

COMMITTEE REPORT

20240552	8-14 Raymond Road & 234A Narborough Road	
Proposal:	Demolition of two storey clothing factory building at 8-14 Raymond Road (Class B2); construction of 3-storey residential apartments (Class C3) and change of use of 234A Narborough Road from Storage (Class B8) to residential apartments (Class C3) to provide 14 self-contained flats (12x 1 bed and 2x 2 bed flats); alterations (amended plans received 08/04/2025, 24/06/2025 and 11/07/2025) (subject to section 106 agreement)	
Applicant:	Mr Aman Singh	
App type:	Operational development - full application	
Status:	Smallscale Major Development	
Expiry Date:	11 September 2025	
RB	TEAM: PM	WARD: Braunstone Park & Rowley Fields



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Summary

- The application has been brought to committee as there have been 7 objections raised by more than 5 different households within the city.
- The main issues include neighbouring residential amenity, living conditions for occupiers and parking.
- The application is recommended for approval subject to conditions and section 106 agreement.

The Site

The application relates to a series of existing factory buildings on the site of 8-14 Raymond Road. The site is designated in the saved version of the Local Plan (2006) as a primarily residential area and is partly within and adjacent to the Narborough Road/Hinckley Road District Centre.

The existing factory building at the 8-14 Raymond Road address is two storeys facing Raymond Road and one storey towards the rear of the site. The existing building at 234A Narborough Road is two storeys with existing vehicle and pedestrian access through an undercroft below 234 Narborough Road to Narborough Road the west. The undercroft is the only part of the site that is located within the Narborough Road/Hinckley Road District Centre.

The site is also located within an Air Quality Management Area, an article 4 direction area that removed permitted development rights for the change of use of class C3 dwellings to houses in multiple occupation within use class C4, and is within a 250m buffer of known air pollutant ST Richards S Station.

The site is within the setting of the locally listed building at 53 Narborough Road: No. 230, Former Tram Depot.

Background

12 Raymond Road

Application 015717 for the alterations extension to and partial rebuilding of factory premises to provide additional production space, new toilet accommodation, reception area, off-street loading/unloading parking & office was approved on 12/05/1967.

Four applications, 19882598, 19892339, 1900502 and 19920626 were approved between 1989 and 1992 for variations to the working hours and to apply for the continuation of these working hours.

234A Narborough Road

Application 20041453 for the change of use of first floor from warehouse (Class B8) to two self-contained flats (Class C3) was refused on 03/09/2004 for the following reason:

- Insufficient details have been provided to demonstrate that there will be no adverse effect on residential amenity through noise from the neighbouring knitwear factory on the proposed self-contained flats. As such the proposal may be contrary to policies H6 and H14 of the City of Leicester Local Plan 1994.

The Proposal

The application proposes:

- the demolition of the two storey clothing factory building at 8-14 Raymond Road, which falls under the use class B2;

- the construction of a 3-storey building comprising of 8 self-contained flats under the use class C3;
- the change of use of the existing building at 234A Narborough Road from Storage, under the use class B8, to 6 self-contained flats, under the use class C3;
- alterations to the existing building at 234A Narborough Road includes replacement windows to the western elevation, the bricking up of two windows on the western elevation with matching brickwork, new windows and doors to the eastern elevation, the installation of an external walkway at the rear;
- Cycle parking, bin storage and a landscaped courtyard

The proposed 3 storey building facing Raymond Road would measure 16.1m in width, 16.m in depth, 6.1m in height to the eaves and 9.3m in total height. The building would have a dual-pitched roof, with a flat roofed rear dormer element that would measure 2.8m in height, 15.6m in width and 8.4m in depth. There would be a flat roofed projection beyond the proposed rear dormer element that would be partially used for a balcony terrace.

The eaves and ridgeline of the proposed building would match the existing height of the neighbouring terraced dwellings to the east of the site, along Raymond Road. The eaves height and roof angle would match those of the neighbouring terraced properties to the west. The ridge height will be 1.4m higher than the ridge height of these properties.

The proposed building would be attached to the two storey building at 234A Narborough Road to the west of the site that would be retained. The buildings would be linked at ground floor level with access to the plant room proposed within the southern part of the ground floor within the existing building.

A total of 14 self-contained flats (12x 1 bed and 2x 2 bed flats) are proposed as part of the application.

The proposed breakdown of the flats is as follows:

- Flat 1 would be located on the ground floor of the proposed new building is a 1 bed 2 person flat, measuring 49.8sqm and comprising of a kitchen/living room/diner, a bedroom and a bathroom;
- Flats 2 and 3 would be located to the rear of the proposed new building at ground floor level, would both be 1 bed 1 person flats and would have a mirror layout, measuring 40sqm and comprising of a kitchen/living room/diner, a bedroom and a shower room;
- Flats 4, 5 and 6 would be located on the ground floor of the building to be converted at the rear of 234A Narborough Road. Flat 4 would be a 1 bed 2 person flat and flats 5 and 6 would be 1 bed 1 person flats. They would measure 55.7, 43 and 43.5sqm respectively. All three flats would comprise of a kitchen/living room/diner, a bedroom and a shower room;
- Flats 7, 8, 9 and 10 would be located on the first floor of the proposed new building, would all be 1 bed 1 person flats apart from flat 7 which would be a 1 bed 2 person flat. These flats would measure 49.8sqm, 46.9sqm, 40.2sqm and 40.2sqm respectively. All of these flats would comprise of a kitchen/living room/diner, a bedroom and a bathroom;

- Flat 11 would be located across the first floor and the loft space of the building to be converted at the rear of 234A Narborough Road. The flat would be 2 bed 4 person flat, measuring 95.6sqm and would comprise of a kitchen/living room/diner, 1 bedroom and shower room on the first floor and 1 bedroom in the loft space;
- Flats 12 and 13 would be located on the first floor of the building to be converted at the rear of 234A Narborough Road. They would both be 1 bed 1 person flats, would measure 42.7 and 43.4sqm respectively. Both flats would comprise of a kitchen/living room/diner, a bedroom and a shower room;
- Flat 14 would be located across the second floor of the proposed new building, would be a 2 bed 4 person flat, would measure 83.5sqm and would comprise of a kitchen/living room/diner, 2 bedrooms, an ensuite shower room to one of the bedrooms and a shower room.

