, nearly half the workforce, commute into Leicester daily with over 38,000[2] people travelling into the City Centre at peak hours. The City's two universities, the University of Leicester and De Montfort University have a combined total of around 25,500 full time students, plus 10,700 part time students. Leicester University is also one of Britains largest providers of distance learning for an additional 5,000 students.

2.1.3   The City of Leicester is a compact, densely populated urban area. It is undergoing a phase of major regeneration that affects many public highways, including Rights of Way and other non-motorised routes. The City Centre is very accessible by bus during the daytime as 96% of Leicester's population lives within a 400m walk of a bus stop with less than a 30 minute journey to the City Centre. However, access to an equivalent service in the evening falls to 64% and for Sunday evenings to just 9%.

2.1.4   The Midland Mainline railway passes through the City Centre north to south and provides an excellent service to London, Loughborough, Nottingham and Derby. With the opening of the channel tunnel rail link to St. Pancras, Leicester now has direct access to the European high speed rail network. There are also rail lines west to Birmingham and east to Peterborough and Stansted Airport. East Midlands Airport is located in the north west of Leicestershire, accessed via the M1 and is the largest UK freight airport for dedicated freight aircraft.

2.1.5   The City enjoys excellent road access to the rest of the region and the UK via the M1 and M69 motorways, both part of the UK's strategic road network. National cycle routes cross the City and it is on the national canal network.

Heritage

2.1.6   Leicester has a rich history from Roman, Saxon and Norman times, and in more recent centuries became one of the most significant centres for textile and hosiery manufacture in the UK. It has 10 Scheduled Monuments, around 500 Listed Buildings of special architectural or historic interest and 24 Conservation Areas.

Diagram 4. Leicester's Historic Development

Roman/Medieval walled area

Medieval villages

To 1830

To 1914

To 1939

To 1970

After 1970

Leicester Principal Urban Area

City Boundary

Crown Copyright. All Rights Reserved. Leicester City Council Licence No.100019264.2009.
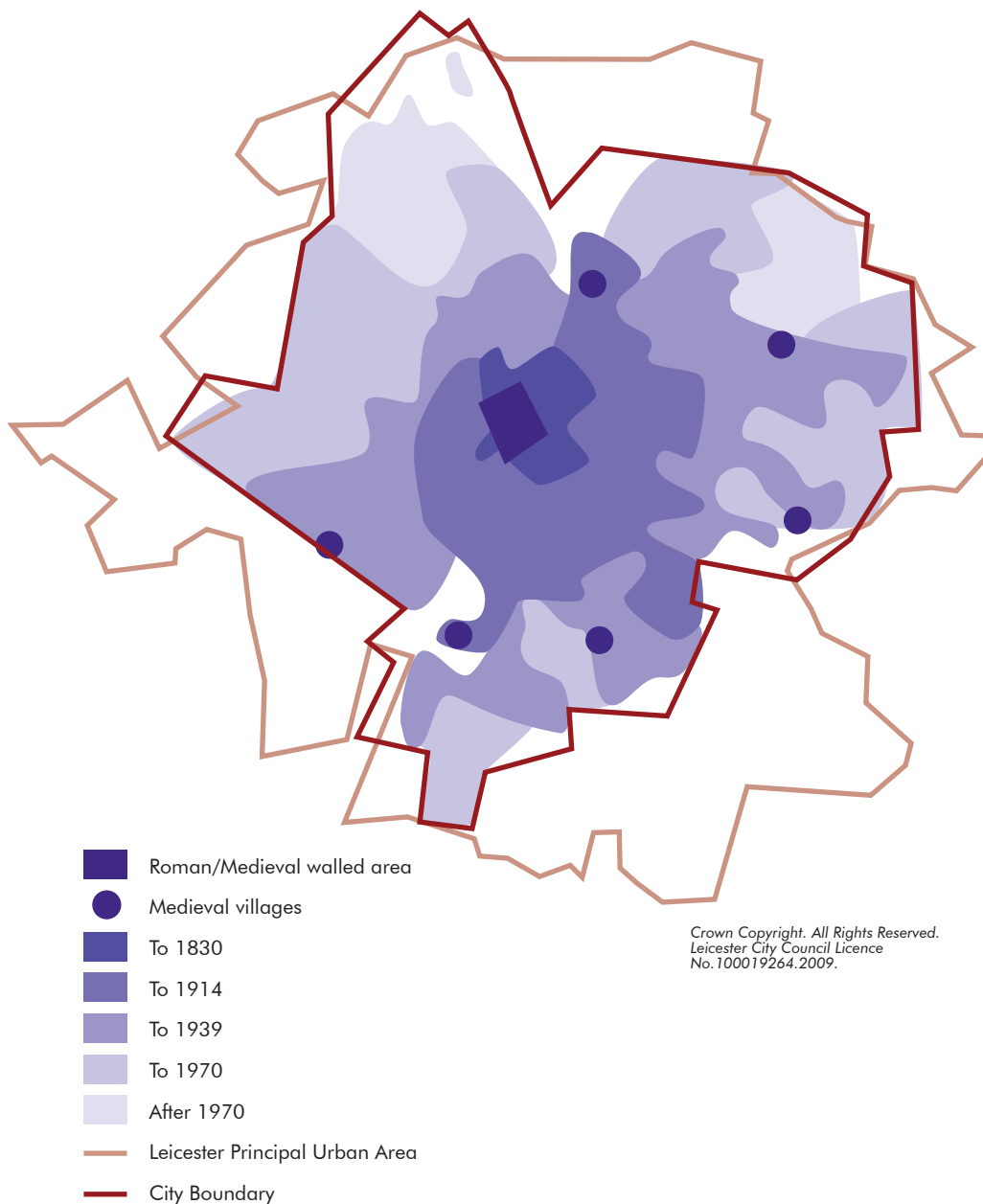
2.1.7   The key historic landscape characteristics are illustrated in Diagram 4. The oldest buildings are in the historic core of the City and the outlying villages

that are now within the City boundary. In Georgian times the City grew to the south of the Centre in the vicinity of New Walk. High density Victorian residential development typifies the areas of Westcotes, Belgrave, Clarendon Park, Highfields and Spinney Hills. Victorian and Edwardian villas of Stoneygate, Knighton and parts of Western Park are a legacy of Leicester's prosperity as a manufacturing centre during that period. Suburban development of the inter war years included council developments of Northfields, Saffron Lane and Braunstone. The 1950 and 60's boom in council housing development resulted in the large outer estates of, New Parks, Beaumont Leys, Eyres Monsell, Gilmorton, Netherhall and Thurnby Lodge and the inner city estates of St. Matthews, St. Marks and St. Peters. In recent years most residential development has been concentrated in Hamilton and Beaumont Leys, as well as the City Centre.

Diversity

1. A Demographic Profile of Leicester published in May 2008 by the Leicester Partnership provides more detailed information on the diversity of Leicester's residents.

2.1.8   Leicester is home to a diverse range of ethnic and faith communities. The 2001 Census showed that Leicester has the highest proportion of residents of Indian origin in the country and there has been a sizeable growth in all the ethnic groups since 2001.[1] Ethnic minority communities are located predominantly in the north of the City in Belgrave and Rushey Mead and to the east of the City Centre. For all these communities there is a pattern of movement to the outer suburbs and beyond the City boundaries. Since the 2001 Census there has been a growth of new communities such as those originating in Eastern Europe and Somalia.

Settlement Pattern of Hindu and Muslim Communities

→ Movement to Suburbs
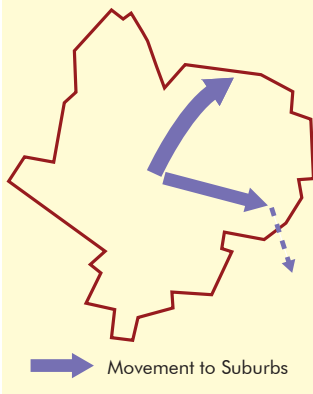
Socio-Economic Characteristics

2.1.9   The Demographic Profile of Leicester identifies the neighbourhoods that fall within the lowest 5% most deprived of all areas in the country. These are predominantly on the western side of the City in parts of New Parks, Braunstone, Beaumont Leys, Mowmacre and Saffron estates which have a predominantly white population. The most deprived areas in the eastern half of the City are St. Matthews, St. Marks, Rowlatts Hill and Tailby Avenue estates and Spinney Hills. The location of these neighbourhoods is illustrated in the diagram in the margin. In general, the patterns of poverty and deprivation do not correspond with patterns of ethnicity.

Priority Areas
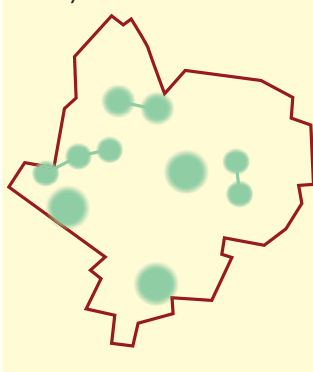
2.1.10   The City has nearly double the national average of people claiming benefits. Average household incomes in Leicester are 20% below the national average and we have higher than average long-term unemployment. Overcrowding is also an issue, particularly for ethnic minority households, with the highest levels in Spinney Hills and Charnwood wards. Due to this, Leicester has been designated by the Government as an overcrowding Pathfinder authority and the Council have appointed an Overcrowding Project Officer to tackle the issue.

2.1.11   Leicester has less than half the national average of detached dwellings but it has a proportionally higher number of terraced dwellings. More affluent professional areas are Stoneygate and Knighton in the south east segment of the City and parts of Western Park and Evington. Students and young professionals

tend to be concentrated in the southern and western parts of the City, particularly Clarendon Park and Westcotes where terraced housing predominates.

2.1.12   Compared to the national average, Leicester has a younger population profile with 25% aged 0-18 years. It also has a smaller percentage of pensioner households and lone pensioners, although the percentage is growing in line with national population trends. The more elderly populations are clustered on the outer fringes of the City, particularly on the east side.

2.1.13   In 2001 38% of households in Leicester owned no cars compared to 16.8% in Leicestershire and 27% nationally. Fewer households in Leicester owned more than one car compared to the other areas.

Education

2.1.14   Almost a quarter of people in Leicester of working age have no qualifications, roughly 10% higher than the national average and two thirds of residents have difficulty reading and writing English regardless of their ethnic origin. Leicester has been awarded £250m of funding for Building Schools for the Future, to modernise or rebuild all the City's secondary schools.

2.1.15   Around 19% of residents are qualified to degree level or equivalent, 6% lower than the national average. Although both universities have nationally and internationally acclaimed departments, particularly in science and the creative industries, there is poor retention of graduates within the City and limited "spin-off" of business activities from the universities into the City's economy.

Economy

2.1.16   Leicester has a larger manufacturing sector than the national average with an over-dependence on declining types of manufacturing, with low average incomes and limited job opportunities. Much of the existing stock of industrial premises is very old and our employment studies have identified a shortage of suitable industrial land. Most businesses are small, especially in textiles. There are high levels of business formation but a problem of high business failure rates. Approximately 40% of City residents commute out of the City. However employment areas outside of the City generally are not well served by public transport.

2.1.17   The highest number of people are employed in the Public Administration, Education & Health sectors. These are a major source of higher paid work and are expected to continue to grow strongly. Banking, finance, and insurance and the wholesale/retail sectors are also very significant. Leicester is working to restructure its economy through innovation to provide more service and knowledge based jobs.

2.1.18   The City Centre was ranked 11th in the country by Venuescore in 2009 following completion of the Highcross Centre. The out of town retail centre at Fosse Park is in competition for City Centre trade but other shopping centres serve more local needs. The centre at Beaumont Leys is the largest outside the City

Distribution of Younger and Older Communities

■ Younger
■ Older
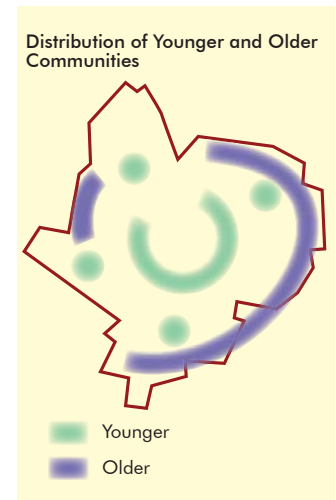
Centre, serving the northwest sector of the City and the adjoining area. Belgrave District Centre has a national reputation as a centre for serving Leicester's Asian community.

Health

2.1.19   Leicester has high levels of inequality in life expectancy and health, both within the City and when compared to many other parts of the country. It has significant health priorities, many linked to obesity including diabetes, cardiovascular disease (CVD), cancer, infant mortality and mental health. The high levels of respiratory disease, particularly asthma, have lead to the identification of Air Quality Action Areas. The City also faces significant challenges around alcohol related crime and perceptions of drunken and rowdy behaviour.

Green Network

2.1.20   Leicester's green space network consists of a variety of spaces of differing size, quality and function, comprising almost 25% of the City area. Approximately half the green space network is in the green wedges. The total quantity and quality of open space provision exceeds open space, sport and recreation needs in the City but provision is not distributed evenly across the City. The River Soar and Grand Union Canal corridor that flows from South to North through the City Centre is part of the Strategic River Corridor identified in the Regional Plan. It is an important resource for wildlife and connects many open spaces along its path.

2.2 ISSUES FACING THE CITY

2.2.1   From the portrait of Leicester's characteristics in the previous section, the responses to the Issues and Options consultation and the challenges identified in the Sustainable Community Plan, a range of issues have emerged which the Core Strategy needs to address:

People

- Delivery of housing to accommodate population growth in the City;
- Ensuring that the quality, type and affordability of housing meets the needs of the people of Leicester;
- Meeting the needs of a very diverse population;
- Reducing the inequalities of health;
- Enabling people to feel safe; and
- Access to local facilities.

Prosperity

- Responding to an over-dependence on declining types of manufacturing, with low average incomes and limited job opportunities;

- Improving educational attainment and skills;
- Ensuring there is an adequate supply of employment land and workspace to meet local need and attract new businesses;
- Maximising the economic benefits from the two Universities, particularly their areas of excellence; science and creative industries;
- Increasing graduate retention; and
- Maintaining competitiveness of Leicester as a retail centre with other regional centres.

Place

- Improving the image and perception of the City, both for residents and people in other parts of the country;
- Ensuring that Leicester's historic heritage is an integral part of City development;
- Making the City Centre more family friendly, with more leisure facilities and attractive for all communities;
- Ensuring that all residents, especially children have access to good quality open space for play and recreational use;
- Addressing strategic transport needs arising from housing and employment growth;
- Meeting local transport needs to reduce congestion;
- Reconnecting the City with the river and canal corridor;
- Minimising the effects of climate change to ensure that Leicester becomes an environmentally sustainable city;
- Ensuring wildlife and biodiversity are conserved or enhanced across the City; and
- Making efficient use of land.

3. How **LEICESTER** will *be* in **2026**

3.1 VISION

3.1.1   The Leicester Partnership's Sustainable Community Strategy, One Leicester sets out a 25 year vision for the City. The overall vision is to transform Leicester into Britain's sustainable city and in doing so, to deliver a beautiful city with confident people and a new prosperity. It will be a great place to live but also somewhere that does not place a burden on the planet that we will come to regret in future years.

3.1.2   The aspects of the One Leicester vision that can be influenced by spatial planning are set out below.

Confident People

3.1.3   People of Leicester will feel confident about themselves, their neighbourhoods, their city and their future:

- People feel safe - there will be less fear of crime;
- People feel at home - people will be proud to live in Leicester; and
- Good places to live - there will be a choice of housing for everyone with an increased supply of affordable homes.

New Prosperity

3.1.4   We see Leicester as an ambitious and progressive city with renewed prosperity, where everyone meets his or her potential:

- Nobody is trapped by poverty - there will be enough jobs to ensure that everyone who wants employment will have the opportunity for meaningful work;
- We are ambitious and innovative - there will be a thriving business community that attracts jobs and investment to the City, retaining graduates from our universities; and
- People are healthy and active - health services will be easily accessible and there will be sporting, cultural and leisure facilities throughout the City.

Beautiful Place

3.1.5   Our vision is of a beautiful, vibrant, clean and green city that is a great place to live but that does not create an unacceptable burden on the planet:

- Less traffic - our City and streets will be places for people rather than cars and it will be easier to walk and cycle around the City;
- Clean and tidy streets - the City will be marked by beautiful and well designed buildings;
- A greener city - with lots more trees and green spaces and Leicester will have a low impact on the environment; and
- A vibrant City Centre - a great place for shopping leisure and culture where everyone feels safe.

3.2 PRIORITIES FOR ACTION

3.2.1   The Core Strategy includes proposals for transforming the City to achieve the following priorities for action set out in the One Leicester vision:

- Investing in our children;
- Planning for people not cars;
- Reducing our carbon footprint;
- Creating thriving, safe communities;
- Improving well being and health; and
- Investing in skills and enterprise.

3.3 OBJECTIVES FOR THE CORE STRATEGY

3.3.1   Spatial Objectives for the Core Strategy have been identified through the One Leicester Sustainable Community Strategy, the Regional Plan and public consultation. They have been grouped under the three themes of the One Leicester vision.

Confident People

3.3.2   *Spatial Objective 1: To create thriving, safe communities.*
To address social exclusion through the regeneration of disadvantaged areas to create strong, sustainable and safe neighbourhoods and by ensuring accessibility for all to shops, education, services, jobs, homes, recreation and open space for leisure and play.

3.3.3   *Spatial Objective 2: To meet the needs of diverse communities.*
To meet the needs of all communities in an increasingly cohesive city that reflects and celebrates Leicester's cultural diversity. To ensure that appropriate housing is available for all household types and will contribute to mixed communities. To improve availability of high quality cultural and leisure facilities, including places of worship, for Leicester's diverse communities. To maximise community benefit arising from new development.

New Prosperity

3.3.4   *Spatial Objective 3: To enable Leicester to become a thriving and diverse economy.*

To promote prosperity and competitiveness through the development of new housing in sustainable mixed communities and good employment opportunities offering a wide range of jobs with supporting infrastructure.

3.3.5   *Spatial Objective 4: To raise the standards of educational attainment, skills and training in Leicester.*
To improve accessibility to education and training and so that Leicester's residents are able to develop the skills to contribute to Leicester's economic growth.

3.3.6   *Spatial Objective 5: To reduce inequalities of health between city communities.*
To improve the health of all residents, through improved air quality, the availability of good quality well designed housing and access to health, leisure and recreation facilities. To ensure that no one is disadvantaged in accessing health care facilities wherever they live in the City.

Beautiful Place

3.3.7   *Spatial Objective 6: To reduce the impact of development on climate change.*
To take action to reduce the scale and impact of future climate change, in particular the risk of damage to life and property from flooding, especially through the location and design of new development. To promote the prudent use of resources and reduce overall energy use.

3.3.8   *Spatial Objective 7: A high standard of design for new development.*
To protect and enhance the quality of the City's environment and to create safe and attractive places to live, play and work. To achieve high environmental standards and optimum social benefits through well designed development and to improve access for disabled people.

3.3.9   *Spatial Objective 8: To enable people to move in and around the City.*
To improve accessibility to jobs, homes and services by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport to minimise the use of the car.

3.3.10   *Spatial Objective 9: To develop a strong and vibrant City Centre.*
To maintain and enhance the dominant position of the City Centre as a sub-regional centre and major retail, employment and leisure destination. To make it safe and attractive for all Leicester residents and visitors.

3.3.11   *Spatial Objective 10: To preserve and enhance Leicester's heritage.*
To achieve effective protection for the historic environment by avoiding significant harm and securing adequate mitigation where appropriate. To promote the conservation, enhancement, sensitive use and management of historic and cultural assets.

3.3.12   *Spatial Objective 11: To conserve and protect the City's natural environment.*

To support the role of strategic green infrastructure in protecting biodiversity and to ensure no net loss of priority habitats and species.

3.3.13   *Spatial Objective 12: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents.*
To improve Leicester's strategic green network and use quality green space to provide an important recreational, social, health, and educational role. To improve access opportunities to quality open space as the distribution of this is uneven, with some neighbourhoods in the City being under provided.

3.4 INTEGRATION OF COMMUNITY STRATEGY AND CORE STRATEGY

3.4.1   The following chapter sets out the Core Strategy policies that make up a Strategy for Leicester to achieve the One Leicester vision and to meet the spatial objectives identified above. Diagram 5 illustrates how the Core Strategy policies have developed from the One Leicester Sustainable Community Strategy.

Diagram 5. Relationship of the One Leicester Sustainable Communities Strategy to the Core Strategy

ISSUES TO BE ADDRESSED	ONE LEICESTER VISION	ONE LEICESTER PRIORITIES	CORE STRATEGY OBJECTIVES	CORE STRATEGY POLICIES
Meeting Housing Needs	Confident People	Creating thriving, safe communities	1. Thriving safe communities	CS POLICY 1. LOCATION OF DEVELOPMENT
Social Exclusion			2. Meet Needs of Diverse Communities	CS POLICY 2. ADDRESSING CLIMATE CHANGE
Health Inequality				CS POLICY 3. DESIGNING QUALITY PLACES
				CS POLICY 4: STRATEGIC REGENERATION AREA
Low Wages	New Prosperity	Investing in our children	3. Prosperous and Diverse Economy	CS POLICY 5. ASHTON GREEN
Education & Skills		Investing in skills and enterprise	4. Raise Standards of Education & Skills	CS POLICY 6. HOUSING STRATEGY
Employment Opportunities		Improving wellbeing and health	5. Reduce Inequalities of Health	CS POLICY 7. AFFORDABLE HOUSING
Strengths of Universities				CS POLICY 8. EXISTING NEIGHBOURHOODS
Retail Competitiveness				CS POLICY 9. GYPSY AND TRAVELLER AND SHOWPEOPLE ACCOMODATION
				CS POLICY 10. EMPLOYMENT OPPORTUNITIES
				CS POLICY 11. RETAIL HIERARCHY
				CS POLICY 12. CITY CENTRE
				CS POLICY 13. GREEN NETWORK
Image of the City	Beautiful Place	Planning for people not cars	6. Address Climate Change	CS POLICY 14. THE TRANSPORT NETWORK
Historic Environment		Reducing our carbon footprint	7. Design Quality	CS POLICY 15. DEMAND MANAGEMENT
Leisure & Recreation Facilities			8. Enable People to Move Around the City	CS POLICY 16. CULTURAL STRATEGY
Transport and Congestion			9. A Vibrant City Centre	CS POLICY 17. BIODIVERSITY
River/Canal Corridor			10. Enhance Historic Environment	CS POLICY 18. HISTORIC ENVIRONMENT
Climate Change			11. Protect Natural Environment	CS POLICY 19. INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS
Efficient Use of Land			12. Access to Sport, Play & Recreation	

Regional Housing Targets

4. The STRATEGY for LEICESTER

4.1 BACKGROUND

Strategic Housing Context

4.1.1 The East Midlands Regional Plan requires 25,600 homes to be built within Leicester City between 2006-2026.[1] This scale of housing provision reflects the Regional Plan's priority to focus most future growth within the region's Principal Urban Areas which are considered to be the most sustainable locations and where there are major urban regeneration opportunities. To achieve this level of new provision will require a step change in housing delivery over the plan period, some 1,280 homes annually, a 50% increase on average annual house building rates achieved during 2001-2006. This target will be extremely challenging due to the housing market down turn during 2008/9/10 which has had a significant impact on new house building starts.

4.1.2 Leicester is part of the New Growth Point partnership programme with Central Government where additional funding is being provided towards a range of infrastructure projects that are aimed at unlocking the development potential of a number of strategic housing sites and to increase overall housing delivery. Within Leicester the priorities are the Strategic Regeneration Area, which has the potential to provide for a significant amount of the City's future housing requirements and the development of the sustainable urban extensions at Hamilton and Ashton Green, which are all required to meet the City's challenging housing targets. These sites are shown on Map 1: The Key Diagram. The City Council will work with key partners and stakeholders such as the Homes and Communities Agency and Prospect Leicestershire, the Economic Development Company Leicester and Leicestershire to deliver these targets.

4.1.3 A further 14,200 homes are proposed in adjoining local authority areas for sites outside the City but in or adjoining the Leicester Principal Urban Area, including sustainable urban extensions.[2]

4.1.4 An eco town of 15,000 dwellings which is proposed by landowners for a site to the south east of the City is not within the current approved Regional Plan policy framework. Long term development options are being considered in the partial review of the RSS.[3] It is not included in the first phase of eco towns selected by the government in July 2009.[4]

Sustainable Development

4.1.5 For Leicester to become Britain's Sustainable City all aspects of development must meet rigorous standards of social, economic and

environmental sustainability. The Council has undertaken an appraisal of all the realistic planning options for the Core Strategy, assessed against a range of objectives and sustainability criteria, and this has guided this preferred Strategy. A Sustainability Appraisal Report accompanies the Core Strategy Submission Document and is available to view at www.leicester.gov.uk/corestrategy.

4.1.6   The Core Strategy incorporates relevant environmental policies and includes a monitoring framework for the necessary actions to achieve environmental priorities set out in Leicester's Eco-Management and Audit System, (EMAS).

Infrastructure

4.1.7   A Growth Infrastructure Assessment (GIA) covering the City and the Leicestershire Housing Market Area has been undertaken to establish strategic infrastructure needs resulting from planned growth, the costs and the sources of funding and responsibility for delivery. The GIA was jointly funded by the City Council, Leicestershire County Council, all districts in Leicestershire, and the East Midlands Development Agency. The GIA will assist partners and other service providers to plan, prioritise and co-ordinate the funding of infrastructure provision.

1. Leicester and Leicestershire Authorities Growth Infrastructure Assessment 2009.

2. See Policy CS19.

4.1.8   The GIA indicates that under the current prevailing economic conditions the costs of the infrastructure to deliver the housing growth are likely to significantly exceed the mainstream and private funding available. Inevitably, this will require prioritisation decisions to be made in enabling development and its deliverability over the whole plan period to 2026.[1 & 2]

4.2   OPTIONS

4.2.1   Leicester has limited options for growth but a number of different policy options were considered for the Core Strategy and tested against the sustainability objectives of the Sustainability Appraisal. The options for meeting the housing targets for the City are:

a) Prioritisation of new housing development on brownfield sites in the Strategic Regeneration Area. New Growth Point status is based on early delivery of housing in three key sites within the Strategic Regeneration Area, Waterside, Abbey Meadows and St. George's. However, in the face of economic downturn, progress in delivering housing has slowed and investment will need to be further focused and predicted housing types and densities reassessed;

b) Delivery of housing on sites within the City that are housing allocations in the Local Plan, or that have current planning consents. These include the completion of development at Hamilton and development at Ashton Green;

c) Ensuring the efficient use of land and seeking to achieve higher densities in the right locations whilst ensuring a suitable mix and type of housing;

d) Remodelling and improvement of sites in existing residential areas to increase housing supply and create more balanced communities. This can mainly be achieved in residential estates which were built at low density and where new development can provide a wider choice of better quality housing;

e) Redevelopment of poor quality, small industrial sites in residential areas that are no longer appropriate for industrial use; and

f) Subdivision of existing residential properties.