All the flats meet the Nationally Described Space Standards (NDSS) except for flats 1 and 7 that are both 0.2sqm below the 50sqm set out in the space standards for this type of dwelling.

The following materials are proposed for the new three storey building:

- Wienerberger Autumn Russet Sovereign Stock in Flemish and stretcher bond where indicated;
- Wienerberger Tahiti Green Glazed bricks;
- Wienerberger Staffordshire Smooth Blue Solid blue bricks;
- Natural Welsh Slate roof tiles;
- Aluminium windows and doors, Schuco powder coated;
- Greencoat powder coated aluminium standing-seam cladding;
- Corbelled brick dentil detail;
- Cast stone/concrete lintels/sills painted off-white;
- Black aluminium rainwater goods;
- Timber door painted bottle green;
- Natural stain treated oak fins/gate on galvanised steel fixings;
- Steel beam powder coated grey/brown;

The following external materials are proposed to facilitate the conversion of the two storey building to the rear of 234A Narborough Road:

- Existing pantile roof tiles to be re-laid;
- Matching bricks proposed for the blocked up openings;
- Aluminium windows and doors, Schuco powder coated;
- Galvanised steel frame and balustrade with mesh/grate walkway;
- Yellow/grey through coloured render to the east facing elevation;

A courtyard area at the rear of the site is proposed. Covered cycle parking for 18 bicycles as well as hard and soft landscaping are proposed within the courtyard area. Bin storage is proposed at ground floor level within the proposed new building with access directly onto Raymond Road.

The following documents were submitted with the application:

- Archaeological Desk Based Assessment;
- Environmental Noise Assessment;

- Air Quality Assessment;
- Building for Healthy Life Assessment;
- Sustainable Energy Statement;
- Drainage Strategy;
- Heritage Statement;
- Design and Access Statement and Flood Risk Assessment;
- Transport Statement;
- Preliminary Roost Assessment;
- Affordable Housing Statement;
- Draft Section 106 Heads of Terms and
- Floorspace Schedule;

Amended plans were received during the course of the application process to:

- Improve the layout and living conditions of the occupiers of the proposed flats;
- Improve the design and provide additional information in relation to materials submitted with the application;
- Provide a sample panel drawing

The following additional documents were provided during the course of the application process:

- Sustainable Energy Statement with Daylight Assessment

Policy Considerations

National Planning Policy Framework (NPPF) 2024

Paragraphs 2 and 11 (Presumption in favour of sustainable development)

Paragraph 56 (Use of planning conditions)

Paragraph 58 (Planning Obligations)

Paragraph 59 (Viability)

Paragraphs 115, 116 and 117 (Highways)

Paragraph 124 and 125 (Effective use of land)

Paragraphs 131, 135, 139 and 140 (Good design and amenity)

Paragraph 136 (Trees)

Paragraph 166 and 167 (Sustainable Energy)

Paragraphs 170, 181 and 182 (Climate change, Flooding and sustainable drainage)

Paragraph 187 and 188 (Biodiversity)

Paragraph 196 (Land Pollution)

Paragraph 198 and 200 (Pollution)

Paragraphs 203, 210, 216 and 218 (Significance of heritage assets)

Development Plan policies

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

Supplementary Planning Documents (SPD)

Climate Change SPD (2011)

Green Space SPD (2013)

Residential Amenity SPD (2008)

Other planning documents and legislation

Leicester Street Design Guide (2020)

City of Leicester Local Plan Appendix One– Vehicle Parking Standards (2006)

Consultations

Pollution Control - Noise

No objections

Pollution Control – Land

No objections subject to a land contamination condition being attached.

Lead Local Flood Authority (LLFA)

No objection subject to additional SuDS and drainage information being secured by condition.

Local Highway Authority

No objection subject to conditions.

Air Quality

No objection subject to condition

Better Buildings (Sustainability)

No objection subject to condition to secure sustainable energy details.

Waste Management

No objection.

Education and Schools

No developer contributions have been requested.

Parks and Green Spaces

The proposed residential development, within the Braunstone & Rowley Fields ward, will result in a net increase in the number of residents within an area which already exhibits a deficiency in green space.

Opportunities to create new open space to address the other needs of the new residents are limited and therefore we will be looking to make quality improvements to existing open space provision to minimise the impact of this development.

Based on the formula from the Green Space SPD a contribution of £14,811.00 is required in response to this application.

The contribution will be used towards improvements to the existing kick-about space, and for additional tree planting.

NHS (ICB)

Calculations have been made to determine that the proposed development would result in 21 additional patients, which will require almost 1.5 hours of clinic time per week. The contribution of £8400.00 is requested.

Representations

Seven objections from seven different addresses within the city have been received, which have outlined the following concerns:

- The proposal would result in the overlooking of neighbouring rear gardens;
- The proposed development will result in loss of light to neighbouring properties;
- Raymond Road is the first street outside the 'permit parking', resulting in parking issues along the road;
- There is a car tyre business to the rear of the proposal which may cause noise nuisance to the residents of this potential development;
- The nearby locally listed former tram shed has already been negatively affected by fairly recent development, particularly when it was converted to a gym. Please feel free to contact;
- There are too many flats proposed resulting in overcrowding;
- There are too many single occupant flats that would attract too many single people in an area with family housing;
- The site should be used for additional car parking;
- The construction would result in noise and disruption for neighbouring residents; and
- The use of the site for flats would result in depreciation of house prices in the area.

Consideration

Principle of development

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

As the council cannot currently demonstrate a 5 Year Housing Land supply there is a further presumption in favour of residential development due to the necessary application of the 'tilted balance' as required by the NPPF.

The proposal lies within a residential area consisting of terraced and semi-detached houses. Notwithstanding the site and the adjoining site are in employment use, the proposal is in accordance with local and national policy in relation to the principle of the proposed development, subject to the appraisal of other material considerations detailed within the report.

Character and design

Policy CS06 of the Leicester Core Strategy (2014) states that new housing should be provided in accordance with the sustainable development and design principles set

out in policy CS03 in order to protect residential amenity and provide quality development.

Policy CS03 of the Leicester Core Strategy (2014) states that high quality, well designed developments that contribute positively to the character and appearance of the local built environment are expected. It goes on to require development to respond positively to the surroundings and to be appropriate to the local setting and context and, at paragraph 1 (first bullet point), to contribute positively to an area's character and appearance in terms of *inter alia* urban form and high-quality architecture. Saved Policy PS10 of the Local Plan (2006) sets out a number of amenity factors to be taken into account when determining planning applications including the visual quality of the area and the ability of the area to assimilate development.

The existing two storey terraced residential dwellings surrounding the application site are mostly constructed in orange brick. The industrial building to the north of the site and the existing factory to be demolished are two storeys in height and are also constructed in orange brick.

The proposed three storey building facing Raymond Road would match the eaves and ridge height of the neighbouring terraced properties to the east and would match the eaves height of the neighbouring properties to the west. The terraced properties to the west would have a ridge height of approximately 1.4m lower than that of the proposed building. However, the pitch of the roof of the both buildings would be at the same angle and the increased massing would be set back when viewed from the street scene. Therefore, I consider that the height difference would not result in an overbearing impact on the neighbouring terraced properties to the west resulting in an adverse impact on the character and appearance of the area.

The existing detailing and materials on the neighbouring terraced houses is proposed to be replicated on the Raymond Road frontage of the proposed building. Sills, lintels, Flemish brick bonding and corbelled brick detailing below the eaves are proposed. The orange brickwork, cream coloured sills and lintels and natural Welsh slate materials are also proposed to match the existing materials along the street. At ground floor level green glazed bricks and wooden fins are proposed to add interest to the design at ground floor level. The materials proposed to the rear are more modern in appearance, which includes aluminium standing seam cladding proposed for the fascia of the rear dormer element, render for the side elevation of the refurbished building to the rear of 234 Narborough Road and stretcher bond brick to the rear elevation of the 3 storey building. I consider that the proposed materials are appropriate response to the surrounding context, both to the front of the site in relation to the character of the area, and to the rear of the site to provide a suitable living environment for future occupiers.

I consider it necessary for the materials schedule, along with the submitted sample panel drawing to be conditioned to secure the quality of development that has been presented in the supporting documents. The conditions would require a new materials schedule and sample panel drawing to be submitted to outline specific manufacturer materials that the proposed development would be constructed with.

A Desk Based Archaeology Assessment has been submitted with the application. The report concludes that there is a low probability of roman and medieval archaeology on site and a moderate potential for 20th century archaeology. There are no archaeological concerns and no conditions are recommended in this respect.

The proposed development would have a neutral impact on the locally listed tram shed to the north of the site and any impact would not be visible from the street scene.

I consider that the proposed development is well designed and respects the character and appearance of the surrounding area and is in accordance with Core Strategy policies CS03 and CS18 and paragraphs 131, 135, 139, 140, 210, 216 and 218 of the NPPF.

Residential Amenity (Neighbouring Occupiers)

The proposed development is located within a primarily residential area, with residential properties to the east, south and west of the site. Due to the proximity of the site to the Narborough Road/Hinckley Road District Centre, there are also retail properties to the north and west of the site.

As the lawful use of the existing building at 8-14 Raymond Road falls within the use class B2 for factory use, which is considered a noisy use class, I consider that the noise impacts from the proposed residential use will be much less than the potential impacts from the current lawful use.

SPD Residential Amenity (2008) sets out guidance for window separation distances within residential areas. The recommended separation distances between first floor windows and a brick wall is 15m, the recommended distance between two indirectly facing windows is 18m and the recommended distance between two facing windows set out within the guidance is 21m. The recommended distance between a first floor habitable room and undeveloped land including gardens is 11m.

The change of use of the existing building to the rear of 234 Narborough Road would result in use of the building at different times to the existing factory use. The proposal would result in the existing windows facing the rear elevation of 234 Narborough Road being retained as well as additional openings being provided. There are four flats within the building at 234 Narborough Road to the west of the site. From Officers' site visit the flats appeared to be mainly at first floor level, but there was an existing flat at ground floor level within the existing rear outrigger. The outlook for this flat is to the south and would not look directly towards the proposed flats. As such, I consider that the proposed development would not have a significant impact on the occupiers of these existing flats.

The distance between the first floor windows within the converted building at 234A Narborough Road and the first floor flats facing the application site is approximately 13.5m. As the habitable rooms within the proposed flats would be dual aspect, amended details have been received to ensure that all the windows that face towards the flats at 234 Narborough Road are obscure glazed up to 1.8m above floor level to avoid any unacceptable overlooking between the flats. I consider that the habitable rooms affected within the proposed flats would receive sufficient outlook to the western side and would still receive a good level of light from both the east and western sides.