Preferred Option

4.2.2   The preferred strategy is a combination of options a-e above. There are opportunities for residential development in the whole of the Strategic Regeneration Area in addition to the sites identified for New Growth Point funding, which allows for the provision of a wider range of housing mix and types. The Growth Infrastructure Assessment shows that the 'credit crunch' provides the inescapable backdrop for the delivery of housing growth and associated infrastructure. This will have a significant impact on meeting housing delivery targets over the short to medium term.

4.2.3   The preferred approach is to seek development on deliverable and viable sites. Therefore Hamilton and Ashton Green have equal priority with the brownfield sites in the Strategic regeneration Area.

4.2.4   Smaller scale development in existing residential areas, either through infill schemes or redevelopment of poor quality industrial areas, can also contribute significantly to housing growth across the City, particularly in the short term as many are likely to have existing infrastructure in place. They are therefore also included in the preferred option.

4.2.5   The delivery of housing growth is not dependant on option f), although appropriate subdivision of properties can make a contribution to housing numbers. However the conversion of individual houses can reduce the availability of suitable accommodation to meet the needs of larger families in certain areas of the City and may adversely affect the character of an area.[1]

1. See Policy CS6.

4.2.6   For growth outside the City boundary the Council will follow the option of working with adjoining local authorities to identify housing sites adjoining the Principal Urban Area outside the City boundary to meet sub regional housing targets in the Regional Plan.

4.2.7   A decision on the eco town is not within the City Council's control but it must ensure that it can maximise the benefits for the City of any additional new settlement. To this end, the Council has set five tests for the eco town to achieve for it to be considered acceptable.[2]

2. See the Eco Town statement in paragraphs 4.4.18 - 4.4.24.

4.3 CORE PRINCIPLES

4.3.1 Core Strategy Policies 1-3 set out the over arching development principles for the City. CS Policy 1 establishes the main locations for development and key infrastructure as portrayed in the Key Diagram (see PAGE?). CS Policies 2 and 3 give the context for development to meet the aspirations of the One Leicester vision of a beautiful place and to contribute to the reduction of the City's carbon footprint.

LOCATION OF DEVELOPMENT

1. See CS Policy 4 and Diagram 6.

4.3.2 A key element for the development of the Leicester PUA is the restructuring of central Leicester, focusing on intervention within the Strategic Regeneration Area (SRA) comprising Waterside, Abbey Meadows, St. George's and the New Business Quarter (NBQ)[1]. There are signs of this physical transformation taking shape all around the City Centre with new employment, cultural, retail and city living developments. However, it is recognised that there is still much to do, and the SRA sites present some considerable challenges which will require a sustained, joint approach over a number of years to achieve the physical and economic restructuring of central Leicester.

4.3.3 The strategy was to a significant extent predicated on development values being sufficient to i) remediate brownfield land and ii) to buy out existing use values for industrial premises, relocate those industries to tailor-made sites, and put down residential development in its place.

4.3.4 However the economic downturn since 2008 will have a significant impact on the delivery of planning targets over the short to medium term. More significantly, it will have a longer-term effect on the ability of the development process to fund the desired infrastructure. The critical factor for the delivery of housing targets will be the length of time that the market remains depressed and the speed of recovery. Maps showing the location of the Strategic Housing sites are included in Appendix 3.

Strategic Housing sites

4.3.5 The whole Strategic Regeneration Area is designated as a strategic housing site. This creates greater opportunity for a range of housing densities to meet market demand. The development of a sustainable urban extension, with the necessary infrastructure, at Ashton Green will be brought forward so that it can provide a readily developable alternative location for new housing. Development at Hamilton will be completed by the development of three committed housing sites, taking advantage of existing infrastructure.

Non-Strategic Housing Sites

4.3.6 In addition to the larger Strategic Housing sites there are a significant number of smaller sites that are either existing planning permissions, dwellings under construction, saved Local Plan housing allocations or other sites with

potential to contribute to the housing supply. These are generally in existing residential areas, and are located across the whole of the City.[1]

Employment

4.3.7   In a period of recession and weak economic growth, the creation of new enterprises and job opportunities is a priority. To build on Leicester's economic competitiveness, the priority will be to ensure a balanced supply of employment land and premises is available to meet the needs of local and new businesses and to attract inward investment. The Council and Leicester's two Universities have a vital role in promoting an innovative business and enterprise culture and supporting the growth of science based and creative industries. Further investment in the New Business Quarter and the Leicester Science Park at Abbey Meadows will create places of national significance for the creation of high skill, high wage jobs. Offices for small and professional businesses will be encouraged to locate in the City Centre.[2]

Development Outside the City

4.3.8   To meet the housing targets for the Principal Urban Area outside the City, Charnwood District Council and Blaby District Council are exploring options for the location of Sustainable Urban Extensions (SUE) and their infrastructure requirements. The areas of search are shown on the Map 1: The Key Diagram.

4.3.9   The proposed eco town lies to the south east of the City in Harborough District. The case for development in this location will be examined through the partial review of the Regional Spatial Strategy.

Hierarchy of Centres

4.3.10   The City Centre will be the preferred location for retail, cultural and leisure uses that serve a city wide or sub regional catchment and for professional offices. Beaumont Leys Town Centre has a role serving retail and leisure needs of the north west sector of the City, including Ashton Green and beyond the City boundary. District centres can meet more local needs.

Strategic Links

4.3.11   As a sub regional centre Leicester has good rail and road links with its regional partners, Nottingham and Derby. It benefits from a fast rail link via London to Europe. Within the PUA emphasis is on developing good public transport links to reduce congestion, particularly with Ashton Green and Hamilton, the SUE's, the park and ride sites and potentially the proposed eco town. A business case is being developed for a mass rapid transport system such as a tram.

Policy CS1 meets the following:

- Spatial Objective 1: To create thriving, safe communities;
- Spatial Objective 2: To meet the needs of diverse communities;
- Spatial Objective 3: To enable Leicester to become a thriving and diverse economy;
- Spatial Objective 5: To reduce inequalities of health between city communities;
- Spatial Objective 6: To reduce the impact of development on climate change;
- Spatial Objective 8: To enable people to move around the City;
- Spatial Objective 11: To conserve and protect the City's natural environment;
- Spatial Objective 12: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents; and
- One Leicester Priorities: investing in our children, planning for people not cars, reducing our carbon footprint, creating thriving, safe communities, improving well being and health, investing in skills and enterprise.

CS POLICY 1. LOCATION OF DEVELOPMENT

The City Council will focus on the priorities for action set out in the One Leicester vision to ensure that Leicester develops as a sustainable city, with an improved quality of life for all its citizens.

The Regional Spatial Strategy (RSS) identifies the amount of new housing that should take place in Leicester by 2026. The City Council will work with partners in the public, private and voluntary sectors to ensure the delivery of housing as part of sustainable mixed communities.

Development will be located in accordance with the spatial strategy outlined below and as shown on Map 1: The Key Diagram (See page XX).

1. Residential development will take place in the following strategic locations in the City:[1]
- 55% in the Strategic Regeneration Area;
- 17% in a sustainable urban extension at Ashton Green; and
- 6% at Hamilton on committed housing sites.

The remaining 22% will be built on smaller non-strategic sites elsewhere in the City.

2. Significant new employment development will be focused in the following locations:[2]
- New Business Quarter;
- Abbey Meadows Science and Innovation Park; and
- Up to 10 hectares of land at Ashton Green.

1. See Policies CS4, CS5, CS6 and CS8.

2. See Policies CS4, CS5 and CS10.

3. The City Centre will be the focus for new retailing, leisure, and cultural development, to maximise choice in a central location and to enhance the scale, range, and appeal of the Centre. In addition to offices in the New Business Quarter, offices for small and professional businesses will be encouraged to locate in the City Centre. Beaumont Leys Town Centre and the district centres will serve local needs.[1]

4. Residential, employment and City Centre growth will be supported by investment in an efficient and integrated public transport network and alternatives to using the car. This will focus on movement within the City, travel to work routes and links to London and other important centres, to include:[2]
- Quality public transport corridors;
- Park and ride;
- Rail links;
- Walking and cycling networks to provide links to key facilities; and
- Investigating the feasibility of a tram network.

5. Development in accordance with the masterplans of the University of Leicester, De Montfort University and Leicester College will be supported where it is in the interests of education, skills, enterprise or economic growth.

6. Development to improve the standard and efficiency of Leicester's Hospitals and to provide health facilities to serve local communities will be supported.

7. Strategic Green Infrastructure to include:[3]
- Green Wedges; and
- Maintenance of the River Soar and Grand Union Canal corridor as a resource for both wildlife and recreation as well as a focus for regeneration.

8. Development of housing and employment in the area of search for Sustainable Urban Extensions outside the City boundary, in or adjoining the PUA, will be supported where it integrates with city communities and infrastructure.[4]

9. If provision is made through the regional planning process for an eco town to the south east of the City boundary, the City Council will work with its partners to maximise the benefits to the City.[2]
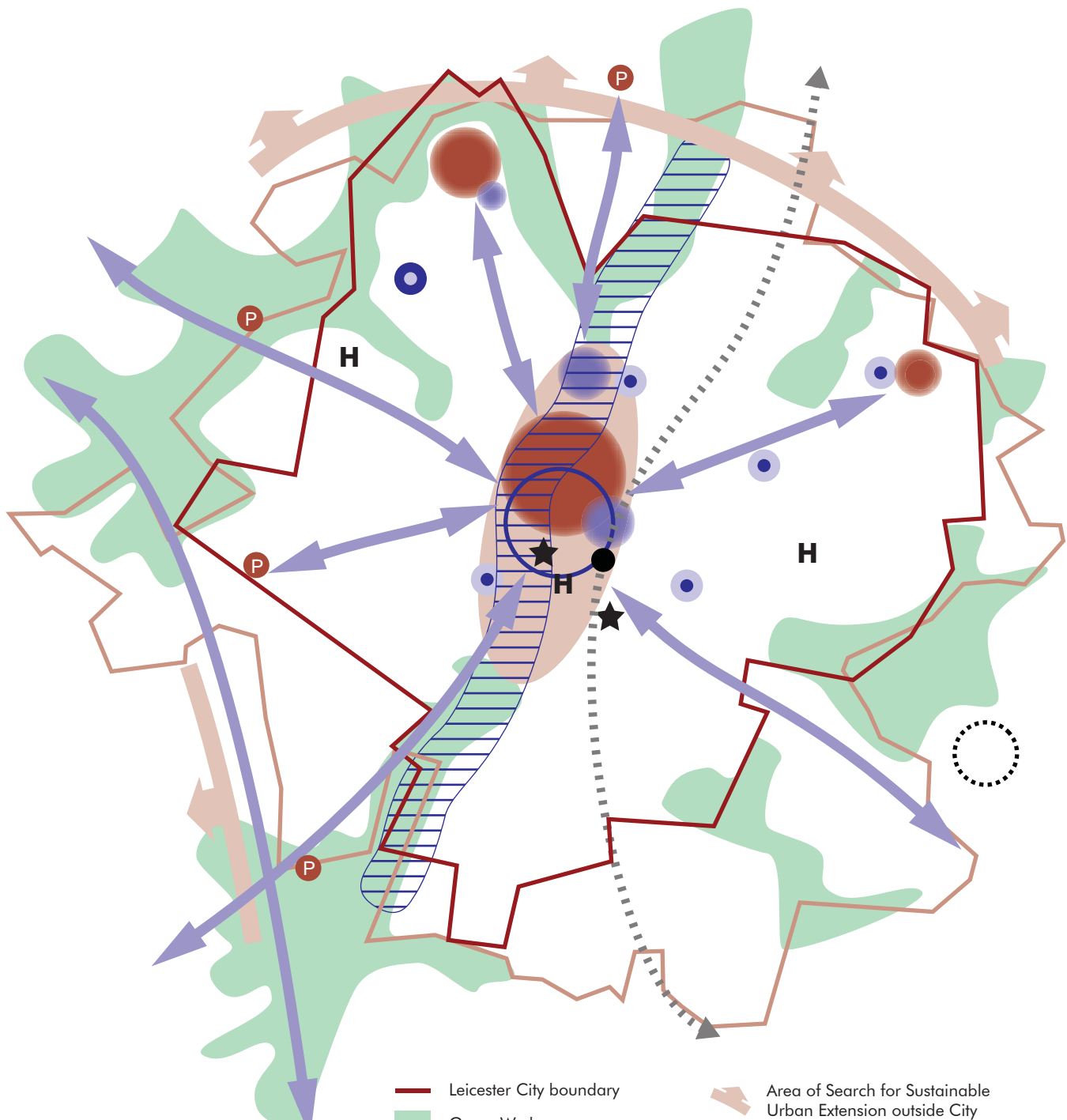
1. See Policies CS10 & CS12.

2. See Policy CS14.

3. See Policies CS13 & CS17.

4. See section on Sub Regional Growth on page ???

Map 1: KEY STRATEGY DIAGRAM

Leicester City boundary

Green Wedges

River/Canal Corridor

Principal Urban Area

Strategic Regeneration Area

City Centre

Town Centre

District Centres

Strategic Links

Area of Search for Sustainable Urban Extension outside City Boundary

Strategic Housing Sites

New Strategic Employment

Proposed Eco-town

H Hospital

University

Railway and Station

P Park and Ride

CLIMATE CHANGE

4.3.12   Three National Planning Policy Statements set out how planning should contribute to:

- Reducing emissions and stabilising climate change;[1]
- Technologies such as solar power, wind power, hydro power, geothermal and biomass:[2] and
- Planning to mitigate for the affects of flooding.[3]

4.3.13   The vision of the Regional Plan for the East Midlands is to provide a sustainable pattern of cities and development that make efficient use of land, resources and infrastructure. The City of Leicester has a vital role to play in helping achieve this vision.

4.3.14   Leicester became the UK's first Environment City on the 26 June 1990, and since the recent Stern Report, which discusses the economic effects of climate change, and the Pitt Review into flooding in England in 2007, the realities of the affects of climate change have been brought to the forefront of policy making in the UK. More recently the 'Code for Sustainable Homes' has highlighted the importance of sustainable construction methods.

4.3.15   The City Council is currently pursuing a climate change mitigation programme centred on housing, transport and organisational plans, and seeking to ensure its buildings and services can cope with changes in the climate in the future. This has been integrated with the statutory process of air quality management. The Council will provide advice and information and where possible, funding to developers on these issues as there are a variety of technologies available to reduce carbon emissions.

4.3.16   New development should be constructed and maintained in order to mitigate and adapt to potential climate change in the future. Government targets are that zero carbon should be reached in residential development and in new school buildings by 2016. Other development will be required to meet progressive carbon reduction targets towards zero carbon emissions by 2019.

4.3.17   Zero carbon development can be delivered through a combination of different approaches. The One Leicester vision is for zero carbon by 2013 for all development and the Council will support and advise developers on all the sustainable technologies and funding opportunities to work towards this target. Progressive carbon reduction targets will be applied with the aim of achieving local and national targets for zero carbon emissions. In policy terms, there is a large overlap both in causes and potential solutions between air quality and climate change, enabling 'win-win' solutions to be identified.

4.3.18   The City Council is looking to commission a supplier for the installation of a comprehensive Community Heating System and is examining the feasibility of a variety of locations.

The following Policy CS2 meets:

- Spatial Objective 6: To reduce the impact of development on climate change; and
- One Leicester priority:- Reducing our carbon footprint.

CS POLICY 2. ADDRESSING CLIMATE CHANGE

All development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The Council will prepare a Climate Change Supplementary Planning Document to provide more detailed guidance and information on sustainable energy, building methods and climate change adaptation to minimise the impact of development.

The following principles provide the climate change policy context for the City:

1. Code for Sustainable Homes Level 3 will be required as a minimum standard. This will be increased progressively over the plan period to support the Government's longer term aspiration for new homes to achieve Level 6.

2. Best practice energy efficiency and sustainable construction methods, including waste management, should be incorporated in all aspects of development, with use of locally sourced and recycled materials where possible, and designed to high energy and water efficiency standards.

3. Wherever feasible, development should include decentralised energy production or connection to an existing Combined Heat and Power or Community Heating System.

4. Development should provide for and enable, commercial, community and domestic scale renewable energy generation schemes. Development of large scale renewable energy schemes will be considered in all suitable locations, including Green Wedges.

5. Development should be directed to locations with the least impact on flooding or water resources. Where development is proposed in flood risk areas, mitigation measures must be put in place to reduce the effects of flood water. Both greenfield and brownfield sites should be assessed for their contribution to overall flood risk, taking into account climate change. All development should aim to limit surface water run-off by attenuation within the site as a means to reduce overall flood risk.

6. Development should ensure a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality, particularly in Air Quality Management Areas. Development will be located where it is accessible by sustainable transport to support the use of public transport, walking and cycling as an alternative to the car. Higher density development will be located in areas with easy access to local facilities to reduce the need to travel.[1]

7. Green Infrastructure should be used as a way of adapting and mitigating for climate change through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide a source of locally grown food through local allotments and for flood mitigation strategies.

8. Existing development should wherever possible be adapted to climate change and help contribute to the reduction in carbon emissions by, where appropriate, including the introduction of green roofs, micro-renewable energy, recycling facilities, building efficiency measures and cycle parking.

1. See Policy CS15 for further guidance on the management of transport and the effects on air quality.

4.3.19   The principle of wind turbine developments can be controversial but the City Council believes that they can provide valuable additions to securing renewable energy. The Council accepts however, that within an urban area, there are limited options for effective locations of wind turbine technology developments and would seek to find a balance between possible effects on the amenity of local residents whilst providing for a sustainable future.

DESIGNING QUALITY PLACES

4.3.20   Leicester should be a beautiful and vibrant city. High quality design in buildings and places will help achieve this vision. The City has experienced considerable development and change over the past few years and this will continue over the plan period. The management of this change, in terms of its physical impact on the ground, will have a significant influence on the future success and role of the City.

4.3.21   Good design is central to good planning. Planning Policy Statement 1 emphasises the importance of good design, stating that it is a key element in the overall aim of achieving sustainable development. It ensures attractive, useable, thriving and well-liked places where people want to live, work and play. Good design goes beyond the visual appearance of buildings and it considers how buildings relate to each other, the spaces between buildings, and the connections between places. Good design is also about making places that everyone can use easily and safely.

4.3.22   Well-designed places are places designed for people. Planning Policy Statement 3: Housing states that good design should contribute positively to making places better for people, and that it is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.[2]

2. Further local guidance on design for residential development is included in the Residential Amenity Supplementary Planning Document (February 2008).

4.3.23   Leicester's long and varied history has created a city full of character. The City Centre's medieval street pattern still influences the form of development today, whilst the rows of Victorian terraces and factories dominate the inner city areas. Further afield are pre and post war suburbs, and housing estates developed in the latter half of the twentieth century. The City's character has been influenced by the proximity of water in the form of the river and canal, and by its connection to the knitwear and hosiery industry. This rich history has left a legacy of historic buildings and street patterns which varies from place to place in the City, forming areas with their own distinct character and identity. By respecting this we can avoid inappropriate change in the City, yet create a thriving place where people want to live and work.

4.3.24   The Freemen's Meadow development and Highcross are recent examples of high quality design in the City. These schemes set a benchmark for future design quality in the City through dynamic and challenging design responses.

The following Policy CS3 meets:

- Spatial Objective 7: A high standard of design for new development;
- Spatial Objective 8: To enable people to move around the City; and
- One Leicester priority:- Creating thriving safe communities, Planning for people not cars.

CS POLICY 3. DESIGNING QUALITY PLACES

Good quality design is central to the creation of attractive, successful and sustainable places. We expect high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. Development must respond positively to the surroundings, be appropriate to the local setting and context and take into account Leicester's history and heritage.

To achieve this new development should promote the image of Leicester as an exciting modern city, acknowledging its archaeological, landscape, historic and cultural heritage and the need to improve the quality of life of the City's residents. The use of design codes, design briefs, masterplans and other design documents will be essential as part of planning applications for proposals at major sites where there are significant design issues. For example, at strategic development locations, in important historical areas and where development is expected to be phased over a number of years. Planning officers will seek to work pro-actively with landowners and developers to help prepare design documents to meet the Council's spatial objectives and design policies.

New development should achieve the following urban design objectives:

1. Urban Form and Character:[1]
- Contribute positively to an areas character and appearance in terms of scale, height, density, layout, urban form, high quality architecture, massing and materials;
- Create a sense of identity and legibility by using landmarks and incorporating key views within, into and out of new development;
- Create buildings and spaces that are fit for purpose yet are innovative, adaptable and flexible to respond to changing social, technological and economic conditions. Consideration should also be given to future management and maintenance; and
- Integrate car parking so that it is safe and does not dominate the development or have a detrimental impact upon the appearance of the area. Consideration should be given to underground car parking in the City Centre.

2. Connections, Movement and Inclusive Access:
- Improve access, connectivity and permeability within and through the development site and the wider area,
- Encourage walking and cycling by designing layouts that prioritise safe, well connected pedestrian and cycle routes and restrict traffic speed, and
- Meet the highest standards of accessibility and inclusion, based on inclusive design principles, and the need to create 'lifetime neighbourhoods'.

3. Public Realm and Open Space:[2]
- Create high quality public spaces with full consideration given to the relationship between buildings and the spaces between them, and to make best use of landscaping, lighting and public art;
- Be designed to reduce crime and the fear of crime and promote public safety through the day and night by being in accordance with Secured by Design principles; and
- Promote active frontages onto public spaces, streets and waterways, an uncluttered street scene and a clear distinction between public and private spaces.

4. Preserve and enhance the historic built environment and support the sensitive reuse of quality historic buildings.[3]

5. To ensure high design standards and good place making, all proposals for 10 or more dwellings must demonstrate how they have been designed to meet Building for Life (BfL) standards.[4] We will aim to ensure that those proposals achieve as a minimum, a 'good' standard as defined by BfL. A Design Statement for such proposals must include a BfL assessment to demonstrate how each of the criteria have been addressed. Where appropriate, the City Council may undertake their own assessment using an accredited assessor. Where proposals are received and considered to be of a 'poor' or 'average' standard, as defined by BfL, improvements will be required to raise design quality and achieve a higher standard of design.

1. Guidance on tall buildings can be found in the Tall Buildings Supplementary Planning Document (April 2007).

*2. Further details on Secured by Design principles can be found at http://www.securedbydesign.com*

3. Policy CS18 provides further guidance on the existing built heritage.

4. Further details on Building for Life standards can be found at http://www.buildingforlife.org/

4.4 CREATING SUSTAINABLE COMMUNITIES

4.4.1   This section includes Core Strategy Policies 4 - 16. The focus of these policies is the creation of sustainable communities.

STRATEGIC REGENERATION AREA

Strategic Regeneration Area
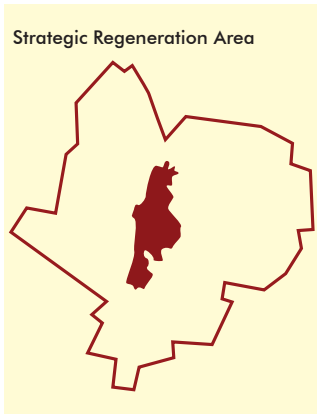
4.4.2   Leicester is undergoing a period of economic change, restructuring its economy from a declining manufacturing base, towards service and knowledge based jobs. Much of the development activity needed to enable this change will occur within the central area of the City where regeneration is a priority referred to as the Strategic Regeneration Area (SRA). The SRA is identified as a Strategic Housing Allocation in CS Policy 1 and Map 1: The Key Diagram.

4.4.3   Leicester's future economic prosperity will depend on making sure the City has the right appeal to a skilled and mobile workforce as an attractive place to live and work. The quality of life, environment, housing, jobs and cultural, leisure and retail offer of the City and the City Centre in particular will play a major part in this. Recent developments such as Highcross and Curve have made substantial improvements, however much of the land within the SRA continues to contribute less actively than it could to the City's economy.

4.4.4   We propose a mix of uses in the SRA;

- Leisure uses to broaden the City's offer;
- Housing, both to meet a housing need and to provide a City Centre residential population that will stimulate and sustain an even broader range of retail, leisure and cultural services;
- A science and innovation park to allow the City's Universities to forge links with business;
- A range of small workspaces, studios and offices to support the small firm economy in manufacturing, creative industries and services; and
- Crucially, major new office development, to attract Regional and National office occupiers.

4.4.5   Major housing growth is planned for the SRA (approximately 11,000 new homes) which is 55% of the total planned housing provision. The SRA will therefore make a very important contribution to the City's future housing delivery targets, particularly the major mixed use regeneration sites referred to in CS Policy 4. Failures in some of the City's property markets must be addressed for redevelopment of the SRA to be successful. The SRA is fragmented; it needs to be joined back together by creating safer routes and linked residential environments. In the housing market, a more diverse range of housing types should be delivered that will appeal to occupiers of all incomes.

4.4.6   Problems with the City Centre office market are compounded because modern offices have been developed out of town, to the detriment of the City Centre, attracting occupiers through freely available parking. The New Business Quarter (NBQ) is able to take advantage of the proximity of the City Centre's cultural, leisure and retail offer, as well as the availability of public transport. There are opportunities to minimise car parking over the plan period whilst ensuring

viability and deliverability in the short term, in order to compete effectively with out of town office locations. It is important to balance Local Transport Plan requirements and City Centre parking need. Allowing large floorplate offices anywhere else in the City would undermine the viability and deliverability of the NBQ.