The outlook from the proposed flats within the converted building at 234A Narborough Road would be towards the rear gardens of the properties along the northern side of Raymond Road to the west of the site. The separation distance from the east facing windows to the common boundary of the site and the rear garden of 16 Raymond Road would be 16m and the separation distance would be approximately 14.5m from the external walkway to the boundary. Both of these separation distances would be in excess of the recommended 11m distance set out in SPD Residential Amenity. Therefore, although there would be an intensification of occupancy of the site looking towards the rear gardens of the properties to the east of the site, I consider that the separation distance is well within the guidance and is therefore acceptable.

The demolition plan shows that the existing wall on the eastern side of the site that forms the eastern side elevation of the existing single storey building would be retained. This wall is approximately 3.3m in height and would be sufficient to screen any potential overlooking from the proposed courtyard or the east facing ground floor flats towards the neighbouring property at 16 Raymond Road. As the wall is existing, its retention would not result in any additional impacts in terms of the overshadowing or overbearing impact on the neighbouring garden than the existing situation.

The proposed cycle parking shelter would not project above the existing 3.3m high wall and as such its massing would not have a detrimental impact on neighbouring amenity.

The neighbouring property at 16 Raymond Road has a two storey outrigger at the rear within an approximately 3.7m deep single storey outbuilding projecting to the rear of the outbuilding. There is a rear facing bathroom window at first floor level within the outrigger.

The rear elevation of the proposed three storey building would project less than a metre beyond the rear elevation of the existing building on site and the height of the building to the rear would be approximately 1.6m higher than the height of the existing building adjacent to the neighbouring outrigger. The wall projecting beyond the outrigger and adjacent to the neighbouring rear outbuilding would be the same height as the existing building.

Although the proposed building would be larger than the existing building and would be more visible from the neighbouring gardens, particularly at 16 Raymond Road, I consider that any impacts in relation to overshadowing would be mitigated by the position of the existing outrigger and single storey rear outbuilding and would be similar to the existing situation. Moreover, I consider that the proposed development would not result in a loss of light or outlook to the occupiers of the neighbouring property, as there are no rear facing habitable rooms adjacent to the application site that could be affected by the proposed development.

The proposed balcony for the flat would be set away from the common boundary with 16 Raymond Road and set back from the rear elevation of the proposed three storey building. Along with the 3.3m high boundary wall to be retained, I consider that it would be difficult for the future occupiers to obtain direct views of neighbouring gardens that

would result in a significant detrimental impact on neighbouring occupiers. As such, I consider that the location of the balcony would be acceptable in this instance.

There are no habitable room windows at the rear of the neighbouring properties at 4 and 6 Raymond Road to the west of the site. The proposal would result in a slight increase in massing, which would be visible at this side of the site; however, I consider that the impact would not have a significant adverse effect on the amenity of the occupiers of these dwellings, as only 1.5m of the application site abuts the neighbouring site at 6 Raymond Road, the rear amenity space at the neighbouring property is already significantly overshadowed, the useable private amenity space within the rear gardens is set away from the proposed development and no habitable room windows would be affected by the proposal.

There are no other residential properties that could be affected by the proposal, as the two storey building to the north of the site and the existing flats at 232 Narborough Road do not have any windows that face the site. As such, I consider that the proposed development would not have a significant detrimental impact on the amenity of neighbouring occupiers which would warrant the refusal of the application. I consider that the proposal would accord with saved local plan policy PS10 when taking into account the impact the proposed development would have on the amenity of nearby residential occupiers.

Living Conditions (Future Occupants)

Saved City of Leicester policy H07 states *'Planning permission will be granted for new flats and the conversion of existing buildings to self-contained flats, provided the proposal is satisfactory in respect of the location of the property and the nature of nearby uses, the creation of a satisfactory living environment, the arrangements for waste bin storage and car or cycle parking, the provision, where practicable, of a garden or communal open space and the proposed or potential changes to the appearance of the buildings, and their settings.'*

Saved policy PS10 states the factors that will be taken into account concerning the amenities of existing and proposed residents when considering planning applications. These factors include things such as noise, light, smell and air pollution, the visual quality of the area, additional parking and vehicle movements, privacy and overshadowing, safety and security, access to key facilities.

Flat sizes

The proposal is for a mix of one and two bed self-contained flats. They range in size from 40.2sqm for the smallest 1 bedroom flats to 83.5sqm for the two bed four person flat. All the flats, apart from two of the 1 bedroom 2 person flats meet the minimum size requirements set out in the Nationally Described Space Standards (NDSS). However, as these flats are only 0.2sqm below the NDSS standards and provide suitable circulation space, I consider that they would not result in adverse living conditions for the future occupants in this instance. I consider the overall sizes of the flats to be acceptable.

Accessibility

Core Strategy policy CS06 states that all new housing units should, where feasible, be designed to Lifetime Homes Standards with an appropriate proportion to wheelchair

accessible standard. Lifetime Homes standards are now obsolete but given the introduction of the Building Regulations 2010 access to and use of dwellings Approved Document M Volume 1: 2015 edition including the 2016 amendments; all new homes, where feasible, should now meet the national accessible and adaptable standard M4(2). Normally converted buildings would not be required to meet the accessibility standards due to physical constraints. However, in this instance all the flats, including those in the two storey building that is proposed to be converted will comply with accessible and adaptable standard M4(2). I consider that the proposed accessibility for the proposed flats is acceptable and a condition can be attached to ensure that the development is delivered to this standard.

Amenity space

The Residential Amenity SPD sets out that 1.5sqm of private amenity space should be provided for each one bedroomed flat and 2sqm of private amenity space should be provided for two bedroomed flats. The scheme would require 22sqm of private amenity space based on the number of one and two bedroomed flats.