Diagram 6. The Strategic Regeneration Area

*Crown Copyright. All Rights Reserved.
Leicester City Council Licence
No.100019264.2009.*
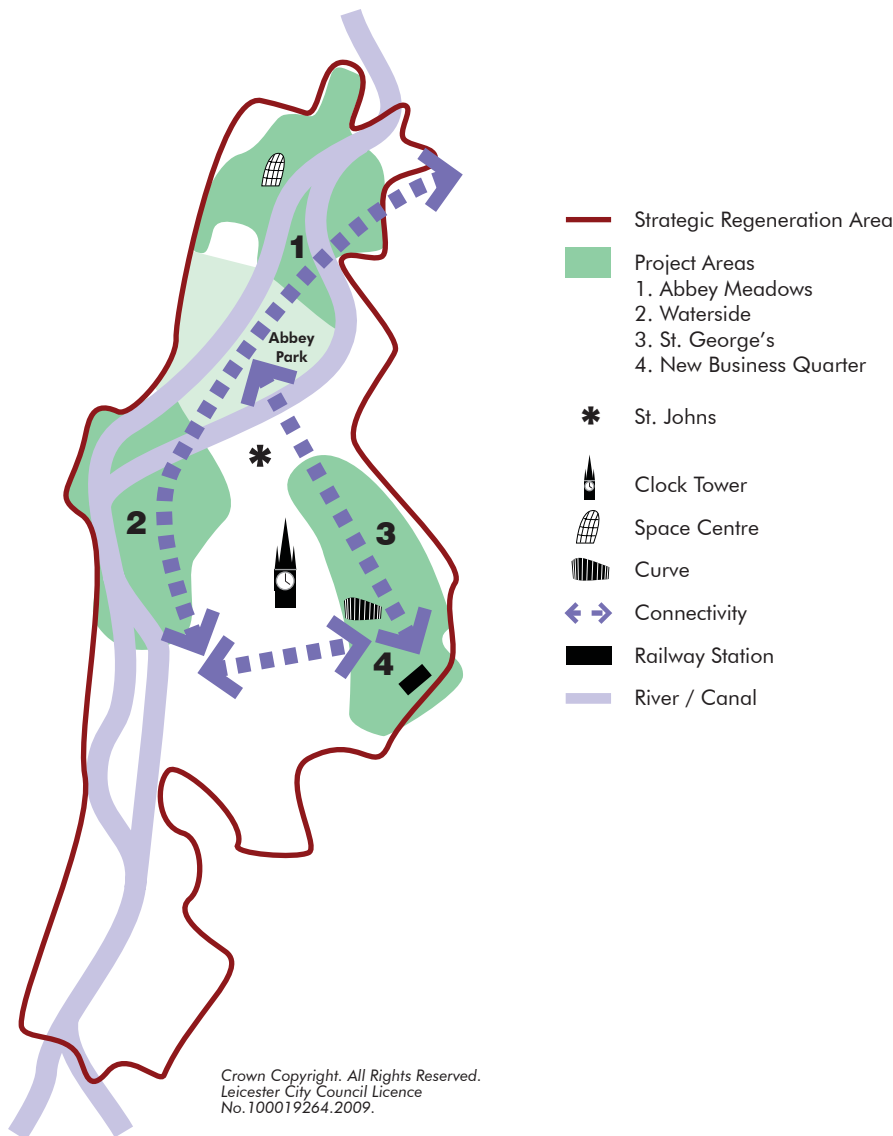
4.4.7   In order for the regeneration of the strategic sites within the SRA to come forward successfully, the provision of infrastructure to enable sites to be accessed, as well as to serve the resulting communities, is very important. This infrastructure includes highways and transport, education facilities, health care centres and public realm.[1]

1. Key infrastructure is set out in the Growth Infrastructure Assessment.

4.4.8   In recent years the residential population within the SRA has grown slowly but steadily, with schemes such as Bede Island being completed. As this population continues to grow it is important that new development is sufficiently integrated with existing neighbourhoods, including improving links to enable the existing population to access the new facilities.

The following Policy CS4 meets:

- Spatial Objective 1: To create thriving, safe communities;
- Spatial Objective 3: To enable Leicester to become a thriving and diverse economy;
- Spatial Objective 5: To reduce inequalities of health between city communities; and
- One Leicester priorities: Creating thriving safe communities, Planning for people not cars.

CS POLICY 4: STRATEGIC REGENERATION AREA

1. Evidence base is informed by the Masterplan prepared by the Leicester Regeneration Company.

2. See Diagram 6.

The Strategic Regeneration Area will be the focus of major development and physical change to provide the impetus for economic, environmental and social investment and provide benefits for existing communities.[1 & 2] New development within the Strategic Regeneration Area must be comprehensive and co-ordinated, complementing and building on delivery programmes and Supplementary Planning Documents. Development will promote:

- Prosperity and economic growth where regeneration is the focus for major employment development;
- Liveability, with high quality residential neighbourhoods having access to a range of facilities;
- High quality urban environments that provide mixed uses and spaces;
- The potential to live, work, play and enjoy opportunities for leisure and cultural activity;
- Improved accessibility to jobs, homes and services and connectivity between areas including the riverside and water corridors, through opportunities for walking, cycling and use of high quality frequent public transport;
- The protection and enhancement of Listed Buildings and Conservation Areas; and
- Protection of existing habitats and enhancement or creation of new areas for wildlife. A comprehensive management and maintenance programme for the canal and riverside will be required, to safeguard the natural environment and increase its ecological value.

The strategy for specific parts of the Strategic Regeneration Area is set out below.

New Business Quarter

3. Office Study "Viability Appraisal of the New Business Quarter" by DTZ 2008.

The New Business Quarter (NBQ) in the vicinity of the railway station, is the key area for providing office based employment and economic growth in the City.[3] The Council will fully support the NBQ by concentrating new, large floorplate, major office development over 1,000 sqm in that area so that a critical mass of co-located offices is achieved and by promoting Leicester as an attractive place in which to invest. Parking provision will be considered on an individual basis to ensure that traffic flows are compatible with the Local Transport Plan.

As a thriving prestige office area, the key features will be:
- At least 50,000 sqm of new grade 'A' large floorplate offices; supporting retail and leisure uses; a hotel/conference centre; a new public square; a re-orientated railway station; a new car park; and improved bus and rail integration;
- Good connectivity with adjoining areas along key routes to the Central Shopping Core, the Cultural Quarter and New Walk area;
- Improved pedestrian, cycle and vehicle access to reduce the severance effect of the Central Ring Road; and
- Appropriate transport infrastructure to support delivery of the NBQ and to ensure it can compete against out of town office locations.[1]

1. See Policy CS 10.

Abbey Meadows

Abbey Meadows is a key area for delivering economic growth in the City, to attract new jobs in science and technology and related knowledge intensive business linking especially with the City's two Universities, retaining graduates and building a skills and knowledge base for Leicester's new economy. The canal and riverside location also provides a high quality setting for an expanding residential community. Our strategy is to achieve the regeneration of Abbey Meadows by:
- The development of a Science and Innovation Park to create a centre for research, development and technology based business (Use Class B1b); Innovation Centre Building (Use Class B1a, b and c); Associated Educational Use (D1) and Associated Research Institute (No Use Class), which can demonstrate a need either to be located within the park or to be near the National Space Centre,
- Developing residential communities at Wolsey Island; the former BUSM site at Ross Walk; and Abbey Meadows West that are linked to existing adjacent communities,
- Focusing on the canal and riverside, enhancing their ecology and ensuring connectivity, through pedestrian and cycle links and bridges, between the Science and Innovation Park, Belgrave and Abbey Park; and
- Provision of a vehicular access spine road, public open space and access to education and health care provision.

The Waterside

The Waterside area connects existing communities with the City Centre and the riverside and canal. Our strategy is to develop the Waterside as an attractive, high quality, residential-led, mixed neighbourhood and city leisure attraction, focusing on water, which enhances the riverside, the canal and its ecology, improves connectivity to adjoining areas and reduces the severance effect of the Central Ring Road. We will do this by:
- Encouraging a full mix of housing types;
- Encouraging small scale offices and workspaces and supporting neighbourhood uses where they are on key safe, connecting routes;
- Defining a new local centre to serve the area on the A50;

- Improving vehicle and pedestrian access through and within the area, including improvements to the Sanvey Gate/Highcross Street/Great Central Street junction and assessing the case for provision of the St. Augustine's/Bath Lane link road and bridge; and
- Seeking to provide access links, education provision, improvements in the provision of public open space (including to Rally Park) and health care facilities.

St. George's South

St. George's South offers the potential for encouraging small scale offices and workspaces where they are on key, safe, connecting routes and mixed City Centre uses, to support, reinforce and complement cultural and leisure attractions and City Centre living. Improvements to the public realm will support this transition.

St. George's North

St. George's North has the potential for mixed use regeneration, linking St. Matthew's estate and the City Centre. The area to the north of Humberstone Road provides opportunities for major leisure facilities in locations that will generate activity on key routes and provide 24 hour surveillance.

Improved public open space and access to education and health care provision will be required to support any residential development.

St. John's

The area of St. John's presents the opportunity for some mixed use development where this will improve connectivity along key routes between Abbey Park, Waterside, the City Centre, and existing communities. Development should ensure that viable employment uses are protected.

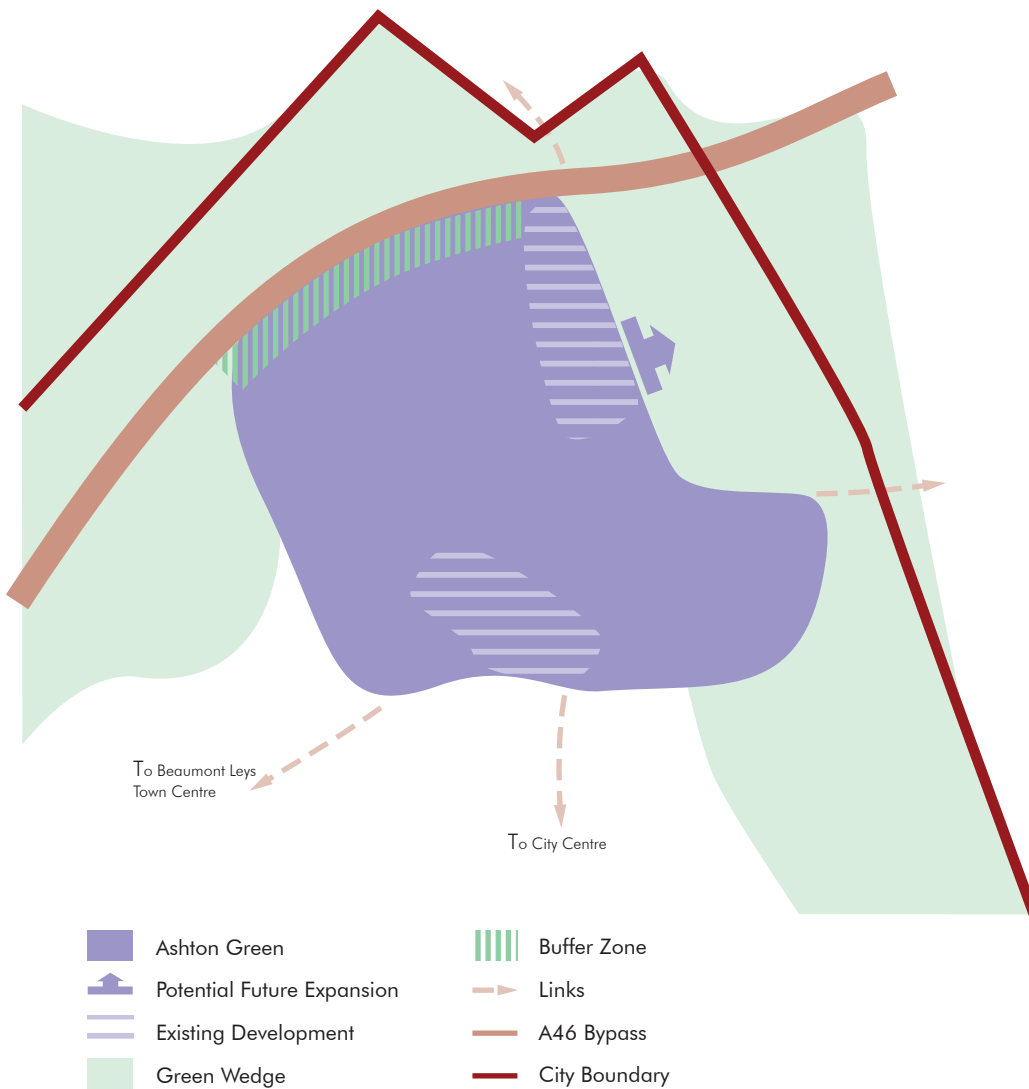## ASHTON GREEN
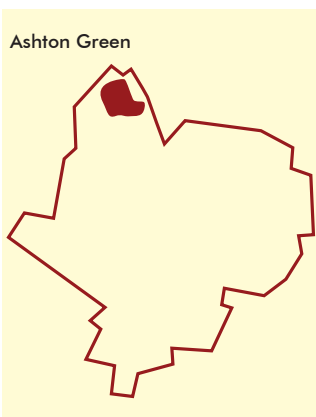
Ashton Green

4.4.9   Policies CS1 and CS6 set out the housing requirement for the City and the strategy to manage housing growth. As a strategic development location, Ashton Green will play a vital part in achieving the levels of growth expected in the City. It will be a new community providing up to 3,500 new homes and other facilities and will reach high levels of design and sustainability.

4.4.10   Ashton Green is a 130 hectare greenfield site on the north west edge of Leicester. Land at Ashton Green has been allocated for development for a number of years and it is now being brought forward to create a Sustainable Urban Extension to the City. Leicester was designated as a New Growth Point area in 2006, which led to a commitment to an increase in housing delivery in the City. It is therefore essential that development now takes place at Ashton Green. To push forward this process, the City Council has commissioned consultants to develop a masterplanning framework and submit a planning application for the development. A project manager and delivery team are working alongside the consultants to progress the site.

Diagram 7. Ashton Green

To Beaumont Leys
Town Centre

To City Centre

	Ashton Green		Buffer Zone
	Potential Future Expansion		Links
	Existing Development		A46 Bypass
	Green Wedge		City Boundary

4.4.11   The Ashton Green development will need to demonstrate that it achieves a wide range of sustainability criteria, including sustainable travel, the protection of the natural and built heritage, minimising flood risk, providing quality open spaces and promoting energy efficiency and renewable technology. It will also need to provide employment, education and leisure opportunities and other facilities to create a place where people want to live. A range of housing types, sizes and tenures will be provided to promote social cohesion and inclusive communities.

4.4.12   Initial masterplanning work has indicated that to meet the aspirations of providing up to 3,500 new family homes, employment opportunities, a new school and other facilities it may be necessary to consider potential options to extend the site area. We will therefore be looking for opportunities in the future so that the aspiration of providing the facilities needed to create a good quality environment can be achieved. The options of extending Ashton Green will be thoroughly examined prior to consultation on a Site Allocations DPD in the future.

4.4.13   Development at Ashton Green will require a significant investment in infrastructure over the development period to enable the housing growth

and employment land opportunities. The City Council as landowner will work closely with potential developer partners and infrastructure funders to facilitate development on this site over the plan period.

4.4.14   A Vision Statement for Ashton Green has been developed and is outlined below:

"Ashton Green has a key role to play in shaping Leicester as Britain's sustainable City as set out in the 'One Leicester' 25 year vision.

It will be a thriving and prosperous new community with a mix of employment and housing opportunities and a dynamic heart created by an innovative new school providing a community learning centre integrated with other community, shopping and small business facilities.

Ashton Green will be a distinctive, safe, green and well connected place designed for people rather than cars. It will provide a driving force behind the aspiration of Leicester having the lowest carbon footprint of any major City in Britain".

The following Policy CS5 meets:

- Spatial Objective 1: To create thriving, safe communities;
- Spatial Objective 3: To enable Leicester to become a thriving and diverse economy;
- Spatial Objective 6: To reduce the impact of development on climate change;
- Spatial Objective 7: A high standard of design for new development;
- Spatial Objective 11: To conserve and protect the City's natural environment;
- Spatial Objective 12: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents; and
- One Leicester priorities: Creating thriving safe communities, Planning for people not cars, reducing our carbon footprint, improving well being and health.

CS POLICY 5. ASHTON GREEN

The City Council will support the development of Ashton Green as an exemplar of sustainable development, to provide up to 3,500 homes and other amenities including local shops, up to 10 hectares of employment land, schools, open space and other community facilities. It will incorporate a wide range of sustainable development principles, will be to a high standard of design and will promote social cohesion and inclusive communities.

It will be a key area for providing low carbon employment development in the City, for companies and businesses seeking to reduce their carbon footprints, and future proof their operations against rising energy costs and climate change.

Ashton Green contains several areas of good quality natural environment. These areas will be protected and enhanced to safeguard habitats and wildlife, to provide leisure opportunities and contribute to the overall sustainability of the development.

Good connectivity with surrounding areas, Beaumont Leys Centre and the City Centre will be important to provide access to shopping, leisure and employment opportunities. Walking, cycling and public transport links in particular will need to be high quality. Highway and transportation infrastructure required to ensure that Ashton Green is sustainable will emerge from the transport assessment which is currently being prepared to accompany the planning application.

The City Council will work with our partners and stakeholders to prepare a robust masterplan, implementation strategy and outline planning application for Ashton Green. These processes will inform and shape the delivery of this high quality sustainable urban extension over the plan period.

SUB REGIONAL HOUSING GROWTH

Sustainable Urban Extensions Outside the City

4.4.15   Leicester's neighbouring Local Authorities are also expected to meet housing targets set out in the East Midlands Regional Plan. As part of the Three Cities Sub-Regional Strategy housing growth will be directed in or next to the principal urban areas. Areas of search have been identified for planned Sustainable Urban Extensions (SUE's) to the west of Leicester in Blaby and the north of Leicester in Charnwood. There is also a need to provide more employment land to ensure sustainable economic growth of the sub region. Studies have shown that there is a shortage of available employment land in the City.[1] It will be necessary to accommodate strategic employment uses within or with a good functional relationship with the SUE's to ensure that the employment land and property needs of the sub-region, as well as individual districts, are met.

1. Leicester's Employment Land Study (BE Group 2006) and the Leicester and Leicestershire Housing Market Area Employment Land Study (PACEC 2008).

4.4.16   New housing and employment on this scale next to the City's boundary will have big implications for City residents in the local area. Therefore, the City Council will work with partners and local authorities in the master planning of these areas, to make sure that they function effectively with the City. In particular, the Council will participate in joint working arrangements on planning, investment and delivery frameworks to ensure comprehensive low carbon developments. It will also ensure that any associated infrastructure and green infrastructure requirements are planned in a co-ordinated and comprehensive way.[2]

2. The Growth Infrastructure Assessment for the Leicester and Leicestershire HMA will inform the level of infrastructure needed for major new developments associated with new growth.

4.4.17   Green wedges have long been established in Leicestershire.[3] They are a good strategic tool, helping to shape the direction of built development but also in providing communities with access to open space, sport and recreation needs. The Council will work with its partners to investigate opportunities to extend green wedges as part of the development of sustainable urban extensions to meet the recreation needs of existing and new communities.

3. See Policy CS13 Green Network.

4.4.18   The Council will promote development that is designed to reduce the need to travel and the distances travelled and that encourages the use of sustainable modes of transport. This will include high quality bus services to the City Centre and footways and cycle ways connected to and improving existing networks. Sustainable development will be a key objective. Securing a close match between the type and mix of new homes and jobs and through the early delivery of strategic employment sites to reduce out commuting will help achieve this.

Eco Town Statement

4.4.19   An eco town to the south east of the City has been proposed by The Co-operative Group and The Homes and Communities Agency in response to a government invitation for proposals. The government has made an undertaking that the final decision on the proposal will be through the Regional planning process.

1. See Cabinet resolution and other information at www. leicester.gov.uk/your-council--services/ep/planning/ pennbury-eco-town-hp

4.4.20   The eco town for Leicestershire scheme (Pennbury), proposes to create a largely freestanding settlement with ambitious environmental and sustainability standards, for a combination of 15,000 new homes (including 30% = 4,500 affordable housing units), new land for employment use, schools and health care provision.[1] Innovative transport and energy solutions are also proposed. The City Council has identified five tests that the eco town should meet to gain City Council support. These cover housing shortage; capacity for transport; environmental standards; City's regeneration endeavours; social and community infrastructure.

Eco Town Location

● Pennbury Eco Town
● City Centre
— Principal Urban Area
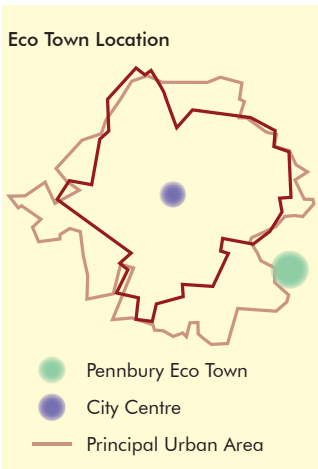
4.4.21   If the eco town is supported through the RSS, it could potentially help to address the regional, sub-regional and local needs for housing. In particular this could be linked to potentially support the delivery of affordable homes in the City, preferably on regeneration sites. Leicester City Council believes that there are achievable and practical solutions to accommodate the transport demands brought about by the Leicestershire Eco Town. The solutions are more achievable because development is concentrated in one location as opposed to being spread around the Principal Urban Area.

4.4.22   The eco town has ambitious environmental and sustainability standards in a bid to become zero carbon i.e. higher standard than carbon neutrality. All dwellings would be fully compliant from the outset with level 4 of the Code for Sustainable Homes, looking to improve to Code 6 in energy and carbon to become exemplar.

4.4.23   14,000 jobs are proposed in the town and a commitment to education, training and apprenticeship, to provide a skilled workforce over a 20 year period. If the Pennbury bid is successful then the Council will work closely with its partners to secure the best possible links and integration between it and the City.

4.4.24   Sustainability is holistic, including economic, social and environmental measures, plus sustainable infrastructure. Failure to provide the highest quality public transport systems early in the development or create on-site employment

opportunities would significantly undermine the environmental credentials of the eco town.

4.4.25   Leicester City Council believes that a tram is necessary to achieve the modal shift from existing homes in the London Road - Wigston corridor and to achieve the necessary transport capacity. The eco town could be the catalyst for trams in Leicester to provide a public system serving existing residents with a branch to the eco town. It would be a public system with capability for future expansion to other parts of Greater Leicester. There would need to be connectivity between the eco town, Wigston, the City Centre rail station and other public transport nodes to bring clear benefits in terms of joined up public transport infrastructure. The importance of orbital bus services is also recognised.

HOUSING STRATEGY

Housing Requirements and Supply

4.4.26   The East Midlands Regional Plan March 2009 also known as the Regional Spatial Strategy (RSS) makes provision for 25,600 new homes in Leicester between 2006 and 2026.[1] To achieve this target requires 1,280 homes to be built in the City per year from 2006, which is a 50% increase on annual average house building rates of 850 during 2001-06.

1. East Midlands Regional Plan March 2009. (Policy 13a).

4.4.27   A significant proportion of the planned housing requirement has been identified through existing Local Plan allocations and planning permissions. However, there is some uncertainty over the implementation of a number of outstanding planning consents, particularly for City Centre apartment developments, because of the economic downturn. It is therefore likely that landowners/developers may need to reconsider some of these planned developments to provide a wider range and choice of housing to meet identified local demand and needs. The Strategic Housing Land Availability Assessment (SHLAA) for the City provides the necessary evidence base for the Core Strategy and Site Allocations DPD.[2]

2. Leicester SHLAA 2009.

4.4.28   Table 1 below indicates the number of homes already provided since 2006, outstanding permissions still remaining to be built, saved Local Plan housing allocations and other potential sites for new residential development identified by the SHLAA to meet the target housing provision. A Housing Trajectory is included in Appendix 5.

Table 1: Future Housing Requirement & Supply at 31 March 2009

RSS Housing requirement 2006-2026		25,600
Net Completions (2006-2009)		3,319
Target Provision		22,281
Future supply on large sites*	Location	
	SRA	12,306
	Ashton Green	3,500

	Hamilton	1,159
	Inner Areas	1,575
	Outer Estates	1,256
	Suburbs	2,205
Supply on large sites	Sub-total	22,001
Supply on small sites (permissions)		730
Total potential supply		22,731

* Future supply includes existing planning permissions, dwellings under construction, saved Local Plan housing allocations and other potential capacity on sites of 10+ units.

Meeting the Need for an Appropriate Mix of New Homes

4.4.29   The quality and type of new homes is just as important as an increased quantity of new housing. In line with the 'One Leicester' vision the Core Strategy will seek to address the City's identified need for a range of housing types and sizes, especially affordable family housing. Future housing requirements will be informed by the findings of the Leicester & Leicestershire Strategic Housing Market Assessment (SHMA) and any future updates.[1]

1. Leicester & Leicestershire SHMA December 2008.

4.4.30   The SHMA has used the Department of Communities and Local Government's trend based population projections to provide the following estimates of household types in the City by 2016.

Table 2: Projected Household Types in 2016

Married couple	Cohabiting couple	Lone parent	Multiperson households	One person households
31%	12%	11%	10%	36%

4.4.31   Applying the general population trend projection to Census household types, the SHMA suggests the profile of future household types requiring market housing in 2016 will comprise:

- 41% families with children;
- 33% single people;
- 20% couples; and
- 6% other household types.

4.4.32   It is important to note that an increase in single person households does not necessarily mean a demand for more one bedroom flats, with many single person households often looking for at least two bedroom properties. The SHMA evidence points to both a recent over supply of smaller flats in the City and a pattern of overcrowding in some parts of Leicester. It also highlights the issue of under-occupation of larger homes, particularly those bought on the open market. This means that larger houses for both sale and rent, in suitable submarkets, should be a priority to ensure a more balanced housing market. This

not only means encouraging a range of housing types and sizes, including larger family houses on all new housing development sites, but also seeking to exercise more control over the conversion of existing houses which are suitable for family accommodation.

4.4.33   Policy CS8 - Strategy For Existing Neighbourhoods sets out in more detail the Council's aspirations for each of the residential neighbourhoods throughout the City. This includes further guidance on what types of new housing will be appropriate and where and when and where the loss of existing residential properties will be resisted.

Student Housing

4.4.34   The SHMA also indicates that there is a numerical oversupply of student housing in the City compared to immediate and short term demand and there is a danger that less attractive units and marginal private lets will be left empty. Therefore any further development proposals for student housing should be considered very carefully and the City Council would need to be satisfied that such further provision is required. The City Council will consult the Universities on assessing any future identified needs. Any future student housing provision to meet needs within the university campuses, as defined by the agreed university masterplans, will normally be acceptable provided all relevant design standards are met.

4.4.35   In order to achieve sustainable forms of development outside the university campus areas any future student housing will be treated in the same way as any other Class C3 residential development and as such will need to meet relevant planning policy requirements including a contribution towards affordable housing, amenity space and parking standards. A range of flat sizes that can be easily adapted to meet other general housing needs in the future will also be required in line with the SHMA. The scale of the development, including height and massing of buildings should not be detrimental to the general character and amenity of the surrounding residential area.

The following Policy CS6 meets:

- Spatial Objective 2: To meet the needs of diverse communities; and
- One Leicester priorities: Creating thriving safe communities, improving well being and health.