Some private amenity space is provided for some of the flats through private balconies and thresholds facing the rear courtyard and the area to the west of the building to the rear of 234A Narborough Road. The flats that have private amenity space provided for them and exceeds the recommended provision are flats 2, 3, 4, 5, 6 and 14. The private amenity space would be enclosed with boundary treatments of 1.2m in height, which is sufficient to retain outlook but high enough to ensure reasonable level of privacy.

The landscaping plan shows that approximately 180sqm of communal amenity space to the rear of the site would be provided as a result of the demolition of the existing buildings on site. Whilst this is not private amenity space, the scheme has been designed to provide private amenity space where practicable, along with a large amount of communal amenity space and therefore I consider this arrangement is acceptable.

Light and outlook

A daylight assessment has been submitted as part of the application. As a result of the daylight assessment, amendments were received for additional windows and enlarged windows and doors for flats 4, 5, 10 and 11. The daylight assessment concluded that, with the changes to the scheme, the habitable rooms within the flats would receive sufficient natural light.

All habitable rooms would have windows. However, due to the constraints of the bedroom within the roof of flat 11, this room would only receive outlook from rooflights, which is not ideal. However, the flat would have suitable outlook from rooms elsewhere within the unit and although not ideal, I consider this arrangement is acceptable in this instance.

The habitable rooms within flats 4 and 11 would have limited outlook afforded to the bedrooms. Although this is not ideal, the living room within the flats does provide a good level of outlook. I consider that the proposal, by providing additional residential accommodation within the city would outweigh the impacts of insufficient outlook.

It is indicated on the proposed elevation drawings that the windows within the flats facing the rear of the buildings on Narborough Road would be obscure glazed up to 1.8m above the floor levels. This would be to protect the amenity of the occupiers of the residential dwellings at first floor level of the buildings along Narborough Road. I consider that these flats would have suitable outlook towards the courtyard to the eastern side.

Noise and overheating

An Environmental Noise Assessment was submitted with the application to assess what the impacts of noise from various sources would be on the future occupiers of the proposed flats.

A sound insulation scheme is recommended within the report, based on the predicted internal noise levels, which would ensure that the noise levels within the proposed flats would be below the criteria for indoor ambient noise levels set out in Professional Practice Guidance on Planning and Noise (ProPG).

With regards to overheating, the submitted assessment indicates that it would be possible to use open windows as part of the overheating mitigation strategy and achieve the criteria set out in Acoustics, Ventilation and Overheating Guide (AVOG) and Part O of the Building Regulations.

Internal airborne sound transmission from adjacent attached retail premises or nearby vehicle repair garages have been assessed and they are not considered to cause a significant adverse impact on the occupiers of the flats.

I consider that the proposed insulation is acceptable and the windows can be opened in this location to prevent overheating. The insulation scheme as submitted can be conditioned to be installed prior to the occupation of the proposed flats.

Waste Management

Bin storage for all the flats is proposed to the front of the proposed building fronting Raymond Road. Sufficient space is provided within the area for the required number of bins and it is easily accessible, both from Raymond Road for collection and from within the building itself, which is acceptable.

I consider it necessary to attach a condition to ensure that the designated area for bin storage is provided prior to the occupation of the development and is retained for bin storage thereafter.

Living Conditions - Conclusion

I consider that the internal layouts and floorspace provided within the flats, the light and outlook afforded to the future occupiers, accessibility of the proposed development, the amount of private amenity space to be provided and the bin storage provision are all acceptable. I consider that the proposal would accord with the NPPF, saved local plan policy PS10 and Core Strategy policy CS03 when considering the proposed living conditions for the future occupiers.

Highways

Core Strategy Policy CS14 states 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.

Saved Policy H07 states planning permission will be granted for the conversion of existing buildings to self-contained flats, provided the proposal is satisfactory in respect of the arrangements for car or cycle parking.

Saved Policy AM12 states level of parking for residential development shall be determined in accordance with Appendix 01 referenced above.

Raymond Road is predominantly residential in nature, and the current uses on the site conflicts with this. As such, a residential use would be more appropriate from a highways perspective. No car parking provision has been made on the site and non can be provided, due to the nature of the site. Trip making is unlikely to differ significantly between the existing and proposed uses. Although the patterns of these trips may vary, the differences are considered unlikely to be of significant concern in this case.

The proposals incorporate no off-road car parking for residents; however, the site is in a sustainable location with bus stops located nearby along Narborough Road and is close to facilities within the Narborough Road/Hinckley Road District Centre. I consider it necessary to attach a condition to ensure that a travel pack that includes information regarding local transport links for residents is provided.

Communal cycle storage for 18 bikes is provided within the rear courtyard, which meets the requirements set out in SPG Vehicle Parking Standards and saved Local Plan policies H07 and AM12. I consider it necessary to attach a condition to ensure that the cycle parking as proposed is provided and retained.

Pedestrian access will be retained from Raymond Road and Narborough Road. As vehicle access to the site would no longer be necessary, the existing driveway between numbers 234 and 236 Narborough Road, which is currently for vehicular use to the site but would now be redundant, would need to be removed. I consider it necessary to attach a condition to ensure that the kerb line and footway are reinstated accordingly.

I consider it necessary to attach a condition to ensure that a Construction Method Statement is provided prior to the commencement of development to ensure that any disruption on neighbouring residential occupiers is limited during the construction and demolition processes.

Subject to conditions, I conclude that the proposal would comply with policy CS14 of the Core Strategy (2014) and would not conflict with saved policies H07 and AM12 of the Local Plan (2006), and is acceptable in terms of highway impact and parking.