CS POLICY 6. HOUSING STRATEGY

The housing requirements of the Regional Spatial Strategy can be met through:
- The strategic housing allocations outlined in CS Policy 1;
- Other non-strategic sites to be identified in the Site Allocations DPD;
- Limited housing growth within established residential areas and small housing infill and conversion schemes to support the development of sustainable communities; and

- Small scale industrial sites that are no longer appropriate for industrial use.

Detailed housing issues will be considered separately within a Supplementary Planning Document (SPD).

We propose the following measures to ensure that new housing meets the needs of City residents:

- New housing should be provided in accordance with the sustainable development and design principles set out in CS Policies 2 and 3 in order to protect residential amenity and provide quality development;

- The City Council will continue to work with its partners to ensure the delivery of sustainable communities to meet both current and future needs of the population as identified by the Strategic Housing Market Assessment;

- New housing developments will be required to provide an appropriate mix of housing types, sizes and tenures to meet the needs of existing and future households in the City, in particular, larger family housing (at least 4+ bedrooms) as identified by the SHMA. The City Council will take advantage of any government funding programme supporting local authority house building;

- The City Council will seek to meet the needs of specific groups through:
  - » Provision of Extra Care accommodation to meet identified needs of an increasing elderly population;
  - » Provision of supported housing to meet any other identified special needs;
  - » Ensuring that all new housing units are designed to meet the 'Lifetime Homes' standards with a proportion to wheelchair accessible standards.

- New student housing provision to meet identified needs within the university campus areas, as defined by the university masterplans in consultation with the City Council, will normally be acceptable. Outside the university campus areas the City Council will expect new student housing accommodation to meet the same planning requirements and standards that apply to all Class C3 residential developments including adequate accessible accommodation which meets the needs of disabled students. The City Council will also seek a Section 106 financial contribution towards the provision of affordable housing elsewhere in the City;

- Careful consideration will be given to conversions and to further subdivision of existing flats to ensure there is no adverse impact on the character of the area or the maintenance of mixed communities. In particular, the conversion of existing large houses will be resisted where it would still be appropriate for family use and meet an identified demand for this type of accommodation. Specific considerations will be property size and location, including the amount of private amenity space and parking provision;[1] and

1. See Policy CS8 Strategy For Existing Neighbourhoods).

- Within Conservation Areas the impact of flat conversions on the special character of the area, as identified in Character Statements, will be a material consideration.

Detailed housing issues will be considered separately within a Supplementary Planning Document (SPD).

AFFORDABLE HOUSING

4.4.36   The One Leicester Sustainable Community Strategy aims to provide a real choice of housing for everyone, with an increased supply of affordable homes.[1] Affordable housing need in Leicester is currently very high. The Leicester and Leicestershire Strategic Housing Market Assessment (SHMA) 2008 has identified that there is a shortfall in the City of some 790 affordable units a year for the next 7 years. To meet this need through developer contributions alone would require 55% of all new housing to be affordable. However the SHMA recognises that this is not practical. The Council will therefore continue to work with Registered Social Landlords (RSLs) to maximise opportunities for increased numbers of affordable housing units outside of the planning system.

1. Affordable housing is defined as social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

4.4.37   Consultation on the Core Strategy has highlighted the issue of viability as being key, with respondents being unanimous in wanting challenging yet realistic and achievable affordable housing targets, which are based on an informed assessment of economic viability and take account of the varying degrees of viability in different parts of the City.[2]

2. In line with Paragraph 29 of the Planning Policy Statement on Housing, PPS3).

4.4.38   The Council has therefore undertaken an Affordable Housing Viability Assessment (AHVA) with Housing Market Area partners, which builds on the contents of the SHMA and Infrastructure Assessment and balances the high level of need with the realities of what is economically viable.[3] This has identified a big variation in viability across the City, with a greater proportion of affordable housing being found to be viable in the South East of the City than elsewhere. This makes the use of a single affordable housing target impractical.

3. Affordable Housing Viability Assessment published August 2009).

4.4.39   The Council has therefore set a target of 30% affordable housing on all qualifying sites in the South East of the City (covering the neighbourhoods of Stoneygate, Knighton and Evington). Elsewhere the target will be between 10-20% on all qualifying sites (with the exception of Ashton Green where the current saved Local Plan policy requirement of 30% will continue to apply until superseded by the relevant Site Allocations DPD policy). Even allowing for this the Council recognises that in some areas, particularly the Strategic Regeneration Area and parts of the North West of the City, in the shorter term under current market conditions, grant assistance may be required to achieve these targets. An Ordnance Survey map showing boundaries of the 30% and 10-20% areas will be provided in the Site Allocations DPD.[4]

4. Note that % figures and target areas are interim pending conclusion of viability assessment).

4.4.40   If a developer claims that it would be unviable to provide the required amount of affordable housing then the onus will be on them to prove this through the use of an appropriate viability assessment. Where this can be demonstrated to the satisfaction of the Council then a reduced requirement will be negotiated.

The viability assessment will need to clearly demonstrate that all potential grant funding options to support the delivery of affordable housing have been fully explored.

4.4.41   Further guidance on the detailed application of this policy will be found in an Affordable Housing Supplementary Planning Document.[1]

4.4.42   The Council will work with developers and RSLs to maximise the opportunities for external funding, including Homes and Communities Agency grant, to help meet the high level of affordable housing need. It will also monitor and provide good evidence of need.

The following Policy CS7 meets:

- Spatial Objective 2: To meet the needs of diverse communities;
- Spatial Objective 3: To enable Leicester to become a thriving and diverse economy; and
- One Leicester priorities: Creating thriving safe communities, improving well being and health

CS POLICY 7 AFFORDABLE HOUSING

New residential development should contribute to the creation and enhancement of sustainable mixed communities through the provision of affordable housing. In the South East of the City, on sites of 15 dwellings or more, or 0.5ha and over, the Council will seek to secure 30% of the net additional units proposed as affordable dwellings to meet local needs.[2]

Elsewhere in the City, on sites of 15 dwellings or more, or 0.5ha and over, the Council will seek to secure between 10 and 20% of the net additional units proposed as affordable dwellings to meet local needs.

The Council will expect these targets to be met - subject to consideration of:

i) the location;
ii) the economic viability of providing affordable housing;
iii) the need for balanced communities, including the mix of units necessary to meet local needs; and
iv) the availability of funding from other sources.

The type and mix of affordable housing sought will reflect the findings of the Strategic Housing Market Assessment.

If a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.

Affordable housing should be provided on site and only in exceptional circumstances will contributions to make an equivalent provision elsewhere be acceptable.

STRATEGY FOR EXISTING NEIGHBOURHOODS

4.4.43   Leicester consists of many neighbourhoods, all with their own individual characteristics, which come together to create a city of rich diversity. These neighbourhoods vary considerably in form from areas of high density Victorian terraces in inner areas to 1960's council estates near the City boundaries to large high value homes particularly in the south east of the City. Levels of deprivation, ethnicity and the age of residents all differ considerably between neighbourhoods in the City, as do the facilities available to residents locally.

4.4.44   It is the Government's aim to create sustainable, inclusive, mixed communities in all areas. This means meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion and creating equal opportunity for all citizens. PPS3 describes the key characteristics of a mixed community as being a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people.

4.4.45   New housing development within existing residential neighbourhoods will make up a significant proportion of the City's housing requirements.[1] This provides an opportunity to encourage more mixed communities within those neighbourhoods which currently have a predominance of particular types and tenure of housing. It also provides a challenge to ensure that new developments are fully integrated into our existing neighbourhoods and do not adversely affect their local distinctiveness and historic character.

1. See Policy CS6 Housing Strategy.

4.4.46   The Council and its partner organisations have a range of strategies and programmes in place dealing with issues within our neighbourhoods which all contribute to the priorities of the "One Leicester" Strategy. We have drawn on these strategies and programmes to develop this policy. This includes the New Deal for Communities (NDC) project in Braunstone, which has been running since 1999 and has delivered significant investment and improvement in that particular neighbourhood. The Council will continue to work with the NDC's successor organisation, the Braunstone Foundation, on developing its 2020 Vision for the area and implementing its Spatial Development Strategy. The Council has also developed a series of Integrated Service Hubs that provide integrated, accessible neighbourhood services for children and young people up to the age of 19.

Integrated Service Hubs

C	Central	NW	North West
E	East	S	South
N	North	SW	South West
NE	North East	W	West

4.4.47   Due to the compact urban nature of the City, there are few distinct settlements and so the composition of different neighbourhoods in Leicester is complex. For the purposes of the Core Strategy we have divided the City into three categories: Inner Areas, Outer Estate Areas and Suburbs. There are existing communities in the Strategic Regeneration Area, which includes the City Centre and these are referred to in CS Policies 4 and 12. Ashton Green, which has no existing neighbourhood, is subject to CS Policy 5.
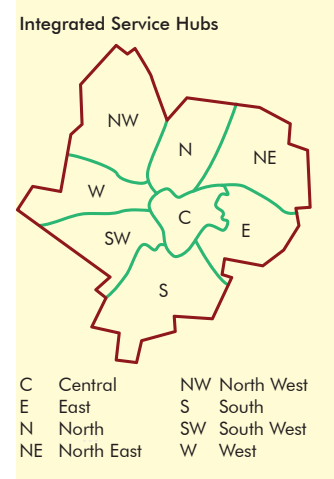
Inner Areas

4.4.48   The Inner Areas are mainly Victorian terraced private housing stretching outwards from the edges of the City Centre and including the neighbourhoods of Westcotes, Clarendon Park, Spinney Hills, Belgrave and Highfields. It also includes the predominantly Council built neighbourhoods of St. Matthews, St. Marks and St. Peters.

Outer Estate Areas

4.4.49   The Outer Estate Areas consist of large scale housing areas, mainly built by the Council in the 20th century, predominantly on or near the edges of the City. These include the neighbourhoods of Braunstone, Saffron, New Parks, Tailby and Rowlatts Hill, Beaumont Leys, Abbey Rise and Stocking Farm, Eyres Monsell, Netherhall and Thurnby Lodge.

Diagram 8. Existing Neighbourhoods

Inner Areas

Outer Estates

Suburbs

Strategic Regeneration Area
(See Policy CS4) & Ashton Green
(See Policy CS5)

City Boundary
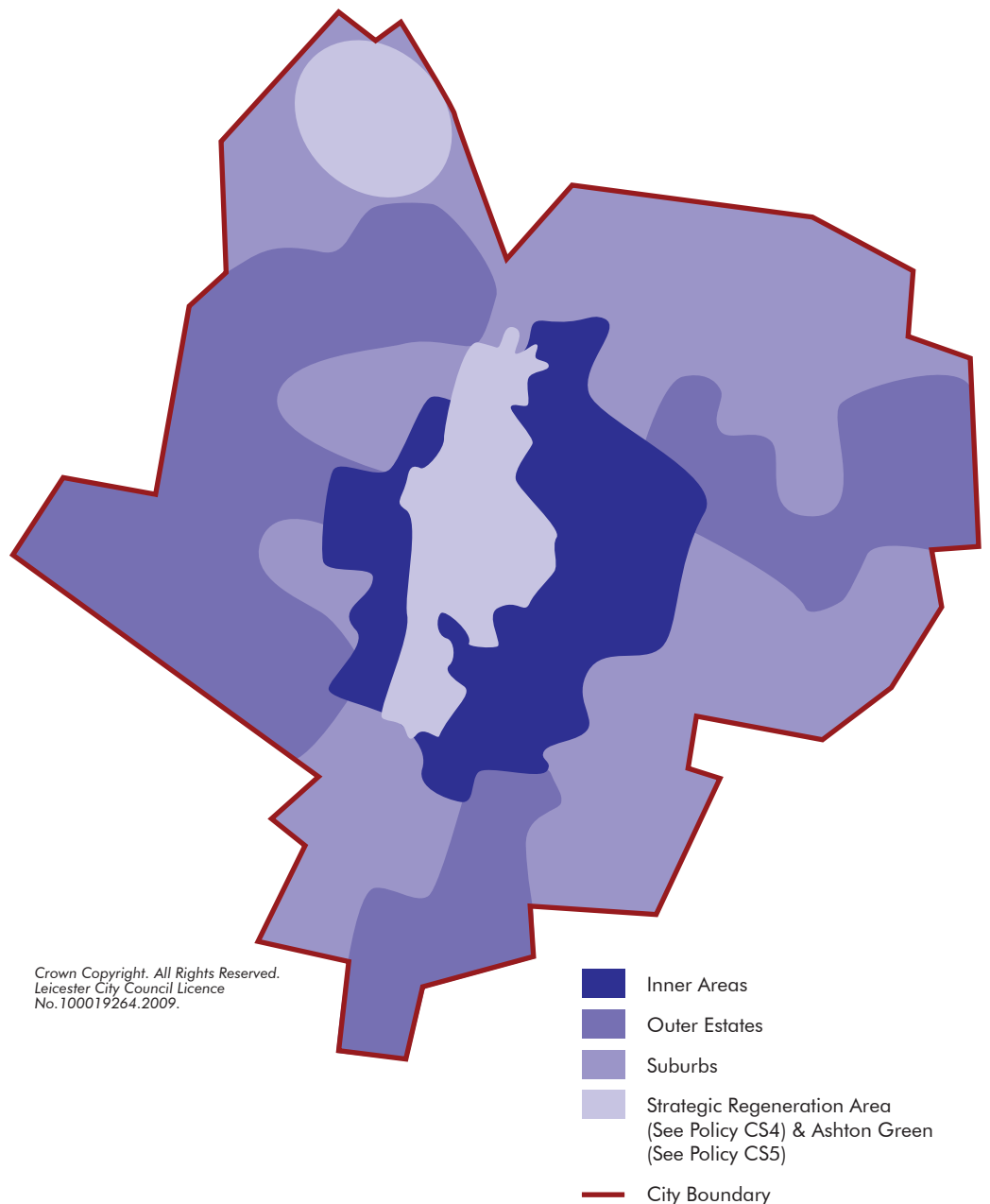
Suburbs

4.4.50   The Suburbs containing predominantly larger private houses with gardens, include the neighbourhoods of Evington, Knighton, Western Park, Hamilton, Rushey Mead and parts of Stoneygate and Aylestone.

The following Policy CS8 meets:

- Spatial Objective 1: To create thriving, safe communities;
- Spatial Objective 2: To meet the needs of diverse communities;
- Spatial Objective 5: To reduce inequalities of health between city and communities;
- Spatial Objective 8: To enable people to move around the City;
- Spatial Objective 12: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents; and
- One Leicester priorities: Creating thriving safe communities, planning for people not cars, improving well being and health.

CS POLICY 8. EXISTING NEIGHBOURHOODS

The Council will work closely with a range of partners including health agencies, education providers, the police, housing associations, community groups and private developers to ensure that each neighbourhood will have access to a local centre, public open space, play facilities, public transport, sport and active recreation facilities and other community and leisure facilities. We want our neighbourhoods to be sustainable places that people choose to live and work in and where everyday facilities are available to local people. To achieve this the following will apply:

- All new housing development should be in accordance with Policy CS6 - Housing Strategy;
- Existing district and local centres will be supported as the most sustainable and accessible way to provide local shopping facilities to meet people's everyday needs;[1]
- The provision of new community facilities will be supported where they meet the identified needs of local communities and have a 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;
- Where there is a loss of an existing facility suitable mitigation or alternative provision will be sought;
- The City Council supports the enhancement of the higher education establishments and Universities as an integral part of city neighbourhoods;

1. See Policy CS11: Retail Hierarchy.

1 See Policy CS10.

Allotments
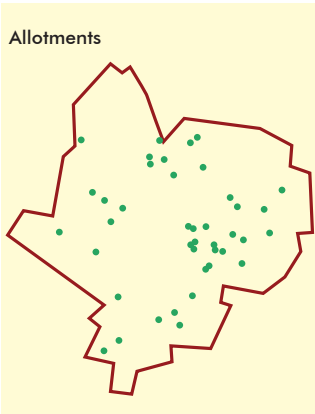
2. As identified in the Open Space, Sport and Recreation Study for Leicester City 2007).

3. As identified in the SHMA).

- The City Council wants to create neighbourhood groups of schools and will ensure that the Local Development Framework supports School Organisation and Implementation Plans, the Building Schools for the Future programme and the Integrated Services Hubs model, which will help support the drive for school improvement and attainment. Due to the densely populated urban nature of the City, with the exception of schools serving new housing development, new schools will be rebuilt on existing sites;
- The Council will seek to retain existing places of worship in order to ensure provision for the wide variety of religious groups active in the City. In considering proposals for new places of worship the Council will take account 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.[1]
- Through programmes like the City Warden scheme, the Council will work with its partners, particularly the police, to deal with issues such as vandalism, litter and graffiti to create safe and accessible environments where crime and disorder or fear of crime do not undermine quality of life or community cohesion;
- The Council will support and work with NHS organisations to enable the development of health facilities in new development areas and elsewhere where they are needed and with primary care providers to ensure an equitable distribution of primary care facilities across the City;
- The Council recognises the importance of allotments across the City and supports the continuing use of existing publicly owned allotment sites where they meet the need of local neighbourhoods;
- The Council will seek to maintain existing green space and parks, and identify new opportunities for their creation and use by local communities whilst contributing to the green network of sites across the City; and
- Access to school sports facilities for organised and planned community use, outside school hours will also be encouraged to foster community sport links and provide out of school opportunities. The Council will also seek to maximise opportunities to counter the current uneven distribution of play areas across the City.[2]

Inner Areas

Provision is made for approximately 1,550 dwellings in the Inner Areas, which is just over 30% of all non-strategic location housing growth.

New housing provision within the Inner Areas will mainly be on small scale industrial sites that are no longer appropriate for industrial use.

Within the Inner Areas, it is the Council's priority to retain good quality existing housing for which there is a demand. In particular in Spinney Hills, Belgrave and other neighbourhoods where there is an identified demand, larger houses appropriate for family use should be retained, and conversion to other types of accommodation resisted.[3]

In areas of high architectural quality or significant local distinctiveness (particularly Conservation Areas), the Council will seek to ensure that the distinctive characteristics of existing properties are retained and that any new development is sympathetic to its specific location.

New hostels and Houses in Multiple Occupation requiring planning permission will not be permitted where they would result in a local over concentration.

Residents Parking Schemes will be considered within the Inner Areas where local residents deem such measures necessary to address the issue of on-street parking.

Belgrave District Centre (and the "Golden Mile") will be promoted as a national shopping destination for Asian goods shopping and for cultural events. In centres that have developed an evening economy based on food and drink related uses, such as Belgrave, Braunstone Gate, Evington Road and Queens Road, support will be balanced against the need to maintain residential amenity and the capacity of the centre to serve everyday needs.

The Council recognises the particularly important role that public open space plays in improving local health and wellbeing within inner areas in view of the lack of significant garden space within many houses. The Council will ensure that residential areas have good access to allotments and will protect the private allotment area to meet demand in Clarendon Park.

The Council will improve access to wildlife for residents of the Inner Areas by encouraging the creation of pocket parks and their management by local communities. Creating a series of "stepping stones" will also enhance the connectivity between sites through which wildlife can migrate across the City.

The Council will seek to address the lack of access to good quality outdoor and children's play provision in areas of play deprivation.

Outer Estate Areas
Provision is made for approximately 1,250 dwellings in the Outer Estate Areas which is nearly 25% of the non-strategic locations housing growth.

Limited residential infilling in Outer Estate Areas can play an important role in the provision of new housing in the City, particularly on lower density estates where more opportunities exist. Within Braunstone, Saffron, New Parks, Beaumont Leys and Eyres Monsell the Council will consider opportunities for new housing types to be developed that complement the existing dwellings and which create a better choice and mix of housing and a more balanced community.

Beaumont Leys Centre will be a focus for town centre uses to serve the north and west of the City. The Council has identified improvement in the quality of the local shopping provision at Eyres Monsell as a priority.

The Council will encourage and support the improvement in accessibility to and between the Outer Estate Areas to increase connectivity, in particularly access to jobs and services

The Council will seek opportunities to improve the quality of existing green space provision and will seek to address the lack of access to good quality outdoor and children's play provision in areas of play deprivation such as Braunstone, Beaumont Leys, Eyres Monsell, New Parks and Thurncourt.

The Council will continue to work with its partners to tackle the clear links between levels of deprivation in the Outer Estate Areas and both alcohol dependency and obesity, to help improve the health and wealth of residents.

The Council is committed to maximising the role of libraries as focal points for community and personal development, and will work with partners in the fields of health, education and community development to increase local people's access to a range of complementary services. We will increase partnership working and community engagement to improve literacy levels and motivation to access education, training and employment.

Suburbs
Provision is made for approximately 3,350 dwellings in the Suburbs. Around 2,200 of these will be on non-strategic locations, making up about 45% of the non-strategic housing growth. The other 1,150 will be at the Strategic Location of Hamilton.

The Suburbs are popular places to live for families due to a combination of their environment, house types and size and local facilities including schools. It is the Council's aim to ensure that these areas continue to thrive and so provide neighbourhoods that people aspire to live in and which are a genuine alternative to out-migration from the City.

Small scale infill sites can play a key role in the provision of new housing. However these should only be developed where damage can be avoided to the very qualities that make living in these neighbourhoods so desirable. Backland development is a significant issue in the suburbs, particularly in areas with larger gardens such as Aylestone, Evington, Knighton and Humberstone. The Council will therefore not permit development on garden land where it will have an unacceptable impact upon the setting of existing buildings, the local landscape character and levels of biodiversity in the neighbourhood.

In areas of high architectural quality or significant local distinctiveness, such as Stoneygate Conservation Area, the Council will seek to ensure that the distinctive characteristics of existing properties are retained and that any new development is sympathetic to its specific location.

On the London Road corridor, new hostels, hotels and Houses in Multiple Occupation will not be permitted where the community is already imbalanced by a concentration of shared housing or where its development would result in such a concentration.

The Council will encourage proposals to increase the diversity of services available at Hamilton District Centre.

Development of new allotments at Hamilton will be supported to address the current under provision.[1]

1. As identified in the Open Space, Sport and Recreation Study for Leicester City 2007).

SITES FOR GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

4.4.51   An assessment carried out in 2007 identified the number of pitches required to meet the needs of Gypsies and Travellers in Leicester, the Leicestershire Districts and Rutland

4.4.52   The findings of the Accommodation Needs Assessment are incorporated into the Regional Plan. The Plan includes a requirement for 24 residential pitches, 10 transit pitches for Gypsies and Travellers and 3 plots for travelling showpeople by 2012 to meet the need arising in the City. This is in addition to the existing provision. The identification of sites will be a matter for the Site Allocations DPD.

The following Policy CS9 meets:

- Spatial Objective 2: To meet the needs of diverse communities; and
- One Leicester priorities: Planning for people not cars, improving well being and health.

CS POLICY 9. GYPSY AND TRAVELLER AND SHOWPEOPLE ACCOMMODATION

When considering proposals for sites for Gypsies and Travellers and Travelling Show People, regard will be given to the assessment of need and the level of existing provision.

Sites for transit and residential pitches will be identified in the Site Allocations DPD in accordance with the requirements of the RSS. In addition to the relevant National and Regional guidance, the following considerations will be taken into account in the determination of locations for gypsy and traveller sites:

a) There should be safe and convenient vehicular and pedestrian access to the site;

b) The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity dependent on the number of pitches;

c) There should be convenient access to schools, shops and other local facilities, preferably pedestrian, cycle or by public transport;

d) The site should be able to be landscaped and screened to provide privacy for occupiers and maintain visual amenity; and

e) It should have no significant detrimental impact upon the residential amenity of adjoining properties or neighbouring land.

EMPLOYMENT OPPORTUNITIES

4.4.53   The Leicester Principal Urban Area is a focus of economic development and regeneration. 70,000 County residents commute daily into the City to work. The City's continued economic success is therefore a key issue for the whole sub region. The purpose of this policy is to develop a thriving and diverse economy that will provide high quality employment.

4.4.54   Leicester needs to continue to move away from too great an economic dependence on a manufacturing base, particularly in vulnerable sectors such as textiles. The service sector is important but has been under represented, especially the higher paid, well qualified business services. Poor graduate retention has also been an issue. The workforce was becoming characterised by low skill and low wages, with pockets of high unemployment. Leicester has a high proportion of old industrial buildings.

Enterprising Leicester

4.4.55   The aim is to improve the economy and generate wealth through innovation and creativity. The first steps are to produce a climate for innovation and creativity and to provide more employment in higher skill, high wage jobs. The priorities include better graduate retention; improved knowledge transfer between the universities and business; business support and the development of local innovative and creative talent through the education system. This will enable "high tech" manufacturing to prosper, alongside growing employment in knowledge intensive business services, consumer services and the creative industries.

1. See websites:
www.dmu.ac.uk/partnerships/
consultancy/innovation_centre
www.designleicestershire.com
and www.
creativeleicestershire.org.uk

4.4.56   To foster the Design and Creativity Hubs that are developing in Leicester, the City Council will continue to collaborate with the two Universities and increased networking will be promoted between the existing centres of excellence at De Montfort University's Innovation Centre, the City Council's LCB Depot and Phoenix Square (Leicester's flagship new Digital Media Centre).[1]

Space Science

4.4.57   Leicester University has over 30 years of experience in space science research of world renown and jointly co-founded the National Space Centre with

the City Council using Millennium project funding. It has recently launched a new space knowledge exchange hub called "G-STEP" (June 2009).[1]

Sustainable Economic Development

4.4.58   Government and Regional policy requires economic development to contribute towards improving productivity and employment growth in an environmentally sustainable way. It requires a positive planning framework to bring forward sufficient land of a suitable quality in the right locations to meet expected needs for industrial and commercial development, reducing emissions and adapting to climate change.

4.4.59   New allocations and renewal of safeguarded employment areas will provide for a full range of land and buildings for businesses of all sizes and types. Low carbon design and construction and on site renewable energy generation will reduce dependence on fossil fuels. Dependence on car usage will be reduced through aligning jobs with homes and for necessary journeys by investment to encourage greater use of sustainable modes of travel.

Strategic Joint Working

4.4.60   Recent Employment Studies have highlighted the shortage of available land within Leicester and reinforced the need to work strategically with the surrounding districts, to ensure that the employment land and property needs of the sub-region, as well as individual districts are met.[2]

Employment Land Supplementary Planning Document

4.4.61   Leicester's Employment Land Study will be updated after 2011. A revised Employment Land Supplementary Planning Document will be prepared to provide updated guidance on the assessment of "fitness for purpose" i.e. quality of employment land.