Air Quality

An Air Quality Assessment (AQA) has been submitted with the application. The AQA was conducted in line with methodology provided by the Institute of Air Quality Management (IAQM).

The assessment concludes that the site will not adversely affect the air quality of the

surrounding area, nor will the proposed sensitive receptors (residential units) created be exposed to poor air quality in the operational phase. The site is identified as a 'medium risk' site due to potential dust soiling during the demolition phase of operations. Appropriate mitigation measures for a 'medium risk' site to be followed during all periods of construction and demolition are listed in Appendix D of the AQA, which I consider necessary to be secured by way of planning condition.

Subject to the above condition, the proposed development is considered not to have an adverse impact on the air quality of the surrounding area in accordance with saved Local Plan policies PS10 and PS11.

Land Contamination

The site has been used as a factory and has a history of industrial processes. As such, I consider it necessary for a condition be attached to ensure that the site is investigated for the presence of land contamination, and a site investigation report incorporating a risk assessment and, if required, a scheme of remedial works to ensure the site suitable and safe for the development, is submitted and approved prior to the commencement of any development other than demolition.

Subject to the acceptability of any information submitted as a result of the above condition, I consider that the proposal would be acceptable in relation to land contamination impacts and the proposal would not be contrary to NPPF paragraph 196 and saved Local Plan policy PS11.

Ecology and landscaping

The site is not designated for nature conservation and is situated within a heavily urbanised area of the city. However, the site is located close to the Ivanhoe railway line, a locally designated Biodiversity Enhancement Site that provides local Green Infrastructure, which is connected to the site by adjacent rear gardens of residential properties.

An internal/external bat survey report (Dr Stefan Bodnar - May 2024) has been provided, which concluded that both buildings presented negligible roost potential. As a result no further surveys are required. The report is considered acceptable and the proposed demolition and development would be unlikely to impact protected species.

Within the report, the Applicant's Ecologist has recommended that x3 bat boxes and x3 bird boxes (House Sparrow terrace design) be included with the development design which is acceptable and I consider necessary to be conditioned.

I do consider it necessary for a note to applicant to be attached to any permission granted to advise that development should be avoided during the bird nesting season, as there is potential for birds (in particular pigeons) to nest on sheltered areas of flat roofs.

As the site is entirely comprised of buildings and hard standing with no evidence of habitats being present, the 'de-minimis' threshold for Biodiversity Net Gain exemption applies.

The proposed landscaping plans intend to introduce 'low maintenance' habitat as part of the development design that incorporates native species of planting to support pollinators. I consider that this can be achieved through specific details provided within a Landscape and Ecology Management Plan, which can be conditioned to be provided.

Subject to conditions the proposed development is considered not to have an adverse impact on biodiversity in accordance with Core Strategy policy CS17 and paragraph 187 of the NPPF.

Drainage

The site is located within Flood Zone 1, as detailed on the Environment Agency's website, and is shown to be at 'Very Low' risk of surface water flooding. A Drainage Strategy report has been provided, which proposes to limit the discharge of surface water to 3.0l/s via a geocellular attenuation tank and a hydrobrake flow control. Further SuDS are required, which I consider can be secured by way of condition.

Additional drainage requirements are also necessary including drainage measures to prevent water flowing onto the public highway, discharge rates, detailed drainage layout plan and detailed drainage calculations.

The existing surfaces to the rear of the site are impermeable tarmac. It is proposed that raised planters are proposed, which would discharge into the surface water drainage system. I consider it necessary to attach a condition to secure the SuDS details proposed and to ensure that maintenance details are provided.

The additional details can be secured by above slab level conditions. It is considered that the development is acceptable subject to conditions and taking into account Core Strategy policy CS02 and the NPPF when considering flood risk and climate change.

Sustainable Energy

A Sustainable Energy Report has been provided for the development.

Based on the assessment results provided on page 18 of the report, I consider that adequate levels of daylighting for each flat would be provided to prevent the need for excessive use of artificial lighting.

The report confirms that the proposed U values meet or exceed the notional building regulations U values, which is acceptable.

The details submitted in relation to space heating, hot water, ventilation and lighting are all acceptable.

Sufficient space is provided within each flat for hot water cylinders with integral air source heat pumps. External vents to facilitate the air source heat pumps can also be accommodated.

Solar panels are proposed on the flat roof of the rear dormer element of the proposed building fronting Raymond Road, which I consider to be acceptable.

It is confirmed that the proposed level of carbon emission reductions compared to the baseline for this development would result in a projected reduction of 71%.

I consider that the proposed measures are acceptable in accordance with NPPF paragraphs 166 and 167 and Core Strategy policy CS02. The Sustainability Statement including approved measures can be secured by way of condition.

Viability and Developer Contributions

Paragraph 58 of the NPPF (as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010) states that planning obligations must only be sought where they meet the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

A request for financial contributions has been made by the NHS Leicestershire and Rutland Integrated Care Board. To ensure that the health and wellbeing of the local community is protected, they have requested S106 funding to help mitigate/support the needs arising from an increase in population and is used towards increasing access to these services.

£8,400.00 is requested based on 2021 census data, with an average of 1.5 patients per flat dwelling, the development would result in a minimum population increase of 21 patients.

Based on the formula set out within the Green Space SPD a contribution of £14,811.00 has been requested from the Parks and Open Spaces Team within Leicester City Council in response to this application. The contribution is intended to be used towards improvements to the existing kick-about space and for additional tree planting.

No contribution has been requested from Education and School Services and the number of flats proposed do not meet the threshold of 15 flats to allow for any affordable housing contributions.

This contributions requested will need to be secured by a section 106 agreement.

I conclude that a section 106 agreement is necessary to secure the NHS and Parks and Open Spaces contributions. The proposal is in accordance with NPPF paragraph 58 and Leicester Core Strategy policy CS19.

Other matters

An objector raised concerns regarding the impact of the proposed development on house prices in the area. This is not a material planning consideration and cannot be considered in the determination of the application.

Conclusion

The proposed development is considered acceptable in principle and would not result in detriment in respects of residential amenity, design, heritage, highways, sustainability, flood risk, landscaping, trees, ecology and land contamination.

The proposed development is considered to be high quality, well designed and contributes positively to the character and appearance of the character and appearance of the area.

I consider that the proposal would also contribute towards meeting the City's five year housing land supply. The standard of accommodation on balance is acceptable and the provision of housing would outweigh the lack of outlook to some of the habitable rooms.

The details for all aspects of the proposal as submitted are accepted and conditions will be attached to secure those details are implemented.

Contributions for the NHS and Parks and Open Spaces will be secured through a section 106 agreement.

The development complies with the local development plan policies, NPPF and NPPG and is considered to be acceptable.

I recommend that this application is APPROVED subject to the following conditions and a SECTION 106 AGREEMENT to secure a financial contribution for the NHS and Parks and Open Spaces:

CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. No development shall commence, including any works of demolition, until a Construction Method Statement (CMS), has been submitted to, and approved in writing by the Local Planning Authority. The approved CMS shall be adhered to throughout the demolition and construction period. The statement shall provide for:
 - (i) the parking of vehicles of site operatives and visitors;
 - (ii) the loading and unloading of plant and materials;
 - (iii) the storage of plant and materials used in constructing the development;
 - (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (v) wheel washing facilities;
 - (vi) measures to control the emission of dust and dirt during construction;
 - (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - (viii) a list of all works to be carried out in the highway and arrangements to facilitate these works, including scaffolding required within the highway, temporary traffic management plan/s and permits, licences and TTROs required.(To ensure the satisfactory development of the site, and in accordance with saved policies AM01, UD06 of the City of Leicester Local Plan and Core Strategy policy CS03. To ensure that the details are agreed in time to be

incorporated into the development, this is a PRE-COMMENCEMENT condition).

3. No construction or demolition work, other than unforeseen emergency work, shall be undertaken outside of the hours of 0730 to 1800 Monday to Friday, 0730 to 1300 Saturday or at any time on Sundays or Bank Holidays, unless the methodology has been submitted to the City Council Noise and Pollution Control Team. The methodology must be submitted at least 10 working days before such work commences and agreed in writing by the City Council Noise and Pollution Control Team.
The City Council Noise and Pollution Control Team shall be notified of any unforeseen emergency work as soon as is practical after the necessity of such work has been decided by the developer or by anyone undertaking the works on the developer's behalf.
(In the interests of the amenities of nearby occupiers, and in accordance with saved policy PS10 of the City of Leicester Local Plan.)
4. No development shall be carried out (other than demolition) until the site has been investigated for the presence of land contamination, and a Site Investigation Report incorporating a risk assessment and, if required, a scheme of remedial works to render the site suitable and safe for the development, has been submitted to and approved in writing by the Local Planning Authority. The approved remediation scheme shall be implemented and a completion report shall be submitted to and approved in writing by the Local Planning Authority before any part of the development is occupied. Any parts of the site where contamination was previously unidentified and found during the development process shall be subject to remediation works carried out and approved in writing by the Local Planning Authority prior to the occupation of the development. The report of the findings shall include: (i) a survey of the extent, scale and nature of contamination; (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, pets, woodland and service lines and pipes, adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments; (iii) an appraisal of remedial options, and proposal of the preferred option(s). This shall be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11". (To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy PS11 of the City of Leicester Local Plan.).
5. No part of the development shall be occupied until any redundant footway crossings and/or damaged or altered areas of footway or other highway have been reinstated in accordance with guidance in the Leicester City Council document "Leicester Street Design Guide". (For the safety and convenience of pedestrians and other road users, and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03.)

6. No part of the development shall be occupied until 18 secure and covered cycle parking spaces have been provided in accordance with the approved plans and retained thereafter. (In the interests of the satisfactory development of the site and in accordance with saved policies AM02 and H07 of the City of Leicester Local Plan).
7. Within one month of the first occupation of any dwelling, the occupiers of each of the dwellings shall be provided with a 'New Residents Travel Pack'. The contents of this shall be submitted to and approved in writing in advance by the Local Planning Authority and shall include walking, cycling and bus maps, latest relevant bus timetable information and bus travel and cycle discount vouchers. (In the interest of sustainable development and in accordance with saved policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).
8. Prior to the commencement of works above slab level, a materials schedule in accordance with the materials key shown on the approved plans, including all external materials with product specification and RAL colours, and materials sample panel drawing (at a scale of 1:20) shall be submitted to and approved in writing by the Local Planning Authority. The Sample Panel Drawings shall show (but not necessarily limited to) the following:
 - A) brick,
 - B) bonding & mortar,
 - C) colour of mortar,
 - D) window frames and reveals,
 - E) ventilation panels/louvres materials and coverings,
 - F) fenestration profiles,
 - H) lintels, sills and reveals, and
 - I) cladding.(In the interests of visual amenity and to preserve the special character of the area and in accordance with policy CS03 of the Core Strategy).
9. Prior to the commencement of works above slab level, sample panel(s) shall be constructed on site for inspection (size, number and detail to be agreed under condition 8) showing (but not necessarily limited to) brick, bonding & mortar, colour of mortar, window frames, reveals, fenestration profiles, lintels, sills, reveals and cladding. The development shall only be constructed in accordance with the approved materials and sample panel details. (In the interests of visual amenity and to preserve the special character of the area and in accordance with policy CS03 of the Core Strategy.)
10. Prior to the commencement of development other than demolition, details of drainage shall be submitted to and approved in writing by the local planning authority. No dwelling hereby approved shall be occupied until the drainage has been installed in full accordance with the approved details. It shall be retained and maintained thereafter. (To ensure appropriate drainage is installed in accordance with policy CS02 of the Core Strategy).
11. Prior to the commencement of development other than demolition, full details of the Sustainable Drainage System (SuDS) together with implementation, long term maintenance and management of the system shall be submitted to and

approved in writing by the local planning authority. No flat/property shall be occupied until the system has been implemented. It shall thereafter be managed and maintained in accordance with the approved details. Those details shall include: (i) full design details, (ii) a timetable for its implementation, and (iii) a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the system throughout its lifetime. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy).