Other Employment Land

4.4.62   Whilst very little land is available in the City, the existing stock of both land and buildings which are fit for purpose will continue to be strongly protected and where possible enhanced, for reuse for employment, including relocations from the Strategic Regeneration Area.

Offices

4.4.63   The City's office market had stagnated, due to an oversupply of outdated 1970's offices around the north eastern part of the ring road, with low rental values.[3] In the past, supply had mainly been met through refurbishment, but these older buildings are becoming increasingly obsolete and there are now comparatively high vacancy rates. In comparison to other cities such as

Nottingham and Sheffield, Leicester also has low levels of both existing and proposed grade A office stock and pipeline supply.

Diagram 9. Office Areas

	City Centre		New Walk
	Existing Professional Office Areas		Main Roads
	Central Shopping Core		River/Canal
	New Business Quarter		Railway Station
	Cultural Quarter/St. Georges South		Clock Tower
	Waterside		Cathedral
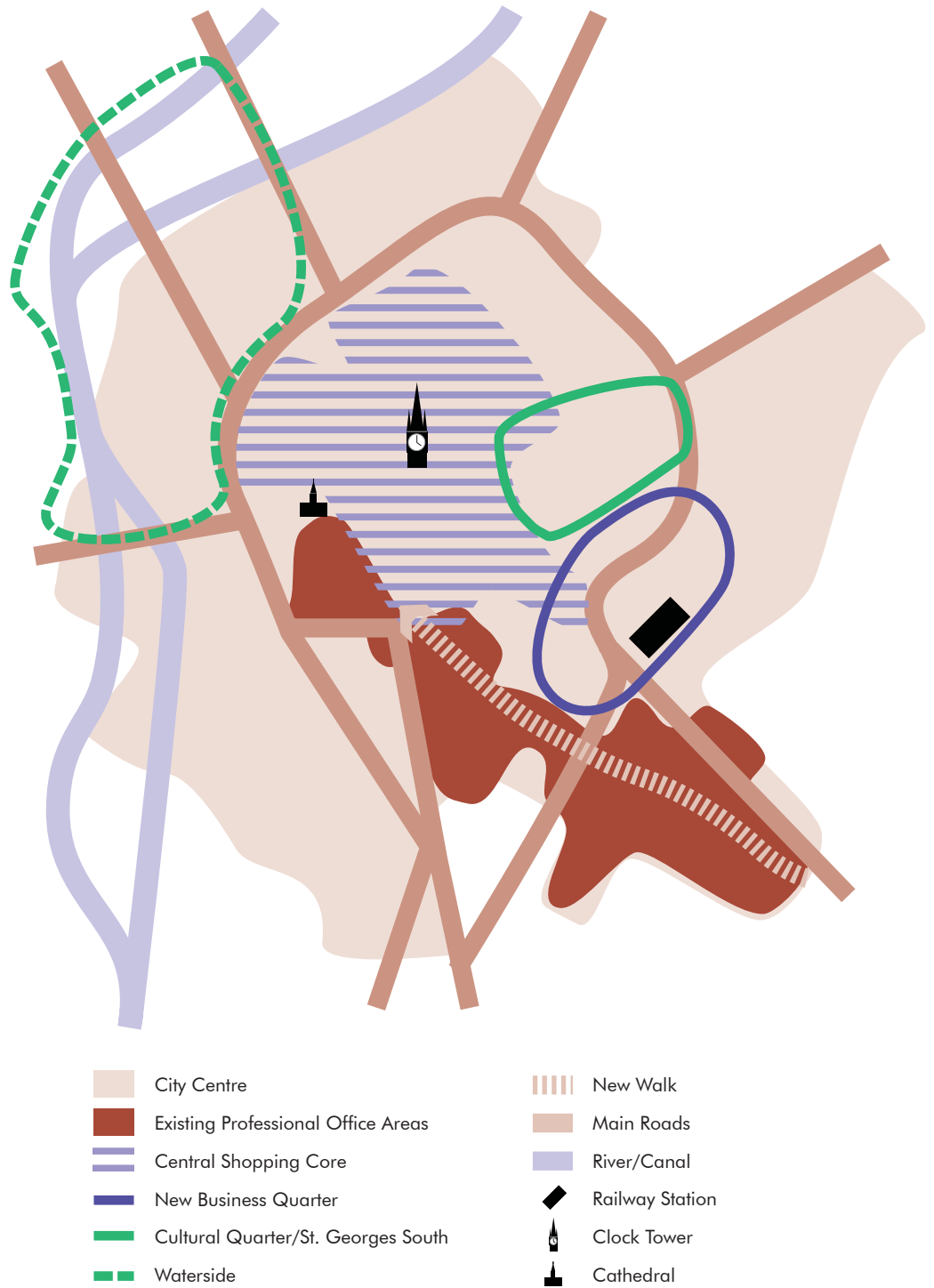
4.4.64   The City's professional office space has traditionally been located around the New Walk area, up to the Cathedral, but these buildings in the historic areas of the City do not provide opportunities for the larger floor plates that are in demand by the modern occupier. There is direct competition between city sites and the long term supply at out of town sites such as Carlton Park and Grove Park.

4.4.65   New offices will need to provide for a range of business sizes from small scale schemes to high profile buildings. They will need to be designed for the future to accommodate rising temperatures and energy prices and located in City Centre locations within easy access to the City's cycle path network, park and ride routes and wider public transport services as well as retail and leisure uses.

4.4.66   Developing the New Business Quarter (NBQ) as a nationally recognised, sustainable office location, to support regeneration initiatives will help to rejuvenate the office market in Leicester. The delivery of a successful City Centre office market is very important to Leicester's future.

4.4.67   The NBQ is able to take advantage of the availability of public transport so there are opportunities to minimise car parking over the full plan period whilst ensuring viability and deliverability in the short term. This combined with the draw of an attractive place to work and the retail and leisure opportunities that the City Centre offers, will enable the emerging New Business Quarter to compete effectively with out of town office locations.

The following Policy CS10 meets:

- Spatial Objective 3: To enable Leicester to become a thriving and diverse economy;
- Spatial Objective 4: To raise the standards of educational attainment, skills and training in Leicester; and
- One Leicester priorities: investing in skills and enterprise.

CS POLICY 10. EMPLOYMENT OPPORTUNITIES

The City Council will work with partners to ensure that Leicester has a thriving and diverse business community that attracts jobs and investment to the City.

It will prepare a revised Employment Land Supplementary Planning Document to provide updated guidance on the assessment of "fitness for purpose" i.e. quality of employment land.

It will prepare City Centre guidance that refreshes The Strategic Regeneration Area Masterplan and which will identify the safe, key, connecting routes in the City Centre.[1]

The City Council will also take the following actions:

Offices
- Promote development of the New Business Quarter (NBQ) in the vicinity of the railway station.[2] This will be the location for concentrating new high quality (grade 'A'[3]), large floorplate, major office development over 1,000 sqm, so that a critical mass of co-located offices is established and enhanced.

1. The existing Masterplan was prepared by the Leicester Regeneration Company in 2002.

2. See also Policy CS4 The Strategic Regeneration Area

3. A definition of grade 'A' office development is provided by the British Council for Offices. It is the highest quality and most sought after type of offices. See www.bco.org.uk

1. A definition of grade 'A' office development is provided by the British Council for Offices. It is the highest quality and most sought after type of offices. See www.bco.org.uk

2. Safe, key connecting routes will be identified in the City Council's City Centre guidance that refreshes The Masterplan.

3. See Policies CS06 and CS08.

- Ensure that the NBQ has excellent connectivity via the national rail network, park and ride schemes with high quality frequent public transport routes as well as pedestrian and cycle access to the Central Shopping Core, Cultural Quarter and New Walk area.
- At the five year review of this Core Strategy, the case for a subsequent phase of the NBQ will be considered. This would need to enhance the critical mass of new grade 'A'[1] large floorplate offices in the NBQ, with potential to create successful city links.
- The Council will promote small offices between 100 and 1,000 sqm in the City Centre on safe, key connecting routes at Waterside and St. George's South.[2]
- Allow small offices between 100 and 1,000 sqm outside the City Centre where they extend existing offices or where they are part of a mixed use scheme, including a Business Centre (B1(a) at Ashton Green, as part of the Village Centre.

Professional Office Area
- Within the existing professional office area between New Walk and the Cathedral, small Class B1(a) offices between 100 and 1,000 sqm and Class D1 uses (except places of worship) will be acceptable. D1 uses should protect residential amenity. The change to residential use will be acceptable in principle in properties with a floorspace of less than 250 sqm and in live work units. Proposals should promote the conservation, enhancement and sensitive use of Listed Buildings and Conservation Areas.

Science and Innovation Park
- Land will be retained within the Abbey Meadows Science and Innovation Park for research, development and technology based business (Use Class B1b), Innovation Centre Building (Use Class B1 a, b and c); Associated Educational uses (D1) and Associated Research Institutes (No Use Class) which can demonstrate a need either to be located within the park or to be near the National Space Centre.

Enterprising Leicester
- The City Council will foster the Design, Creativity and Space Science Hubs that are developing in Leicester and encourage networking opportunities between existing companies and with both Universities.

General Employment Land
- Employment land will be retained for B1(c), B2 and B8 uses. The Site Allocations DPD will identify land to be released from employment use.[3] In lower quality employment areas, as defined by the existing Employment Land SPD (2007) and then the revised Employment Land SPD, day nurseries, places of worship, car show rooms, other uses that do not have a use class but are commonly found in industrial estates and will be acceptable in principle.

Business Parks
- Within Business Parks, high quality B1(c) and B2 uses will be acceptable. A high level of design and landscaping will be expected.

Ashton Green
- The City Council will allocate up to 10 ha of new employment land within the proposed urban housing extension at Ashton Green, (B1(c), B2 and B8) development, with provision for a Business Centre (B1(a)), as part of the Village Centre.

Strategic Employment Sites Outside the City
- The City Council will support the early delivery of strategic employment sites beyond the City boundary within or with a good functional relationship with the Sustainable Urban Extensions which provide connectivity with the City through access by walking, cycling and use of high quality public transport, by working with neighbouring Local Authorities and Prospect Leicestershire.

Relocations
- The City Council will work with partners, to support businesses to relocate from the Strategic Regeneration Area into appropriate property where it enables regeneration.

General Economic Growth
- The City Council will promote local labour agreements with developers to enable local people in deprived communities to secure employment and skills development; and
- The City Council will support local business to reduce their carbon footprint by bringing together business concerned with improving their environmental performance.

RETAIL HIERARCHY

4.4.68   The focus of Planning Policy Statement 6: Planning for Town Centres (PPS6) is to protect the function and encourage the expansion of existing centres. Central to the document is the requirement to create a balanced network of centres and to define a retail hierarchy so that there is an even distribution of town centre uses and that people's everyday needs are met at the local level.

4.4.69   The Retail Planning Study 2007 and Retail Centre Health Checks confirmed the main principles for Leicester's retail hierarchy as follows:

- Leicester City Centre is the focus of activity and is able to offer a good diversity of non-retail uses that complement the retail function.[1] It provides an excellent retail offer and fulfils its role as a regional shopping destination;
- Beaumont Leys Town Centre is a relatively vital and viable centre, which performs well in its Town Centre role;
- Five centres function as viable district centres. Non-retail uses serving the local community play a valuable role in providing a range of facilities in these larger centres; and
- 67 centres function as local centres, providing convenience shopping close to where people live. These are listed in Appendix 5.

1. See also Policy CS12.

4.4.70   The City Centre is the location for town centre uses to serve the new housing in the Strategic Regeneration Area. Beaumont Leys Town Centre will serve the new development at Ashton Green. New local centres will be provided to serve new communities in Ashton Green, Hamilton, Waterside and Abbey Meadows.

4.4.71   The Retail Study identified a need for an additional large format foodstore to serve the western sector of the City, to address the identified imbalances of trade within the City.

Diagram 10. Retail Hierarchy

Crown Copyright. All Rights Reserved.
Leicester City Council Licence
No.100019264.2009.

City Centre (Central Shopping Core)

Beaumont Leys Town Centre

District Centre
1. Narborough Road
2. Evington Road
3. Belgrave Road
4. Uppingham Road
5. Hamilton
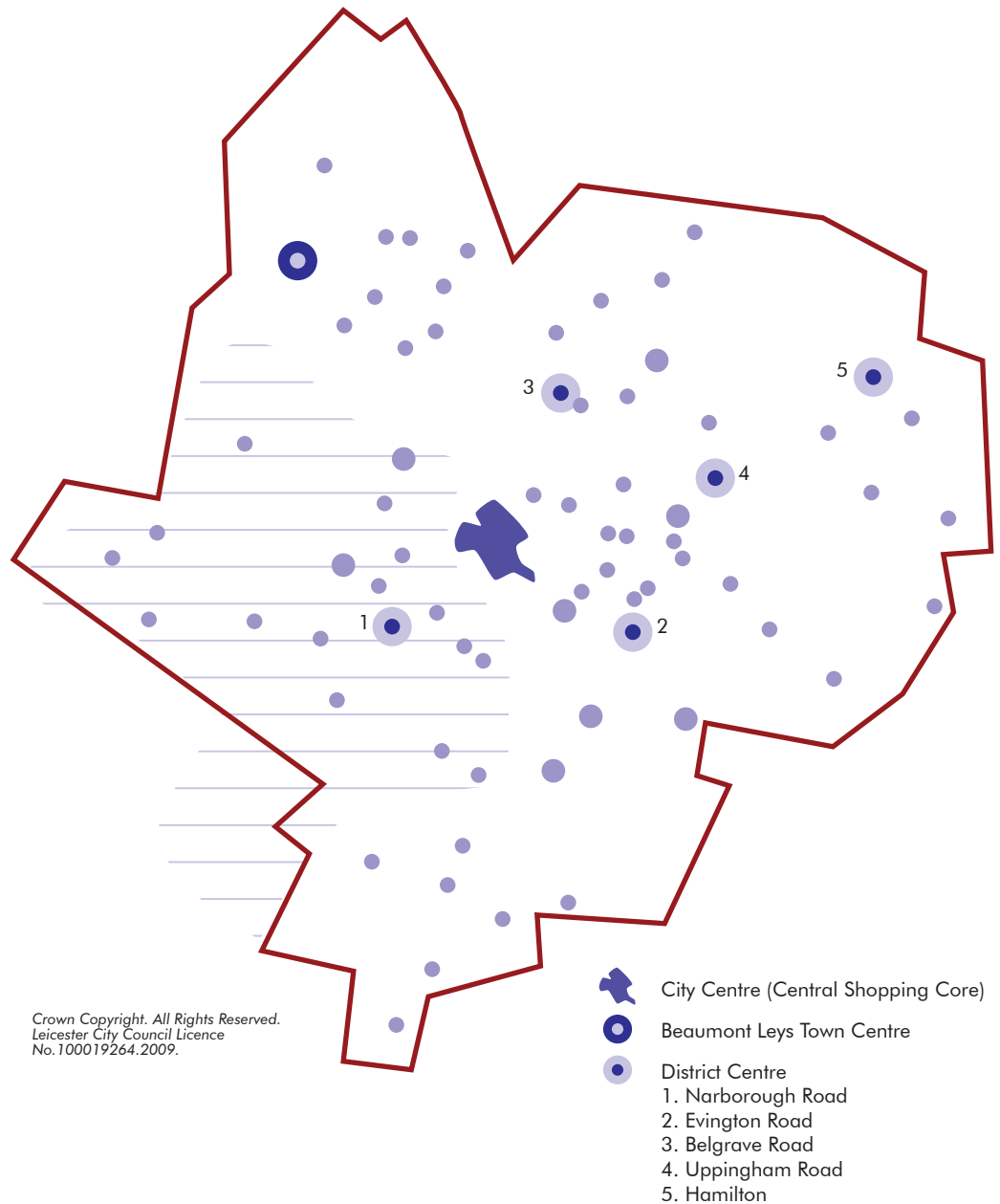
4.4.72   Public consultation highlighted the value that City residents place on their local centres. Most centres are surrounded by and include residential properties. Although food and drink related uses (restaurants, bars and take-aways) can add vitality and make centres more viable, when clustered together they may harm residential amenity or reduce the capacity of the centre to serve

everyday needs by creating daytime voids within the centre. The Council has produced guidance on the acceptable proportion of these uses within centres.[1]

The following Policy CS11 meets:

- Spatial Objective 1: To create thriving, safe communities;
- Spatial Objective 9: To develop a strong and vibrant City Centre; and
- One Leicester priorities: Creating thriving safe communities, Planning for people not cars, improving well being and health.

CS POLICY 11. RETAIL HIERARCHY

The Council will support the following hierarchy of retail centres in Leicester:

City Centre
To ensure that Leicester City Centre continues to be a sub regional centre as identified in the RSS the majority of town centre uses will be directed to it. The Central Shopping Core will be the focus for new retail development.

Town Centre
Beaumont Leys
This Centre is the location for town centre uses to serve the north west sector of the City and the PUA, including Ashton Green.

District Centres
Hamilton, Belgrave Road, Evington Road, Narborough Road, Uppingham Road (West).
District centres provide a range of facilities and are accessible by public transport.

Local Centres
The local centres in Leicester are listed in Appendix 5. New local centres will be provided in Ashton Green, Waterside and North Hamilton.
Local centres provide convenience shopping close to where people live.

The Council will work with partners to protect and enhance retail centres as the most sustainable location for retail development by the following measures:

a) Applying a sequential approach to the location of town centre uses;
b) Safeguarding the retail character and function of centres by resisting development that would detract from their vitality and viability;
c) Ensuring that new retail development is consistent in scale with the size and character of the centre and its role in the hierarchy; and
d) Food and drink facilities (Classes A3/A4/A5) will continue to be supported in centres to meet demand and to add vitality and diversity. However this will be subject to considerations of residential amenity, the effect on the retail function of the centre and the cumulative impact of these uses.

City Centre

— City Centre

■ Central Shopping Core

■ Edge of Centre

LEICESTER CITY CENTRE

4.4.73   The City Centre is defined as the Central Shopping Core plus the edge of centre. It has benefited from major new investment that will assist in enabling Leicester to weather the current economic downturn. There is the new Highcross Shopping Centre and the Cultural Quarter is home to Curve, the City's new performing arts centre and Phoenix Square, the new Digital Media Centre. These are complemented by improvements to the main City Centre thoroughfares and the New Business Quarter being developed around the rail station, which will take advantage of the City's new links with Europe.

Diagram 11. City Centre
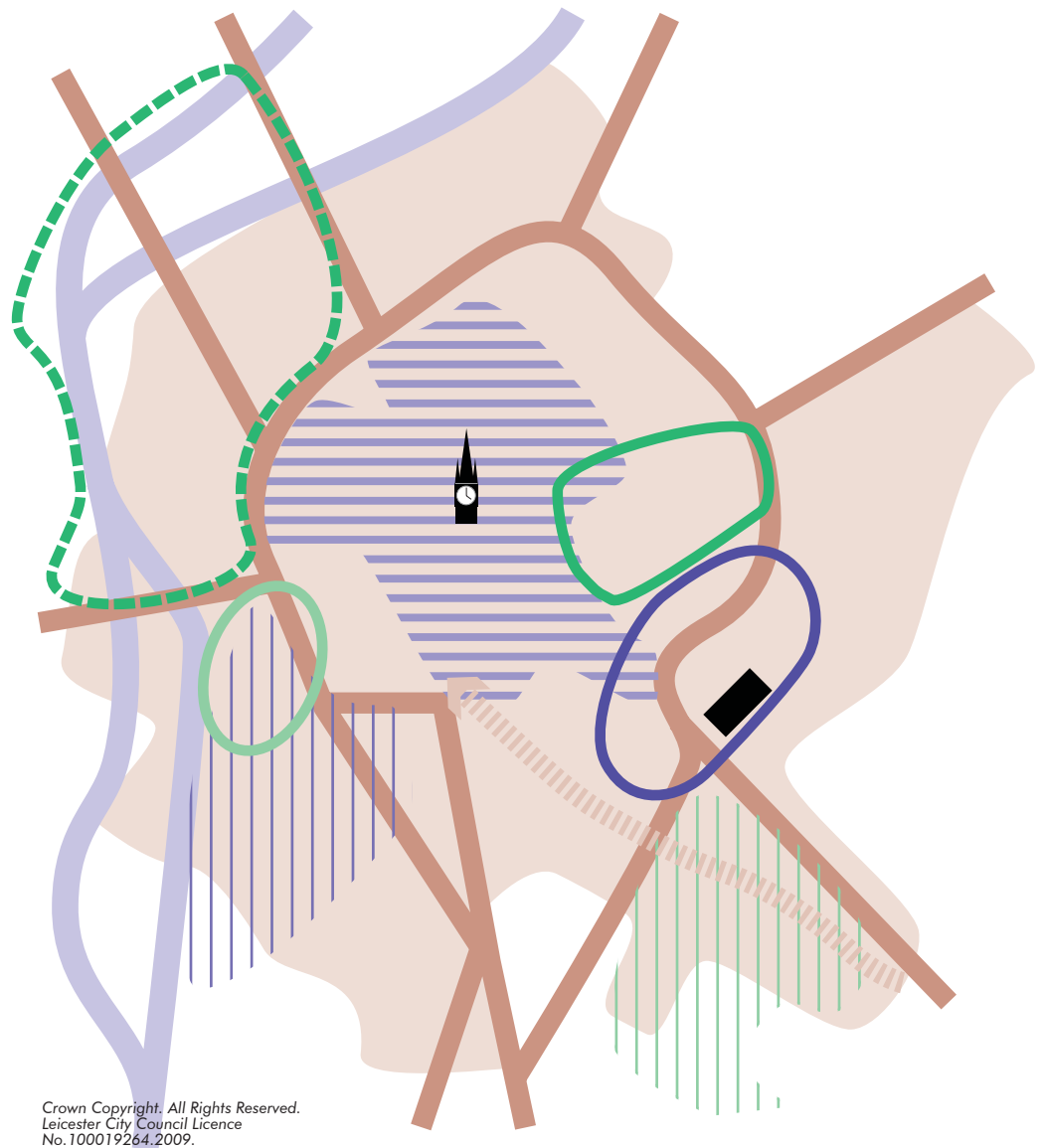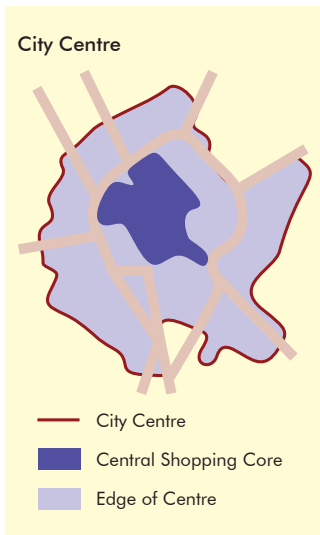
City Centre	Leicester University
Central Shopping Core	New Walk
New Business Quarter	Main Roads
Cultural Quarter	River/Canal
Waterside	Railway Station
Historic Core	Clock Tower
De Montfort University	

4.4.74   However public consultation has highlighted the need for more family orientated leisure facilities and activities to attract a wider range of people and make the City Centre feel safer in the evenings. The historic core of the City is cut off from the main activity of the Centre and Leicester's market needs investment to maintain it as a central feature of the City. Facilities for users of public transport are not adequate to provide a high quality service.

4.4.75   Better integration between City Centre homes and other more traditional City Centre uses is important, to reduce the risk of noise and other disturbance impacting on residential amenity, particularly from the night time economy. There needs to be a mix of housing type and access to education and health facilities for new and existing City Centre residents.

4.4.76   The Retail Study, undertaken before completion of the Highcross Centre or the public realm works, found that the Centre performs well and that the pedestrianised areas provide a pleasant environment for shoppers. However the study found that there would be no need for any additional retail floorspace following completion of the Highcross Centre. Therefore there is no need to extend the current Central Shopping Core. The boundary of the Central Shopping Core is shown in Appendix 7.

4.4.77   The Council is undertaking a study to investigate ways of connecting the City's historic core around the Castle and Jewry Wall with other historic and cultural assets such as the Market, Town Hall Square, the Cultural Quarter and New Walk, by increasing activity on key routes through the City Centre. It will identify quieter areas, especially in the vicinity of the cathedral. De Montfort University generates pedestrian activity and has created a market for student accommodation to the west of the City Centre.

The following Policy CS12 meets:

- Spatial Objective 5: To reduce inequalities of health between city communities;
- Spatial Objective 9: To develop a strong and vibrant City Centre; and
- One Leicester priorities: Creating thriving safe communities, Planning for people not cars, investing in our children.

CS POLICY 12. CITY CENTRE

The Council will promote the growth of the City Centre as a sub-regional shopping, leisure and cultural destination, as the most accessible and sustainable location for main town centre uses and in recognition of its central role in the City's economy and wider regeneration by adopting the following strategy:

1. Maintaining a compact and accessible retail centre by:
- Safeguarding the Central Shopping Core as the focus of City Centre retail development;

- Ensuring that new retail development is well integrated and closely linked with the primary and principal secondary shopping streets in terms of proximity, continuity of function and ease of access;
- Ensuring that the primary streets and principal secondary streets remain predominantly Class A1 retail; and
- Maintaining and enhancing the market at the heart of the retail Centre.

2. Creating a hierarchy and network of pedestrian routes and good quality civic spaces to reconnect disparate and disconnected parts of the Centre by linking together the Centre's key historic and cultural assets, facilities and venues and reducing the severance effect of the Inner Ring Road.

3. Developing an economically prosperous Centre through the location of small offices and creative industries to complement the New Business Quarter and supporting related uses including new hotels and conference venues.

4. Create a safe and inclusive City Centre by:
- Supporting family oriented leisure development and cultural facilities that appeal to all sections of Leicester's population;
- Having regard to crime and disorder issues through the regulation of pubs bars and night clubs;
- Creating a new youth hub in the City Centre;
- Providing for a new City Centre library;
- Encouraging uses that make key night time pedestrian routes as safe and well used as possible; and
- Making the City Centre more attractive to pedestrians, cyclists and public transport passengers.

5. Supporting residential development, whether by conversion of redundant buildings or new build, where an acceptable living environment can be maintained or created by:
- The identification and development of quieter predominantly residential areas or streets, such as around the cathedral, with restraint on uses and opening hours to reduce the risk of noise and other disturbance impacting on residential amenity, particularly from the night time economy; and
- Enabling facilities such as health centres and schools that would make City Centre living an attractive proposition.

6. Making the City Centre the focus of public transport initiatives:
- New City Centre bus station and routing strategy;
- Improving bus interchange facilities;
- Contributing towards City Centre Park and Ride bus stop facilities;
- Continuing our partnership work with the rail industry to improve interchange at the railway station, particularly with infrastructure, information and through ticketing for bus to rail interchange; and
- Reducing the separation of the railway station from the City Centre.

A QUALITY GREEN ENVIRONMENT

4.4.78   One of the key aims of the Community Strategy is for Leicester "to be a beautiful, vibrant, clean and green city that is a great place to live but that does not create an unacceptable burden on the planet." The protection of Leicester's natural assets is an important strand in delivering the priorities associated with this theme.

Local Distinctiveness

4.4.79   Leicester's green space network consists of a variety of spaces of differing size, quality and function. These spaces range from green wedges, which have a strategic function to other smaller green spaces spread throughout the City. The River Soar and Grand Union Canal flow from the south of the City, through the City Centre regeneration areas, to the north of the City. This river/canal corridor is valuable for both wildlife and recreation as it connects many green spaces along its path. As part of the Strategic River Corridor the River Soar is of regional importance.

Green Wedges

4.4.80   Green wedges are extensive areas of predominantly open and green land. They penetrate towards the City Centre from the edge of the City. In most cases green wedges also extend beyond the City boundary through green wedge allocations in adjoining districts. This gives them a strategic importance as they connect the City to the surrounding Leicestershire countryside. Their value lies as open space for leisure or recreational purposes, as land of ecological significance and as land providing separation between settlements, guiding development form. They also serve an important visual function.

Green Spaces

4.4.81   Green spaces include parks and formal gardens, natural green spaces that are managed primarily for wildlife (this includes meadows, river flood plain, woodland and copse), to more informal amenity green space in housing estates that provide an opportunity for various informal recreation activities depending on their size, shape, location and topography. The network also includes equipped play provision for children and young people, education land (school playing fields) allotments, sports ground and churchyards and cemeteries. Green spaces also contribute to the overall visual amenity of the area.

4.4.82   Privately owned sport and recreation facilities are just as valuable as publicly owned land in contributing to the viability of the green space network. Their importance is greater in wards where there is a deficiency in publicly accessible green space.

Green Network Issues in Leicester

4.4.83   Evidence shows that purely in terms of overall quantity (hectares) of green space in Leicester, there is more than adequate provision to meet green space, sport and recreation needs in the City.[1] There is a sufficient supply of parks, informal open space, natural green space and allotments but an under supply of outdoor sports space and equipped play facilities. However, provision is not evenly distributed as some areas of the City have access to large parks and natural green spaces, whilst in other areas open space is only noticeable by its absence. There is also unevenness in the quality and accessibility of provision.

4.4.84   The Council's Green Space Strategy follows on from work completed in the Open Space, Sport and Recreation Study. The Strategy provides a clear framework for practical action to protect and improve green spaces within Leicester over the next ten years and help address the issues identified in the study.

Sub Regional Green Infrastructure

4.4.85   Green Infrastructure is an essential element of the new sustainable urban communities, identified to meet the housing Growth Point target. It consists of networks of multi functional green space which sit within and contribute to the high quality natural and built environment. The 6C's Green Infrastructure Project will develop a long term vision and strategic framework for delivery of Green Infrastructure across the Growth Point.[2] Its aim will be to protect, enhance and extend networks of green spaces and natural elements in and around the three Cities, connecting the surrounding towns and villages. In planning for these new sustainable urban communities, the City Council will work with adjoining Local Authorities and other partners to make sure that the City's green network connects with the wider Green Infrastructure Framework for the Leicestershire Region.

4.4.86   The green wedge concept is a good strategic tool to help meet the green space, sport and recreation needs of large new communities on and beyond the City's administrative boundary. The Council will work with its partners to investigate opportunities to extend green wedges as part of the development of Sustainable Urban Extensions.

Inner City Regeneration Areas

4.4.87   New communities are also expected in the Strategic Regeneration Area close to the City Centre. Historically, these areas have been non-residential and the provision of green infrastructure was not necessary. The new communities will need access to a variety of green spaces. It will be important to make sure connections and routes through to large green spaces in surrounding areas are made. The River and Canal corridor is of strategic importance. It is valuable for wildlife and recreation activities in itself but also gives access to a number of key green spaces along its route. Securing improvements to this corridor will be important. Regeneration activity should not damage and should enhance the biodiversity that is dependent upon the River Soar and Grand Union Canal.

Diagram 12. Key Elements of the Green Network/Green Wedges in and Beyond the City

Crown Copyright. All Rights Reserved.
Leicester City Council Licence
No.100019264.2009.

Green Wedge

CITY PARKS
Abbey Park

DISTRICTS PARKS
1. Victoria Park
2. Spinney Hill Park
3. Evington Park
4. Knighton Park
5. Braunstone Park
6. Western Park
7. Beaumont Park
8. Castle Hill Country Park
9. Watermead Country Park
10. Humberstone Park

Riverside

City Boundary
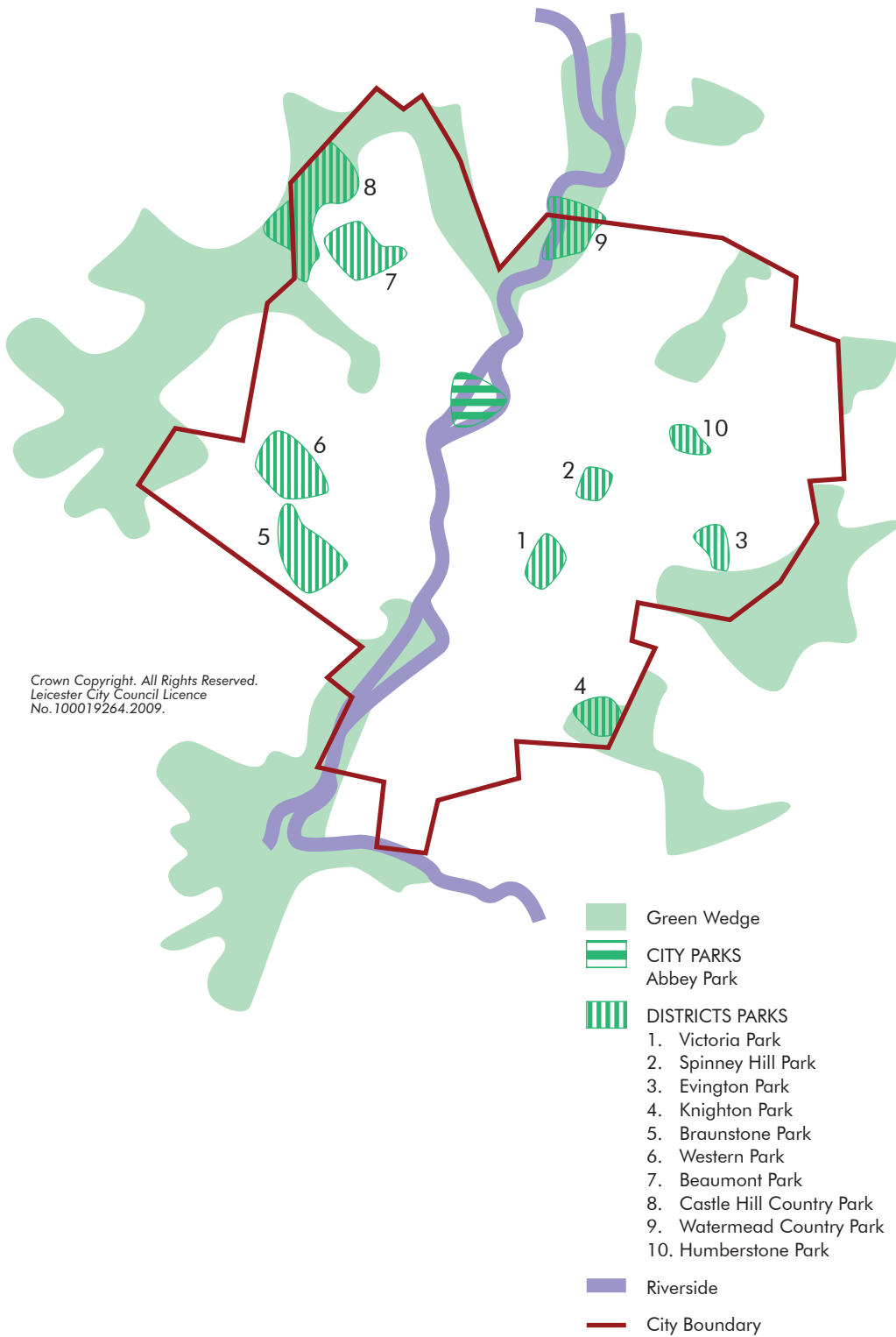
The following Policy CS13 meets:

- Spatial Objective 11: To conserve and protect the City's natural environment;
- Spatial Objective 12: To ensure access to high quality outdoor sports, children's play provision and active recreation facilities for all residents; and
- One Leicester priorities: Planning for people not cars, creating thriving, safe communities, Improving well being and health.

CS POLICY 13. GREEN NETWORK

The Council will seek to maintain and enhance the quality of the green network so that residents and visitors have easy access to good quality green space, sport and recreation provision that meets the needs of local people. A Supplementary Planning Document will be prepared to provide detailed guidance and information on green space, sport and recreation provision and to support the following principles:

- The Council will safeguard and improve green space, sport and recreation facilities that are of value to the green network, local communities and biodiversity, especially those that are of strategic importance i.e. green wedges, the River and Canal Corridor;
- Green wedges will be maintained as areas of predominantly open and undeveloped land that provide separation between settlements, guiding development form. Their function as open space for leisure or recreational purposes will be maintained and enhanced. Development within a green wedge will be expected to serve the open space, be of high design quality and of an appropriate scale and size for its location to minimise the visual and environmental impact of the development;

- The Council will pursue opportunities to make green space, sport and recreation facilities more accessible and improve links and connections between spaces;
- New development proposals should meet the need for provision arising from the development, taking account of local qualitative and quantitative deficiencies in green space, sport and recreation provision. New on-site provision or S106 contributions to improve the quality of, or access to, existing open space, will be expected and commuted maintenance sums will be sought; and
- Where there are proposals that affect green space, outdoor sport or recreation facilities, land should not be released, either in total or in part, for development unless it is:
a) Surplus to requirements for its current green space function; and
b) Not needed for another type of green space use; or
c) Equivalent or better replacement green space would be provided in the local area.

4.4.88   Planning Policy Guidance Note 17 recognises that not all open spaces are of equal merit and some may be available for other uses.[1] The Council's Green Space Strategy indicates that there may be potential to either change the use of a green space or dispose of green space altogether. This should only be in areas where there is an over supply of a type of green space. The green space would be low quality, low value and have little potential for improvement.

4.4.89   Some areas of public open space have suffered from a decline, due partly to a perceived lack of security. This has in turn led to vandalism and real threats to personal safety. In such exceptional cases, partial development which retains public open space as the predominant land use and ensures that it is overlooked can reduce the opportunities for antisocial behaviour and encourage greater use of the remaining space for leisure. Sport England's assessment criteria will be used to help determine the acceptability of development on playing fields.

Standards

4.4.90   The overall quantitative green space provision standard for Leicester is 2.88 ha per 1,000 population.[2] This includes: Parks and Formal Gardens, Natural Green Space, Informal Green Space, Equipped Children & Young People's Play Space, Allotments and Outdoor Sports Space. The accessibility standards and quality audits are set out both in the Open Space, Sport and Recreation Study for Leicester City 2007 and Green Space Strategy. These standards will be used to assess whether existing provision is adequate to meet the needs of the extra population created by new development and where appropriate improvements to the quality or accessibility of green space, sport and recreation provision will be sought.

4.4.91   To deliver the objectives of the Core Strategy the Council will focus resources secured from external funding and S.106 contributions for new development to improve the quality of existing facilities and make them more accessible. It will also consider other mechanisms to secure funds for green spaces, for example an annual open spaces maintenance charge, levied on residents (e.g. Hamilton area) and funding available for Green Infrastructure to facilitate development through Growth Point status. A comprehensive management and maintenance programme for the canal and riverside will be required to safeguard the natural environment and increase its ecological value. Green space needs of new communities will also be considered through the master planning of large residential areas.

TRANSPORT STRATEGY

4.4.92   A sustainable and functional quality transport system is crucial to support the economic social and environmental prosperity of Leicester and to meet the objectives of the One Leicester vision of less traffic, people feeling safe and planning for people not cars. Facilities and services need to be accessible not just to the people of Leicester but also to those in both the neighbouring districts and the wider sub region. This transport strategy section of the LDF is primarily guided by the Council's current Local Transport Plan (LTP).[3]

1. Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation.

2. See evidence Base Open Space, Sport and Recreation Study for Leicester City 2007 and Green Space Strategy.

3. The Central Leicestershire Local Transport Plan 2006 - 2011 (March 2006).

4.4.93   Good transport underpins economic and social success, particularly of a large urban area and the proposed new development will increase demand for transport in Leicester. However there is little surplus transport capacity available on radial and orbital routes into and around the City during peak periods and increases in capacity for general traffic are not feasible. Extra capacity can be achieved by the development of an improved public transport network to serve the changing City, in tandem with a series of demand management measures. This will be backed up by a package of improvements to pedestrian and cycle routes, signing and the public realm across Central Leicestershire.

4.4.94   The longer term transport strategy is based on deliverable and realistic improvements to public transport. It will go hand in hand with the City's efforts to regenerate its central core and will sit at the heart of our efforts to accommodate both existing and future need to travel in a sustainable way. Our challenge will be to take a co-ordinated approach across all modes of transport, whilst recognising the individual access requirements of specific development proposals. Better use of existing transport infrastructure and the provision of new infrastructure will be required. In some cases this will need to be provided outside of the City boundary, which will require joint working with other districts, Leicestershire County Council and the Highway Agency as the relevant Transport Authorities.

Roads

4.4.95   Extensive road widening is not acceptable due to the high costs, environmental concerns, the need for demolition, severance and climate change concerns. The existing transport capacity is so valuable that existing physical capacity should not be taken out, unless there is an overwhelming transport case otherwise. However relatively small scale improvements to road capacity will be made, particularly to solve localised 'hot spots' and to facilitate the provision of bus lanes and junction improvements. Any additional transport capacity requirement will be provided primarily by improvements to public transport and encouragement of cycling and walking.

Buses

4.4.96   Buses are the main form of public transport in Leicester and more sustainable than car travel. New development should support the proposed Quality Public Transport Corridors (QPTC) as defined in the Local Transport Plan and should include routes and opportunities for frequent bus services within easy walking distance of new development.

4.4.97   Bus facilities within the City Centre are inadequate and regional funding has made provision for a major project involving new bus termini and routing. This scheme is being developed to accommodate the growth in bus travel due to new development in Central Leicestershire and will provide high quality facilities in the best locations to make bus travel much more pleasant and attractive. The development of smart cards and the modernisation of the real time public transport information system will improve passenger experience and increase patronage.

Tram

4.4.98   It is recognised that due to the growth in travel and as buses only have limited appeal to car users, a tram would achieve the significant modal shift away from car use that is required in the longer term. It is the most sustainable form of motorised transport and it would provide increased transport capacity to serve existing development and new growth. Initial work has begun looking at potential routes and to assess the strength of the business case for the delivery and day to day management of a tram system. The City Council will facilitate this work.

Rail

4.4.99   The costs of new rail provision are many times that of bus provision and will not demonstrate good 'Value for Money' for either tackling congestion or delivering accessibility and therefore new local rail services will not be pursued for the third LTP, but this will be kept under review in case external circumstances change to make it affordable.

4.4.100   The City Council supports the proposed electrification of the Midland Mainline to provide a more sustainable, more pleasant and quicker service. Other opportunities to improve local train services will be supported including any proposals for additional local stations such as the proposed station in Blaby. It is acknowledged that phase 2 of the Ivanhoe line, from Leicester to Burton-on-Trent, is unlikely to be delivered during the short or medium term, as the opportunity to deliver new rail routes is so limited, but the rail infrastructure needed to deliver this scheme should be protected.

Park and Ride

4.4.101   Leicester has one fully operational park and ride at Meynell's Gorse in Braunstone which was opened in 1997 and a second park and ride is being constructed in Enderby due to be opened mid 2009. It is accepted that to deliver both the objectives of the Core Strategy and the Central Leicestershire Local Transport plan additional strategic park and ride sites will need to be delivered, with sites proposed at Birstall and Glenfield. Additional sites for strategic park and ride will be required on the Eastern side of Leicester. New park and ride should be of the highest design quality, use the most sustainable methods of transport, and be located on sites which are appropriately located for demand and cause the least impact to biodiversity and the natural environment.

Freight Movement

4.4.102   The majority of freight movements in Leicester will be undertaken by road. The contribution made by rail and water will always be very limited in Leicester but any opportunities for rail or water based facilities must be carefully explored and implemented where viable. No suitable sites exist within Leicester for strategic rail freight sites which are 50 hectares or larger, but sites are proposed in the north of the County near junction 24 of the M1 and near the A50. However

opportunities should still be sought for rail freight connections within Leicester especially at the Humberstone Goods Yard which has land safeguarded by Network Rail to allow linkage to the rail network.

Diagram 13. Transport Network

Legend:
- Quality Public Transport Corridors
- National Cycle Routes
- Railway
- Railway Station
- National Forest Railway
- Navigable Waterway
- P — Park and Ride
  1. Enderby
  2. Meynells Gorse
  3. Glenfield
  4. Birstall
- City Centre
- City Boundary
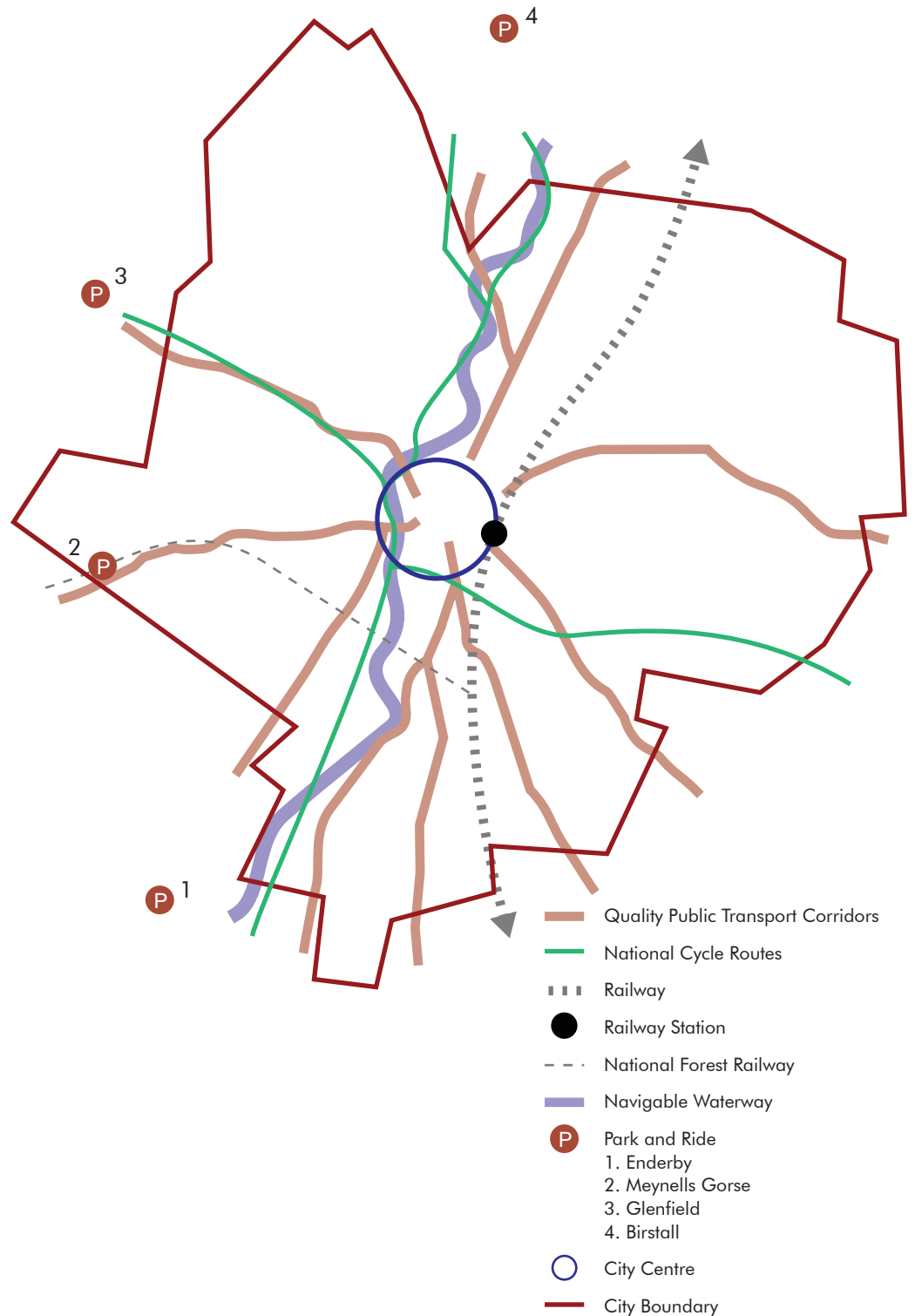
The following Policy CS14 meets:

- Spatial Objective 8: To enable people to move around the City; and
- One Leicester priority: Planning for people not cars.

CS POLICY 14. THE TRANSPORT NETWORK

Development should be easily accessible to all future users, including those with limited mobility, both from within the City and the wider sub region. It should be accessible by alternative means of travel to the car, promoting sustainable modes of transport such as public transport, cycling and walking and be located to minimise the need to travel.

The Council will work with partners to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development. This will be achieved through:

- New development being designed and located so that it is within close walking distance to frequent high quality bus services;
- Providing park and ride in appropriate major edge of urban developments such as Sustainable Urban Extensions, in line with the requirements of the Regional Transport Strategy;
- Identifying and safeguarding land for new city centre bus station and interchange facilities and for the Quality Public Transport Corridors;
- Assessing the strength of the business case which could lead to the phased delivery of a tram based system;
- The provision of pedestrian routes, cycle routes and infrastructure to give good access around the City;
- The delivery of highways and transport improvements as guided by the statutory Local Transport Plan and the Leicester and Leicestershire Infrastructure Assessment, through joint working with neighbouring Transport Authorities and districts where necessary;
- Enabling increased rail use through improvements to the rail station, safeguarding the spare trackbed alongside the Midland Mainline and by not prejudicing the implementation of future rail infrastructure at Knighton Junction; and
- Providing opportunities for sustainable freight movement where possible on rail and waterways by working with Network Rail, British Waterways and other agencies in considering potential low key freight uses and waterside freight connection.

MANAGING DEMAND FOR CAR USE

4.4.103   One of the main contributors to congestion and air pollution in Leicester is commuter traffic on the radial routes during the morning and afternoon peaks. Managing traffic on these radial routes is fundamental in delivery of a sustainable transport network. We will facilitate this by offering a range of transport options to encourage alternatives to car usage.

Car Parking

4.4.104   The RSS requires Local Authorities within the East Midlands to use the parking standards contained within PPG13, but where possible to adopt more challenging standards based on emerging evidence. The three Cities have continued their long standing co-ordination of parking standards, so as to minimise inappropriately located development across the region. The City Council will be reviewing Leicester's Parking Strategy in preparation for the third LTP.

4.4.105   The LTP is based on no net increase in off street parking places within the City Centre. It is also based on some of the existing spaces becoming short term (non-commuter spaces). There will also have to be a consideration of the allowance of park and ride spaces that are effectively City Centre parking stock. High quality travel plans will be required for all new development within the City Centre. Any transfer of parking places from one location to another will have to be considered on an individual basis to ensure that the alteration of traffic flows is compatible with the LTP. Within the City Centre the overall public car parking provision on and off street is adequate to meet anticipated demand and therefore additional privately operated car parking, not associated with new development, will only be required where specified by the City Wide Parking Strategy. Temporary car parking on derelict sites will not normally be acceptable as these will sterilise sites, impeding regeneration.

Smarter Choices

1. An initiative from the Department for Transport.

Walking/Cycling Routes

4.4.106   "Smarter choices"[1] aims to influence people's travel behaviour towards more sustainable modes and to increase awareness of the alternatives to car travel and the benefits. The concept of Smarter Choices is to be incorporated into the new SPD for Parking Standards and Travel Plans which is currently being developed. The measures used to establish sustainable lifestyle travel patterns and behaviour include marketing sustainable travel options; informing people of travel choices such as through personalised travel plans; improving travel services; providing new transport services and providing new options such as technological improvements that will reduce the need to travel. Direct cycling and walking links, designed to encourage use, should be provided in new development together with high quality cycle parking.

The following Policy CS15 meets:

- Spatial Objective 8: To enable people to move around the City;
- Spatial Objective 6: To reduce the impact of development on climate change; and
- One Leicester priority: To reduce our carbon footprint.

CS POLICY 15. MANAGING DEMAND FOR CAR USE

To meet the key aim of reducing Leicester's contribution to climate change, opportunities should be provided that will manage congestion on the City roads. This will be achieved by:

- Reviewing Leicester's Car Parking Strategy to ensure that Leicester City Centre attracts inward investment that reduces the potential to travel by car;
- Preparing a Supplementary Planning Document for Parking Standards and Travel Plans
- Requiring travel plans for large scale development;
- Supporting a proposed hierarchy of parking enforcement zones;
- No additional new public and contract car parking provision (long stay or short stay; temporary or permanent) not associated with new development will be acceptable in the City Centre unless a need is identified by the City Wide Parking Strategy;
- Ensuring the provision of high quality cycle parking to encourage a modal shift away from the car; and
- Ensuring that parking for residential development is of the highest design quality and use land efficiency does not compromise viability and the need for high quality regeneration. It should be appropriate for the type of dwelling and its location and takes into account the amount of available existing off street and on street car parking and the availability of public transport.

CULTURAL STRATEGY

4.4.107   Diverse, vibrant and creative local culture encourages pride and cohesion in the community and culture is an important factor in the creation of sustainable communities. Sustainable communities are places where people want to live and which enable people to meet their aspirations and potential. The Community Strategy sees culture as essential to the health and well-being of the City and there is an aspiration for Leicester to be a cultural centre of excellence. Leicester is a city of diversity in terms of its people and its places. The cultural offer is an important part of the quality of a place and it helps strengthens the City's unique character. In particular Leicester has a thriving festival and events programme.[1]

1. See www.leicester.gov.uk/festivals

4.4.108   There has been significant investment in cultural infrastructure in recent years, including the National Space Centre, Braunstone Leisure Centre, Curve and the Digital Media Centre. Smaller neighbourhood based facilities, such as community centres, youth centres and libraries are important in fostering community spirit at the local level and can bring together people from different backgrounds. We will continue to support proposals which will increase the quality and variety of cultural and leisure facilities in the City.

4.4.109   Culture can also play a major role in encouraging regeneration, particularly in the vicinity of the river and canal and areas of historic and industrial

importance, to form hubs or clusters of creative industry and cultural facilities. It is also important in attracting tourists, visitors and new residents to the City.

4.4.110   The Council has a long tradition of seeking to accommodate Places of Worship to cater for the various religions in the City. Although they should be easily accessible to their respective communities there has been a trend for larger multi-purpose buildings being sought away from residential areas. There is a demand also for a site for a crematorium to cater for the City's Asian population. The Council will continue to have regard to the needs of all its diverse communities.

The following Policy CS16 meets:

- Spatial Objective 2: To meet the needs of diverse communities; and
- One Leicester priorities: Investing in our children, Planning for people not cars, Creating thriving, safe communities.

CS POLICY 16. CULTURAL STRATEGY

We will work with our partners to develop culture and leisure facilities and opportunities which provide quality and choice and which increase participation among all our diverse communities. We consider that new developments should create an environment for culture and creativity to flourish by:

- Encouraging investment to improve the quality of the 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;
- Providing opportunities for the creative economy to prosper by developing creative clusters and appropriate workspaces for the creative sector;
- 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 value the cultural diversity and heritage of our City and become more confident and proud of Leicester, seeing it as a good place to live;
- Developing a rich cultural offer which attracts people to Leicester such as visitors, businesses looking for a new location, graduates and people applying for jobs so that they see Leicester as progressive, ambitious, confident and vibrant; and
- Using good place design, activities and events to inspire people to get more active, more often.

4.5   CONSERVING THE ENVIRONMENT

4.5.1   Core Strategy Policies 17 and 18 address the conservation of the natural and historic environment of Leicester. This section includes a statement at paragraph 4.5.21 on Safeguarding Mineral Deposits in the City.

BIODIVERSITY

4.5.2   One of the key aims of the Community Strategy is for Leicester "to be a beautiful, vibrant, clean and green city that is a great place to live but that does not create an unacceptable burden on the planet". Protecting and strengthening Leicester's wildlife-rich environment will be important in ensuring that the City's impact on the global environment is minimised.

Local Distinctiveness

4.5.3   Leicester's ecology is diverse and interesting. The range of species is comparatively high due to the complexity and diversity of habitats and niches in Leicester - creating a rich mosaic within a relatively small geographic area. Habitats that are beneficial for wildlife in the City include: small areas of woodland and wetland, meadows, pasture, hedgerows and spinney's, managed green spaces including parks and private gardens, allotments, cemeteries and school grounds. There are also more typical urban habitats, such as buildings and structures, disused railway land, road verges/banks, bare ground and disused or abandoned land. The River Soar and Canal Corridor is a very important natural feature in the City for wildlife.

4.5.4   As with most cities, biodiversity in Leicester is fragile. It is under threat from many different areas such as habitat loss and fragmentation, but key wildlife corridors in Leicester are well managed and thriving.

Biodiversity Network

4.5.5   Regionally and locally important wildlife corridors, the wildlife sites and habitats that are connected by them, collectively make up Leicester's "biodiversity network". Regionally important strategic wildlife corridors are the River Soar and Grand Union Canal, the Rothley Brook, and the Mainline Railway and Ivanhoe Railway. Locally important corridors are mainly centred on Leicester's brooks and green wedges (see Diagram 14). Prime wildlife sites that support local and nationally important habitats and species are the designated Local Wildlife Sites (LWS) (formally known as Sites of Importance for Nature Conservation - SINC's).

4.5.6   Local Wildlife Sites provide the cornerstone and focus for sustaining biodiversity. Protecting and managing Local Wildlife Sites alone however will not sustain the biodiversity in Leicester. This is because many of these sites are isolated within areas of low biodiversity. Conservation and improvement of land outside these designated areas is therefore necessary to ensure that the City's biodiversity is sustained, enhanced and buffered from harm. The biodiversity network can be strengthened by improvements to open land of little existing wildlife value, but which has an important place in a wildlife corridor or green network. Sites that can be upgraded to meet the criteria for selection as a LWS will also be beneficial for strengthening biodiversity. This is a key priority to maintaining biodiversity within the City. Built or derelict land in important locations for wildlife can also help to provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment.

4.5.7 The River Soar and Grand Union Canal Corridor is a major biodiversity asset for the City. It is part of a strategic regional wildlife corridor and links the City with the surrounding countryside by bringing wildlife into the heart of the City. Protecting this strategic wildlife corridor from adverse development and enhancing it through the Core Strategy is the best way to help biodiversity cope with and adapt to pressures from climate change such as pollution and habitat degradation. This will allow various species to shift naturally to a more favourable climate zone.

Diagram 14. Biodiversity Network

Crown Copyright. All Rights Reserved.
Leicester City Council Licence
No.100019264.2009.

- Sites of Importance for Nature Conservation
- Regionally Important Wildlife Corridors
- Locally Important Wildlife Corridors
- City Boundary
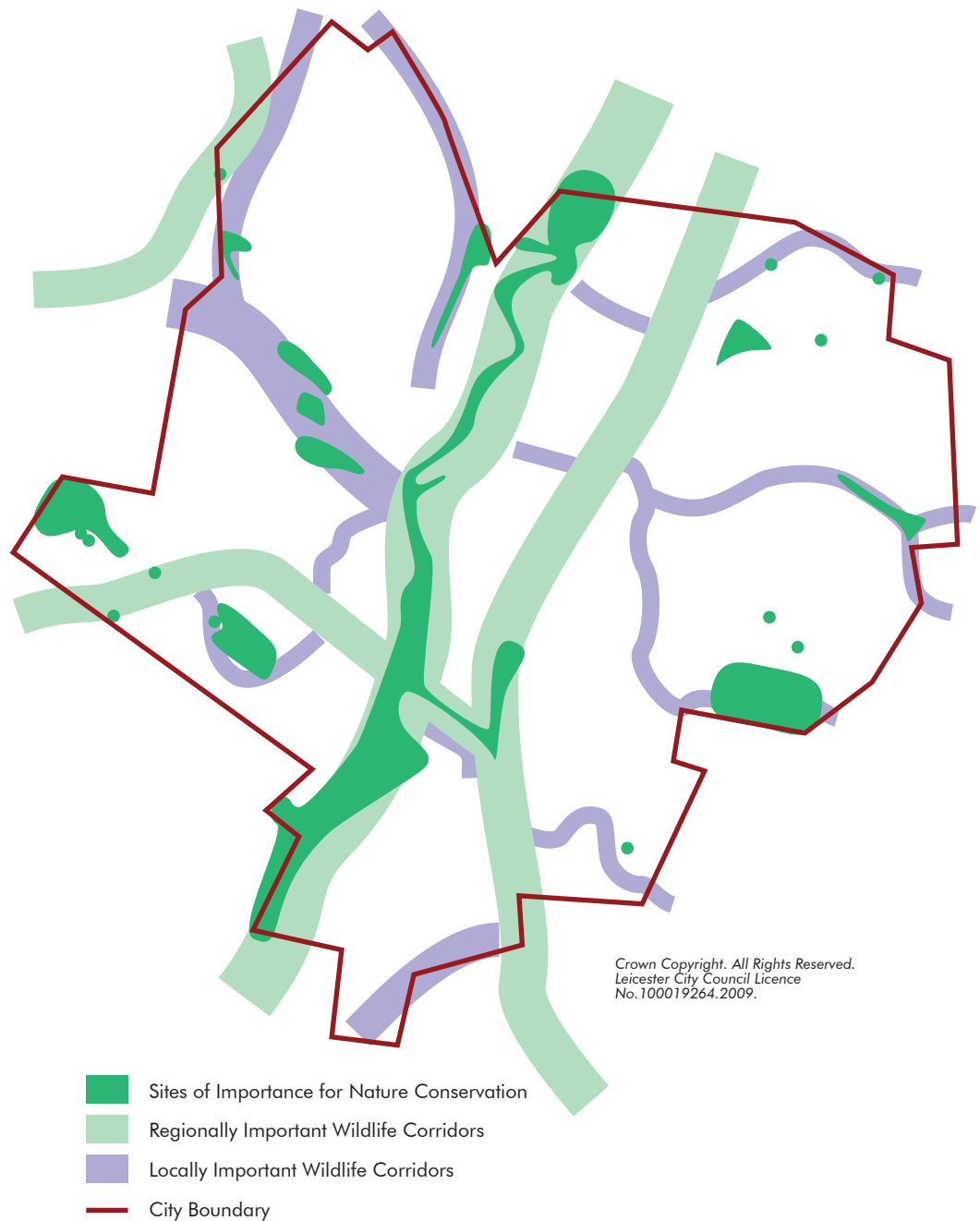
The following Policy CS17 meets:

- Spatial Objective 11: To conserve and protect the City's natural environment; and
- One Leicester priorities: Planning for people not cars.

CS POLICY 17. BIODIVERSITY

The Council will expect development to maintain, enhance, and/or strengthen connections for wildlife, both within and beyond the identified biodiversity network. In Leicester's urban environment private gardens, previously developed land, buildings and built structures can also provide important habitats for wildlife. Such sites that are either connected to the overall biodiversity network or act as wildlife refuges for animals moving out from these sites across the broader network of green spaces in the City will also be assessed for their biodiversity value.

In considering the potential impact of development on wildlife, the Council will require ecological surveys and assessments of the site to be undertaken where appropriate to establish the presence or absence of protected species or habitats of particular value prior to any development taking place. Careful consideration will then be given to the potential to find an alternative location for the development, to avoid harm to wildlife and geological interests. If this is not possible the Council will require adequate mitigation measures to be put in place. Compensation measures to offset significant harm caused by the development may also be necessary e.g. through off-site contributions or by integrating biodiversity features within new development.

Delivering Improvements to Biodiversity

4.5.8   In order to deliver improvements to biodiversity in the City, the Council will continue to work with its long-term partners such as Groundwork Leicester and Leicestershire and other organisations such as: The Wildlife Trust, East Midlands Development Agency and national organisations such as the Environment Agency and Natural England. Groundwork has been fundamental in helping to secure external funding for a wide range of projects to improve and promote biodiversity in Leicester. This partnership also enables local community groups to get involved, which gives people access to wildlife in their local area.

4.5.9   The Council will seek to secure improvements to natural green spaces in the City. This may involve changing the way in which parts of large green spaces are managed to encourage more natural features and greater benefits for wildlife, delivering priorities in the Green Space Strategy. S.106 contributions will be sought from relevant new development to compliment the larger programme of environmental improvements.

HISTORIC ENVIRONMENT

4.5.10   The historic environment is an important asset for the City. It is a physical record of our history and is central to our heritage and our identity. The historic environment is important as a way of defining an area, as a focal point of civic pride and as a draw for tourism and investment and the creation of jobs. However this environment can be fragile and once gone it cannot be replaced. Therefore careful management is necessary to ensure its importance is recognised and that it can continue to contribute to the success and growth of the City. The City Council is committed to protecting and where opportunities arise, enhancing the historic environment of the City.

Diagram 15. Historic Environment

Crown Copyright. All Rights Reserved.
Leicester City Council Licence
No.100019264.2009.

- Conservation Areas
- Archaeology Alert Area
- Scheduled Monuments
- City Boundary
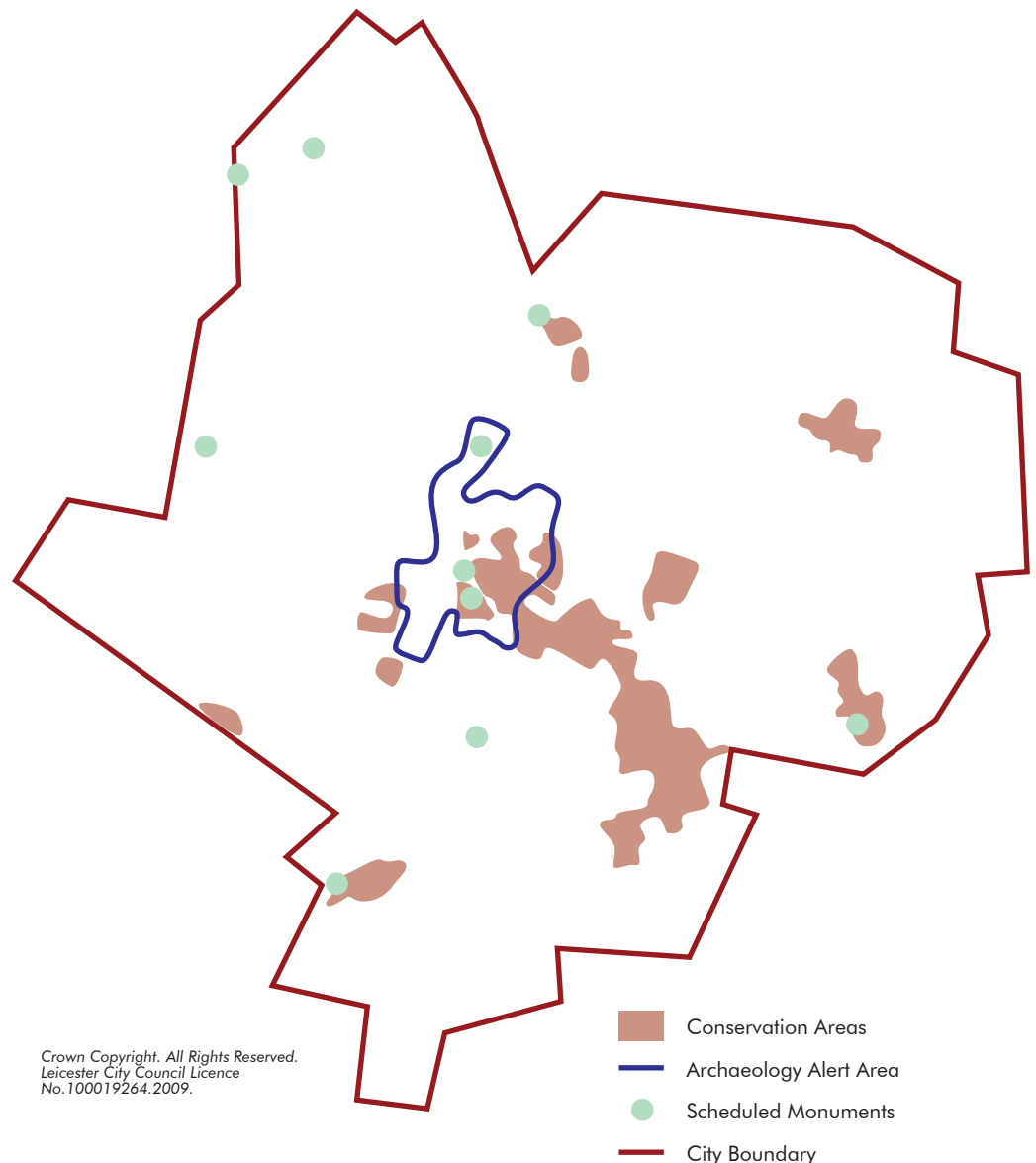
4.5.11   Planning Policy Statement 1 states that planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. It also states that the conservation and improvement of the built environment brings social and economic benefit for local communities and has a direct impact on quality of life. PPG15: Planning and the Historic Environment provides guidance on the identification and protection

of historic buildings, Conservation Areas, and the historic environment, whilst PPG16: Archaeology and Planning sets out the direction and procedures for developments that affect archaeologically important sites.

Local Distinctiveness

4.5.12   Leicester has one of the longest and most varied histories of any city in Britain. Its origins lie in an Iron Age settlement on the east bank of the River Soar. The Romans arrived in the 1st century AD establishing the settlement as a tribal capital and constructed one of their most important roads, The Fosse Way, through the town as well as a forum-basilica, a market-hall, baths, temples and richly decorated town houses. The City at this time extended over some 45 ha and was enclosed within Roman defences. During the medieval period the town was both an administrative and a commercial centre.

4.5.13   The late 17th century witnessed the start of what was to become one of Leicester's main industries, the hosiery trade and much of the town came to be dominated by terraces and courts of knitter's cottages. The first canal came in the 1790's and the railways in the 1830's, and the following decades witnessed the arrival of the boot and shoe, engineering, rubber and elastic webbing industries and the wholesale adoption of mechanization by the hosiery industry, sparking off a rapid expansion of the City.

4.5.14   At the end of the 19th century and the start of the 20th century Leicester was still expanding rapidly, and the dense network of knitters' cottages was being swept away to make way for large multi-storeyed factories. Residential suburbs, ranging from terraces of artisan cottages to large middle-class villas became established well beyond the line of the Roman defences.

4.5.15   This long and varied history has left Leicester an extensive legacy ranging from the upstanding remains of the Roman Jewry Wall, the Norman castle and the medieval churches, many of which are still in use, through to the factories and suburbs of the Victorian and Edwardian City.[1] In addition to the upstanding structures, which remind us every day of this legacy, there are also buried remains containing much evidence of the City's unique past.

1. Ratae Corieltauvorum – dating to pre Roman times, Leicester has one of the longest and most varied histories of any city in Britain.

National and Local Designations

4.5.16   There are 10 Scheduled Monuments and around 400 Nationally Listed structures in Leicester, all of which have been designated by the Secretary of State and are afforded statutory protection. The former are recognised as being Monuments of National Importance, whilst the latter have been designated because of their special architectural or historic Interest.

4.5.17   There are 24 Conservation Areas and an additional 370 locally listed buildings within the City, which have been designated due to their architectural and historical importance by the City Council.

4.5.18   The Archaeological Alert Area, shown on the Diagram 15, extends over the area of the Roman and medieval defences, Roman and medieval extra-

mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon archaeological remains. It should be noted, however, that archaeological remains are not confined to the Archaeological Alert Area.

4.5.19   The Historic Environment Record (HER) is a database of monuments, buildings, structures and other features of archaeological interest within the City, irrespective of whether or not they are designated. It is used to inform the planning process, but may also be used for academic and education purposes as well as being available for public information.

4.5.20   Historic Landscape Characterisation of the City has recently been completed in partnership with the County Council and English Heritage. It is an interactive GIS based dataset of the historic dimension - the 'time-depth' that characterizes the City's landscape. It a powerful tool that provides a framework for broadening our understanding of the whole landscape and contributes to decisions affecting tomorrow's landscape.

The following Policy CS18 meets:

- Spatial Objective 10: To maintain and enhance Leicester's Historic heritage; and
- One Leicester priorities: Creating thriving safe communities, Planning for people not cars.

CS POLICY 18. HISTORIC ENVIRONMENT

The Council will protect and seek opportunities to enhance the historic environment including the character and setting of important historic buildings, spaces and places. This includes Scheduled Monuments, Listed Buildings (both statutory and locally listed), registered and locally listed parks and gardens, Conservation Areas and archaeological remains.

We will support the sensitive reuse of high quality historic buildings, promote the integration of old and new buildings to create attractive spaces and places, encourage contemporary design rather than pastiche replicas, and seek the retention of historic shop fronts and the historic public realm. Within the regeneration areas particular importance will be given to the integration of the historic environment with new development.

An archaeological assessment will be required where a proposal would affect a site which is known to contain archaeological remains or thought likely to contain archaeological remains. Where that assessment indicates that there is a potential that significant remains exist on a site an archaeological field evaluation will also be necessary. In addition to this all major applications within the Archaeological Alert Area will be required to include an assessment of the impact of the proposal upon archaeological remains.

There is a presumption that nationally important remains will be preserved in situ. In the case of less important remains, where it is not possible to preserve remains in situ, provision for the excavation and recording of remains will be essential. In all cases developers must demonstrate a thorough consideration of any potential archaeological remains, whether scheduled or not, wherever possible prior to submitting a planning application.

The Council will work with local communities to protect and enhance the quality and diversity of Leicester's historic environment, in particular through the production of Conservation Area Character Appraisals incorporating management strategies. The City Council will also monitor historic buildings at risk and take action where necessary to secure and improve those buildings deemed at most risk. We will consider the advice of statutory and local consultees in considering applications affecting Conservation Areas and Listed Buildings. Where a development is likely to have a significant affect on important archaeological remains, the City Council will work with the developer to reconcile the need for development with the desirability of preserving the information contained within the remains.

SAFEGUARDING MINERAL DEPOSITS

4.5.21   Government policy requires the City Council to identify potential mineral locations to be safeguarded for future generations, even if the mineral is not being worked due to market conditions or current site restraints.

4.5.22   The most recent available data indicates that along the River Soar valley from Aylestone in the south to Birstall in the north there are river terrace deposits that could contain sand and gravel.[1] Leicester may also have extensive gypsum deposits in the south west of the City and brick clay deposits in the north east, however it is considered that due to the extensive size of workings required to extract these minerals no areas in the City exist where it would be possible now or in the foreseeable future to sustainably extract these minerals.

1. British Geological Survey Minerals Data acquired under licence.

4.5.23   The undeveloped areas with potential for sand and gravel extraction are extremely constrained, as they fall within the river and canal corridor where the sites are in active leisure or nature conservation use and protected by green wedge designations. Because of this protection it is not expected that extraction will happen in the life of this plan, but the sites will be available to future generations for mineral extraction should circumstances change. Sites to be safeguarded will be identified in the Site Allocations Development Plan Document.

4.6   MANAGEMENT AND DELIVERY OF DEVELOPMENT

4.6.1   This section includes Core Strategy Policy 19 on Infrastructure and Developer Contributions, an Implementation Plan and a Monitoring Framework for all the Core Strategy Policies.

Infrastructure

4.6.2   Generally, infrastructure has been defined as "the basic physical and organisational structures (e.g. buildings, roads and power supplies) needed for the operation of a society". It is important to ensure that new development is adequately supported by the provision of appropriate infrastructure and that new development should not overburden existing infrastructure. Delivering infrastructure on time is therefore important in ensuring that local services, facilities and the transport network can cope with added demand that arises from housing growth and other new development. Infrastructure will be delivered as an integral part of a development, by contributions towards those needs, and through funding from relevant providers and partners.

4.6.3   In line with the guidance in Planning Policy Statement 12, the City Council has prepared with Leicestershire County Council a 'Growth Infrastructure Assessment' (GIA) covering the Leicester and Leicestershire Housing Market Area. The Growth Infrastructure Assessment examines the infrastructure requirements arising from growth, how much this costs, how it is to be funded and how it might be delivered.

4.6.4   The assessment looks at 'primary infrastructure' which enables households to function within a wider community. This is: Transport, Education, Health, Social Services, Green Infrastructure/leisure/parks, Flood Defence, Emergency Services, Utilities (telecommunications, electricity, gas, water, sewage), Waste Management, Libraries and Cultural and Community Facilities.

Delivery and Funding

4.6.5   The GIA shows that a very large investment in infrastructure is required to deliver housing growth within the City and the HMA. This is coupled with a lower percentage of the costs being covered by mainstream funding and developer contributions. The prevailing economic conditions from the end of 2008 provide the backdrop for the delivery of housing growth and associated infrastructure and the critical factor for the delivery of housing targets will be the length of time the housing market remains depressed.

4.6.6   The challenge will therefore be to align housing growth, economic restructuring and infrastructure provision to deliver social and economic objectives. This will require an amalgam of strategic, policy and management responses which the GIA highlights. The Council will therefore look to work closely with partners and service providers to get cross agency co-ordination, in order to focus mainstream funding to improve the viability of development, examine the use of public/private partnerships and also consider prioritising government funding such as New Growth Point funding.

4.6.7   Governance arrangements across the Housing Market Area have been established to steer and co-ordinate the delivery of infrastructure. The Leicester and Leicestershire Leadership Board and the Sub Regional Housing, Planning and Infrastructure Group will oversee the strategic and delivery linkages required to achieve these outcomes. Prospect Leicestershire has been established as a new economic development company charged with delivering housing growth.

Developer Contributions

4.6.8   Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme.

4.6.9   The Government is currently revising the way that developer contributions are collected and has delayed the implementation of a Community Infrastructure Levy (CIL) until April 2010. The CIL is based on capturing increases in the value of land or property arising as a result of development. The City Council will consider whether it is appropriate to use the CIL as a mechanism for funding infrastructure once guidance comes out

CS POLICY 19. INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS

New development must be supported by the required infrastructure at the appropriate stage. The City Council will work in partnership with infrastructure providers, grant funders and other delivery agencies in seeking the provision of the necessary infrastructure to support new development.

Developer contributions will be sought also where needs arise as a result of the development either individually or collectively and will be used to ensure that the necessary physical, social and environmental infrastructure is in place and where required, developers will need to contribute to the needs of the whole development.

Contributions will be used to mitigate the adverse impacts of development and the City Council will where appropriate, seek to secure such measures through planning obligations.

IMPLEMENTATION PLAN

4.6.10   To implement Core Strategy Policies the Council will need to work with partners, take account of existing strategies and prepare additional guidance. Appendix 7 sets out the implementation strategy for each policy.

MONITORING FRAMEWORK

4.6.11   Five years from the adoption of the Core Strategy, the policies will be reviewed to ensure that they are continuing to meet the strategic objectives. They will be assessed against the targets and indicators set out below. These include the Government's LDF Core Output Indicators and relevant indicators from the National Indicators set.

4.6.12   The Core Strategy will be monitored through the Annual Monitoring Report which is produced yearly as part of the Local Development Framework.

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS1. SPATIAL STRATEGY FOR CITY DEVELOPMENT	Achieving Housing Growth		H2: Net additional dwellings.	
			H3: New and converted dwellings on PDL	
CS2. ADDRESSING CLIMATE CHANGE	Addressing Climate Change	11.4% reduction by 10/11 against 2005 baseline. It is an aspiration for all development to be Zero Carbon by 2013. Reductions will be required from commercial and industrial, domestic and transport sources of emissions.	E1: Flood risk - planning applications approved against EA advice on flooding and water quality grounds	NI 186: Per capita CO^2 emissions in the LA area
			E3: Renewable Energy Generation	NI 188: Planning to adapt to climate change
CS3. DESIGNING QUALITY PLACES	High Quality Design	Increase	H6: Percentage of schemes achieving a good or better Building For Life classification	

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS4. STRATEGIC REGENERATION AREA	Economic Prosperity	Reduce		NI 152: Working age people on out of work benefits
		Increase		NI 172: VAT registered businesses in the area showing employment growth
		Maintain	BD1: Total amount of additional employment floor space	
		Increase	BD2: Total amount of employment floor space on PDL	
		Maintain	BD3: Employment land available	
		Decrease		NI 170 Previously developed land that has been vacant or derelict for more than five years
CS5. ASHTON GREEN	Economic Prosperity, Achieving Housing Growth		% of houses built to code 3+	NI 154: Net additional homes provided
CS6. HOUSING STRATEGY	Achieving Housing Growth	RSS Housing target 25,600 net additional homes between 2006-2026	H2: Net additional dwellings. H3: New and converted dwellings on PDL.	NI 154: Net additional homes provided
CS7. AFFORDABLE HOUSING	Thriving, Safe Communities	An increase. 'One Leicester' Target of 992 affordable homes by 2013.	H5: Gross Affordable Housing Completions	NI 155: Number of affordable homes delivered (gross)

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS8. STRATEGY FOR EXISTING NEIGHBOUR-HOODS	Thriving, Safe Communities. Health.	Increase		NI 5: Overall/general satisfaction with local area
		Reduce		NI 16: Serious acquisitive crime rate
		Reduce		NI 152: Working age people on out of work benefits
		Increase		NI 1: % of people who believe people from different backgrounds get on well together in their local area (Placeholder)
CS9. SITES FOR GYPSIES, TRAVELLERS AND SHOW PEOPLE	Diverse Communities	Increase	H4: Net additional Gypsy and Traveller pitches	

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS10. EMPLOYMENT OPPORTUNITIES	Economic Prosperity	Reduce		NI 152: Working age people on out of work benefits
		Maintain	BD1: Total amount of additional employment floor space	
		Increase		NI 172: VAT registered businesses in the area showing employment growth
		Increase	BD2: Total amount of employment floor space on PDL	
		Maintain	BD3: Employment Land available	
		Reduce to 20% to 2010/11		NI 56: Obesity amongst primary school age children in year 6
CS11. RETAIL HIERARCHY	Economic Prosperity		BD4: Total amount of floor space of town centre uses	
		Increase		NI 171: new businesses registration rate
		Increase		NI 172: VAT registered businesses in the are showing employment growth (Placeholder)
CS12. CITY CENTRE	Strong and Vibrant City Centre		BD1: Total amount of additional employment floorspace	
			BD4: Total amount of floor space of town centre uses	

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS13. GREEN NETWORK	Green Environment	To retain the overall strategic function of green wedges	Net area of green wedge in the City	
		No loss of allotments where there is a local need	Total area of allotment land available in the City	
		No specific targets	Take up rate of allotments	
		No specific targets	Amount of tree preservation orders	
CS14. SUSTAINABLE TRANSPORT NETWORK	Minimising Need to Travel	Increase	RSS indicator T2a number of businesses in the LTP area with a Company Travel Plan at end of period	
		Increase to 50% by 2010/11	CL12 - Percentage of workforce in Central Transport Zone covered by travel plans	
		5% increase over 2003/04 baseline by 2010/11	CL20/LTP3 - Cycling Trips (annualised index)	
		13% increase in bus patronage over 2003/04 baseline by 2010/11		NI177 - local bus patronage
		Rail passengers to increase	Rail passenger count for Leicester Station.	
CS15. DEMAND MANAGEMENT		Average person journey time per person mile of 4 minutes 37 seconds by 2010/11		NI167 - urban congestion indicator
		None approved	Number of new contract car parks approved which are not related to new development	

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS16. CULTURAL STRATEGY	Diverse Communities	Increase		NI 1: % of people who believe people from different backgrounds get on well together in their local area
		Increase		NI 2: % of people who feel they belong to their neighbourhood
		Increase		NI 11: Engagement in the arts
CS17. BIODIVERSITY	Green Environment	An increase in areas of biodiversity importance	E2: Change in areas of biodiversity importance	
		Increase		NI 197 Improved Local Biodiversity - proportion of Local Sites where positive conservation management has been or is being implemented
CS18. HISTORIC ENVIRONMENT	Historic Heritage	Reduce	Change in number of buildings on at risk Register	
		To monitor	Change in number of buildings on local list	
		To monitor	Change in number of Listed Buildings	
		Increase	Conservation Areas with an up to date Character Appraisal	

Policy	Objective	Target	LDF Core Output Indicator	National Indicator
CS19. INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS	Economic Prosperity	Increase	Monitoring of Section 106 payments and spending	

5. APPENDICES

Appendix 1. Explanation of the Role of Local Development Framework Documents

Local Development Framework Documents

Local Development Scheme:
Sets out the programme for the preparation of the development plan documents.

Statement of Community Involvement:
Sets out the standards the council intends to achieve in relation to involving the community in the preparation and review of Development Plan Documents.

Annual Monitoring Report:
Sets out the progress in terms of producing Development Plan Documents and implementing policies.

Development Plan Documents

Core Strategy:
Sets the overarching spatial vision and policies to guide development within the City up to 2026, and provides the planning framework for the other Documents listed below.

Site Specific Allocations:
Located land to specific uses and provides relevant policy guidance.

Development Control Policies:
Sets out development control policies against which planning applications for the development and use of land will be considered.

Proposals Map:
Illustrates the geographic extent of policies and proposals on a map.

Supplementary Planning Documents:
Provide more detailed guidance on development plan policies.

Appendix 2. Saved Policies Table/Superseded Local Plan Policies

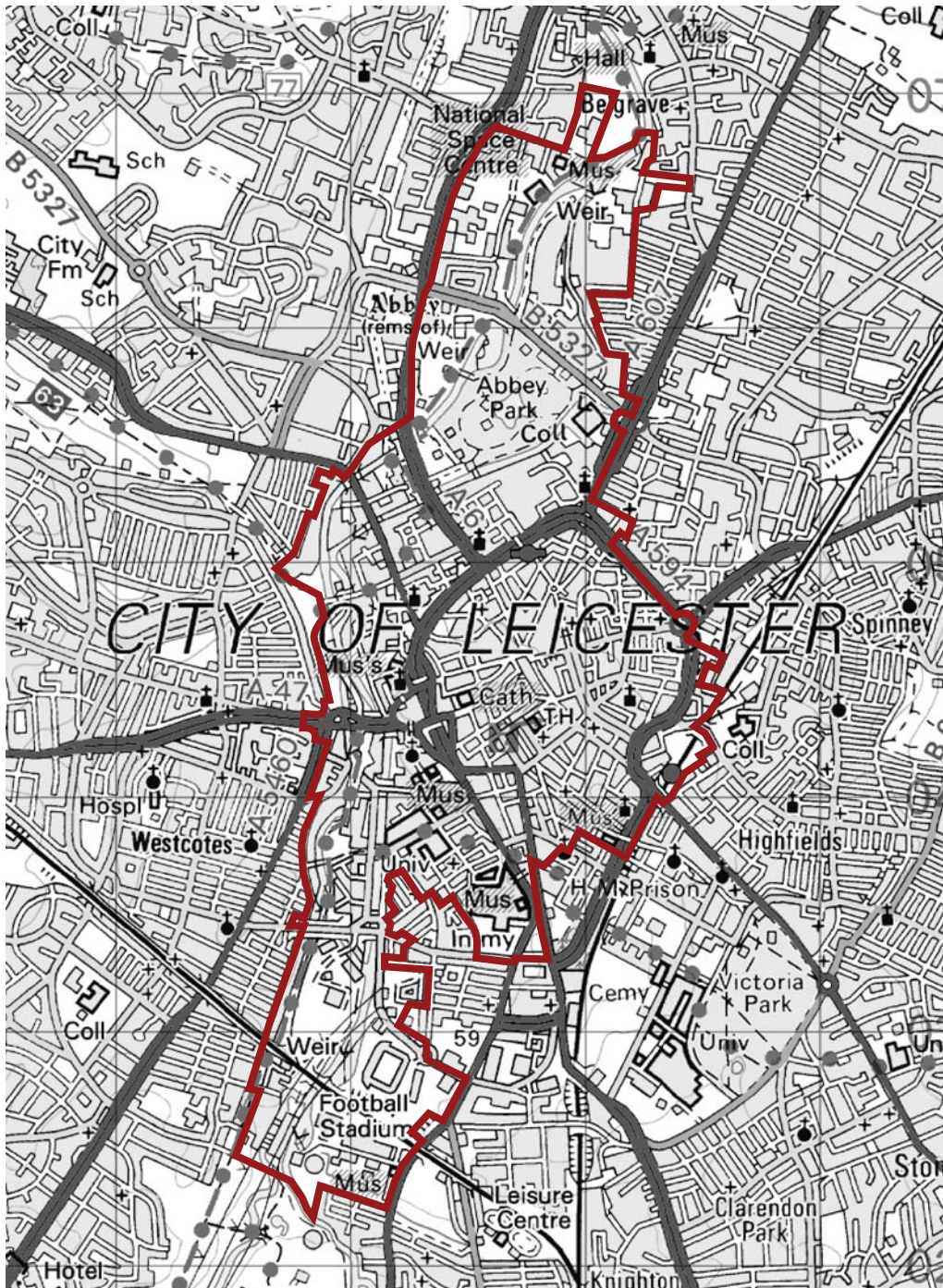| Policy No.	Policy	Replaced by Core Strategy	Replaced by Site Allocations and Development Control Policies DPD
PS01	The Plan Strategy	✓	
PS02	Regeneration and Comprehensive Development	✓	
PS03	Integrated Planning and Transport Strategy	✓	
PS04	Strong City Centre Core	✓	
PS05	Central Office Core (New Business Quarter)	✓	
PS06	St. George's Residential and Working Community	✓	
PS07	Waterside	✓	
PS08	Science and Technology Based Business Park and Environs – Abbey Meadows	✓	
PS09	Potential Development Areas (PDAs)		✓
PS09a	Proposed PDA Uses Within the Strategic Regeneration Area		✓
PS09b	Proposed Uses Outside the Strategic Regeneration Area		✓
PS10	Residential Amenity and New Development		✓
PS11	Protection from Pollution		✓
UD01	High Quality Building Design and Local Context	✓	
UD02	Building Layout, Form and Positioning	✓	
UD04	Energy Efficiency	✓	
UD06	Landscape Design		✓
SPA01	Retailing within the Central Shopping Core		✓
SPA02	City Centre Retailing Outside of the Central Shopping Core		✓
SPA03	Offices for Financial and Professional Services		✓
SPA04	Food and Drink Uses (Classes A3, A4 &A5) in the Central Shopping Core		✓
SPA05	Development of Non-Retail Key City Centre Uses and Facilities		✓
SPA08	Development in the Town Centres	✓	

Policy No.	Policy	Replaced by Core Strategy	Replaced by Site Allocations and Development Control Policies DPD
SPA09	Riverside Development	✓	
AM01	The Impact of Development of Pedestrians and People with Limited Mobility		✓
AM02	Cycling and Development		✓
AM03	Pedestrian and Cycle Route Networks		✓
AM05	Buses and Development		✓
AM08	Identifying and Safeguarding Rail Services and Infrastructure	✓	
AM11	Parking Provision with Non-residential Development		✓
AM12	Residential Car Parking Provision		✓
AM14	New Public and Contract Car Parking Provision	✓	
AM18	Safeguarding Rail Freight Connections	✓	
H01	New Housing Development Proposals		✓
H03	Density		✓
H05	Loss of Housing		✓
H06	Housing Mix and Type	✓	
H07	Flat Conversions and New Build Flats		✓
H08	Student Housing	✓	
H09	Affordable Housing	✓	
H10	Retention of Larger Residential Properties	✓	
H11	Gypsies and Travellers	✓	
H14	Backland Development	✓	
H16	Hotels, Hostels and residential Institutions in Restricted Zones		✓
H17	Hotels, Hostels and residential Institutions Outside Restricted Zones	✓	
E02	Key Employment Areas		✓
E03	Primarily Employment Areas		✓
E04	Business Parks		✓

Policy No.	Policy	Replaced by Core Strategy	Replaced by Site Allocations and Development Control Policies DPD
E05	Major Office Areas		✓
E06	Primarily Office Areas		✓
E11	Car Showrooms/Vehicle Sales/ Caravan Sales	✓	
E15	Abbey Lane Research Business Park	✓	
E16	Sunningdale Road Waste Facility Site		✓
R02	Planning Conditions: Main Food Shop Development		✓
R03	Local and District Shopping Centres		✓
R05	Development for Food and Drink Purposes		✓
R06	Local Shopping Development Outside the Shopping Centres		✓
R07	New Local Shopping Centres	✓	
BE08	Buildings of Local Interest	✓	
BE10	Shopfront Design		✓
BE11	Shopfront Security		✓
BE16	Renewable Energy	✓	
BE17	Combined Heat and Power and Community Heating	✓	
BE20	Flood risk	✓	
BE22	Outside Lighting		✓
GE01	Sites of Special Scientific Interest	✓	
GE02	Sites of Importance for Nature Conservation, Local Nature Reserves and Regionally Important Geological Sites	✓	
GE03	Biodiversity Enhancement Sites	✓	
GE05	Wildlife Habitats	✓	
GE06	Protection of the Green Wedges	✓	
GE09	Green Space		✓
GE12	Provision of Children's Play Areas	✓	
GE13	Provision of Youth and Adult Outdoor Playing Space	✓	

Policy No.	Policy	Replaced by Core Strategy	Replaced by Site Allocations and Development Control Policies DPD
GE15	Playing Fields	✓	
GE16	Blackbird Road Playing Fields Policy Area		✓
GE17	Powergen Land at Raw Dykes Road and Aylestone Road Sports Ground		✓
GE18	Aylestone Policy Area		✓
GE19	Allotments		✓
GE20	St. Mary's Policy Area		✓
CL06	De Montfort University	✓	
CL07	University of Leicester	✓	
CL10	Location of Health Centres, Clinics and Surgeries	✓	
IMP01	Planning Obligations	✓	

Appendix 3. Maps of Strategic Housing Allocations

Strategic Regeneration Area

Ashton Green
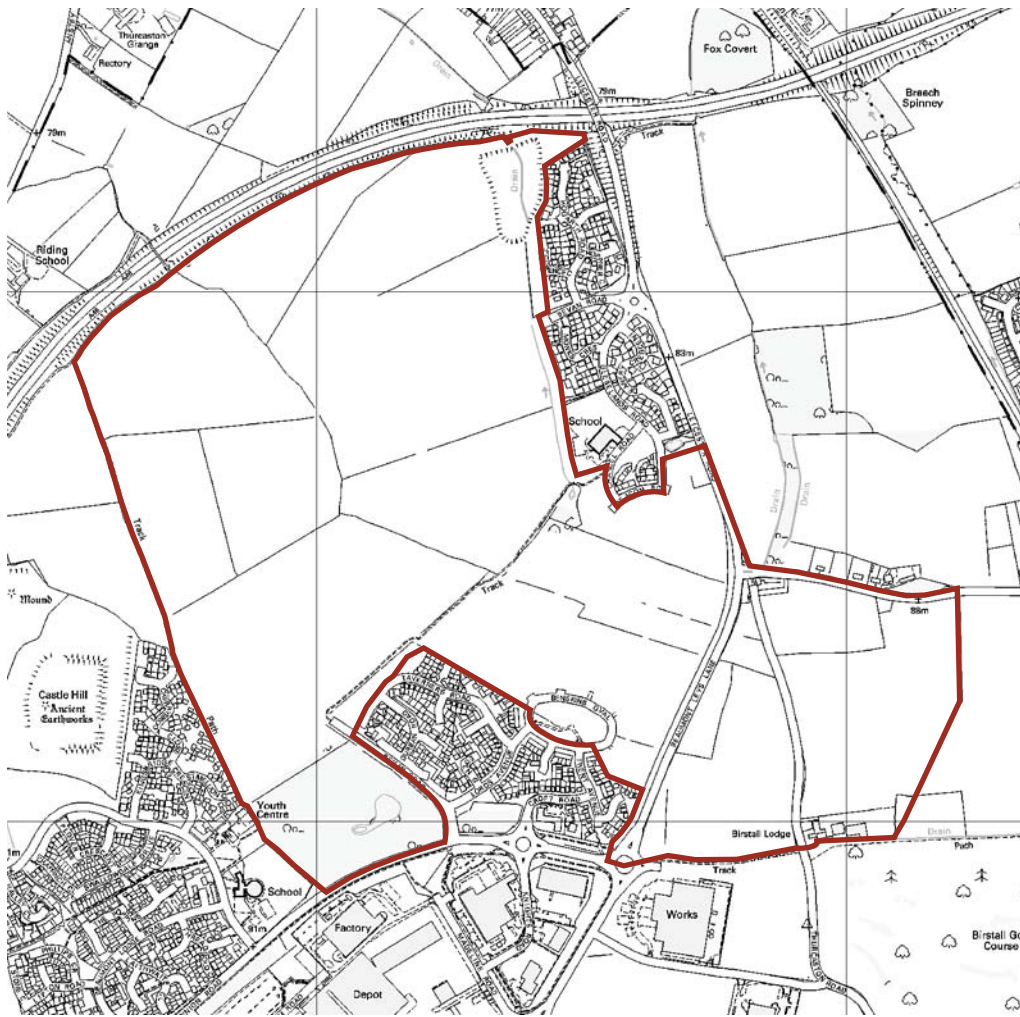
Hamilton
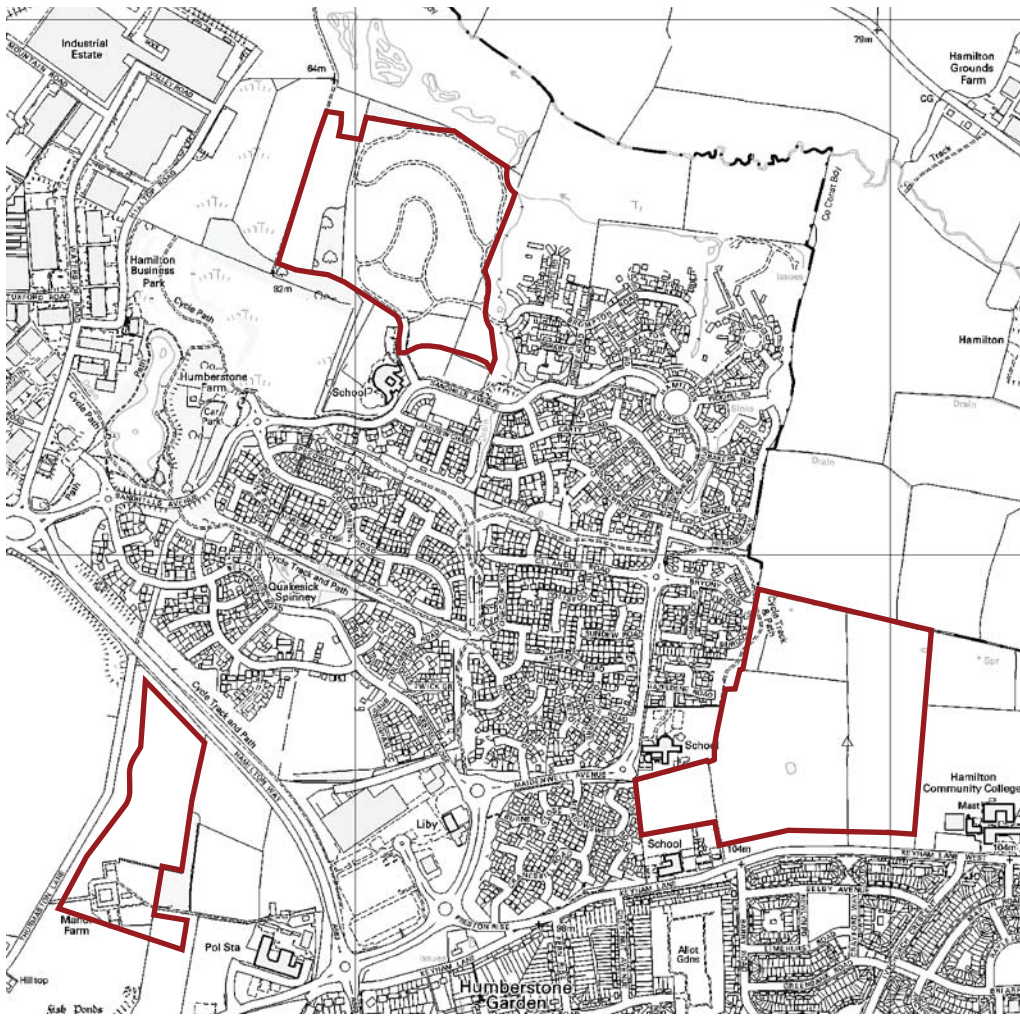
Appendix 4. Housing Trajectory

Past Completions

Projected completions

MANAGE - Annual requirement taking account of past/projected completions

PLAN - Strategic Allocation - Adopted RSS

Year	Value
2006/7	1,215
2007/8	942
2008/9	1,162
2009/10	650
2010/11	1,152
2011/12	1,650
2012/13	1,760
2013/14	1,960
2014/15	1,700
2015/16	1,800
2016/17	1,550
2017/18	1,400
2018/19	1,300
2019/20	1,250
2020/21	1,150
2021/22	1,200
2022/23	1,150
2023/24	1,000
2024/25	855
2025/26	754

Appendix 5. List of Local Centres

A
Aikman Avenue
Allandale Road / Francis Street
Asquith Boulevard
Aylestone Road / Cavendish Road
Aylestone Road / Hazel Street
Aylestone Village
Aylmer Road

B
Barley Croft Centre
Beaumont Lodge
Bede Park
Belgrave Boulevard
Blackbird Road / Groby Road / Woodgate
Burnham Drive

C
Catherine Street

D
Downing Drive
Lockerbie Walk

E
East Park Road (North)
East Park Road (South)
Eggington Street
Evington Village

F
Fosse Road North
Fosse Road South
Fullhurst Avenue

G
Gervas Road
Gipsy Lane
Green Lane Road
Guthridge Crescent

H
Harrison Road
Hartington Road
Heyford Road
Hinckley Road
Home Farm, Strasbourg Drive
Humberstone Road / Farringdon Street
Humberstone Village

K
King Richard's Road

L
Lanesborough Road
London Road
Loughborough Road

M
Malabar Road
Marwood Road
Melbourne Road

N
Nedham Street
Netherhall Road
Nicklaus Road
Norwich Road

Q
Queen's Road

R
Ryder Road (Braunstone Frith)

S
Saffron Lane / Burnaston Road
Saffron Lane / Cavendish Road
Saffron Lane / Duncan Road
Saint Saviour's Road (East)
Saint Saviour's Road (West)
Saint Stephen's Road
Sharmon Crescent
Southfields Drive
Sparkenhoe Street
Swinford Avenue

T
The Exchange
Thurncourt Road

V
Victoria Road East

W
Wakerley Road / Ethel Road
Walnut Street
Welford Road / Gainsborough Road
Welford Road / York Road
Wharf Street North
Wheatland Road
Wood Hill

Appendix 6. Map of Central Shopping Core

Central Shopping Core

Appendix 7. Implementation Plan

Core Strategy Policy	Primary Partners	Primary Mechanisms
CS1. A STRATEGY FOR CITY DEVELOPMENT	Prospect Leicestershire University of Leicester De Montfort University Leicester Health	RSS Site Allocations DPD Local Transport Plan
CS2. ADDRESSING CLIMATE CHANGE	Environmental groups and companies Funding Sources - Energy Saving Trust BREEAM Low Carbon Building Programme	Planning & Climate Change Supplement to PPS1 PPS10, 22, 23 & 25, PPG13 SPD - Energy Efficiency & Renewable Energy SPD - Parking Public/private partnership on new schemes (e.g. community heating networks) Code for Sustainable Homes Air Quality Monitoring
CS3. DESIGNING QUALITY PLACES	CABE Conservation Advisory Panel East Midlands Design Review Panel (Regeneration East Midlands) Local and national amenity societies	SPD - Residential Amenity Guide SPD - Tall Buildings SPG - Parking Building for Life (BfL) standards PPS1 PPS3
CS4. STRATEGIC REGENERATION AREA	Leicester and Leicestershire Economic Development Company (Prospect Leicestershire) British Waterways Homes and Communities Agency Blueprint	SPD - Waterside SPD - St. George's SPD - Abbey Meadows SPD - New Business Quarter CPO Exemplar projects
CS5. ASHTON GREEN	Leicester and Leicestershire Economic Development Company Leicestershire County Council Ashton Green Project Team	Ashton Green Masterplan and Implementation Strategy Site Allocations DPD

Core Strategy Policy	Primary Partners	Primary Mechanisms
CS6. HOUSING STRATEGY	Leicester and Leicestershire Economic Development Company Homes & Communities Agency Landowners, developers, builders	PPS3 Site Allocations DPD Housing SPD
CS7. AFFORDABLE HOUSING	Leicester and Leicestershire Economic Development Company Registered Social Landlords Landowners, developers, builders Homes & Communities Agency	PPS3 New Housing SPD Securing developer contributions through planning applications National Affordable Housing Programme
CS8. EXISTING NEIGHBOURHOODS	Environment and Community groups Landowners, developers, builders Police Health Agencies	PPS3 Site Allocations DPD Housing SPD Open Space SPD Open Space Strategy 2007 Library Strategy Conservation Area Character Statements
CS9. GYPSY AND TRAVELLER AND SHOWPEOPLE ACCOMMODATION	Gypsy, traveller & showpeople community Neighbouring Parish, Borough/District Councils and Leicestershire County Council	Site Allocations DPD
CS10. EMPLOYMENT OPPORTUNITIES	Leicester and Leicestershire Economic Development Company EMDA	PPS4, PPS6 SPD - Employment Land SPD
CS11. RETAIL HIERARCHY	Leicester and Leicestershire Economic Development Company EMDA	SPG - Food & Drink Uses in Local, District and Town Centres
CS12. CITY CENTRE	Leicester and Leicestershire Economic Development Company	PPS6
CS13. GREEN NETWORK	Groundworks Environmental and community groups	PPG17 Open Space Study 2007 Securing developer contributions through planning applications

Core Strategy Policy	Primary Partners	Primary Mechanisms
CS14. TRANSPORT NETWORK	Highways Agency Leicestershire County Council Neighbouring Authorities Transport Operators Environmental & community groups Emergency services Leicester and Leicestershire Economic Development Company	PPG13 Negotiating on planning applications Negotiating on developer contributions
CS15. DEMAND MANAGEMENT	Highways Agency Leicestershire County Council Neighbouring Authorities Transport Operators Environmental & community groups Emergency services	SPG - Parking replaced by emerging Parking Standards SPD Negotiating on planning applications Negotiating on developer contributions
CS16. CULTURAL STRATEGY	Arts Council Theatres Trust	
CS17. BIODIVERSITY	Natural England Wildlife trusts and environmental groups British Waterways Environment Agency	PPS9 SPG - Biodiversity in Leicester
CS18. HISTORIC ENVIRONMENT	National and local amenity societies Conservation Advisory Panel (CAP) English Heritage	SPDs for Conservation Areas PPG15 and 16 Listed Building grants
CS19. INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS	Prospect Leicestershire, Developers	Infrastructure Study, Circular XX

Appendix 8. Glossary