12. The development shall be carried out in accordance with the energy efficiency measures as outlined in the Sustainable Energy Report rev 3 received on 24/06/2025. (In the interests of development to mitigate and adapt to climate change and in accordance with Core Strategy Policy CS02.)
13. Prior to the commencement of development other than demolition, details of the type and location of 3 x Bat boxes and 3 x Bird nest boxes (Sparrow Terrace type recommended) to be attached to the exterior elevations of the proposed building have been submitted to and agreed in writing by the Local Planning Authority. The locations should be determined by an ecologist who should also supervise their installation. The development shall be carried out in accordance with the agreed details, which shall be retained thereafter. (In the interest of biodiversity and in accordance with NPPF (2024), and Core Strategy policy CS17).
14. Prior to the commencement of development other than demolition until a detailed landscape and ecological management plan (LEMP) showing the treatment and maintenance of all parts of the site which will remain unbuilt upon shall be submitted to and agreed in writing with the local planning authority. No part of the development shall be occupied until the LEMP has been implemented in accordance with the approved details. This scheme shall include details of: (i) new shrub planting, including plant type, size, quantities and locations; (ii) means of planting, staking, and tying of shrubs, including guards; (iii) other surface treatments; (v) any changes in levels; (iv) the position and depth of service and/or drainage runs (which may affect tree roots), v) a detailed plan of the biodiversity enhancements on the site such as meadow creation and hedgerow improvements including a management scheme to protect habitat during site preparation and post-construction. vi) details of planting design.
For a period of not less than five years from the date of planting, the applicant or owners of the land shall maintain all planted material. This material shall be replaced if it dies, is removed or becomes seriously diseased. The replacement planting shall be completed in the next planting season in accordance with the approved landscaping scheme. (In the interest of biodiversity, amenity and the character and appearance of the area, and in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy policies CS03 and CS17.).

15. The development shall not be occupied until the store for refuse bins has been provided in accordance with the approved plans and is accessible to all occupiers. The bin store shall be retained thereafter for the storage of refuse in connection with the use and occupation of the development and all refuse bins shall be kept within the designated area other than on refuse collection days. (To ensure adequate facilities for the storage and collection of refuse and to protect the amenity of the area in accordance with saved policy H07 of the City of Leicester local plan and Core Strategy policy CS03).
16. Prior to the first occupation of the development all details and recommendations in the submitted Environmental Noise Assessment received 21/06/2024 shall be fully implemented. The installations shall be retained and maintained thereafter. (To achieve satisfactory living conditions for future occupiers of the development and in accordance with saved policies PS10 and PS11 of the City of Leicester Local Plan).
17. Before the first occupation of the flats hereby approved, the windows facing west towards 234 Narborough Road shall be fitted with obscure glazing, as shown on the approved elevations, to Pilkington level 4 or 5 (or equivalent) and non-opening (with the exception of a top opening light), and retained as such. (In the interests of the amenity of future occupiers and in accordance with saved policy PS10 of the City of Leicester Local Plan).
18. All flats shall be constructed in accordance with 'Category 2: Accessible and adaptable dwellings M4 (2) Optional Requirement. On completion of the scheme and prior to the occupation of any of the flats a completion certificate signed by the relevant inspecting Building Control Body shall be submitted to the local planning authority certifying compliance with the above standard. (To ensure the flats are adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS06)
19. Development shall be carried out in full accordance with the following approved plans:
 - Demolition Plan, 1702 P02 rev A, received 21/06/2024
 - Proposed Site and Landscaping Plan, 1702 P10 rev C, received 24/06/2025
 - Proposed Floor Plans, 1702 P20 rev D, received 24/06/2025
 - Proposed Second Floor and Roof Plans, 1702 P21 rev B, received 08/04/2025
 - Proposed Elevations, 1702 P30 rev E, received 11/07/2025
 - Bike Store Plan and Elevations, 1702 P50 rev A, received 21/06/2024
 - Construction and Materials, 1702 P40 rev B, received 11/07/2025
 - Construction and Materials, 1702 P41 rev C, received 11/07/2025 (for the avoidance of doubt)

NOTES FOR APPLICANT

1. Development on the site should avoid the bird nesting season (March to September), but if this is not possible, a check for nests should be made by an ecologist (or an appointed competent person) not more than 48 hours prior to

the commencement of works and evidence provided to the Local Planning Authority. If any nests or birds in the process of building a nest are found, these areas will be retained (left undisturbed) until the nest is no longer in use and all the young have fledged. An appropriate standoff zone will also be marked out to avoid disturbance to the nest whilst it is in use.

All wild birds are protected under the Wildlife and Countryside Act (1981) as amended making it an offence to kill, injure or disturb a wild bird and during the nesting season to damage or destroy an active nest or eggs during that time. Further information on birds and the law can be found here Wild birds: protection and licences - GOV.UK (www.gov.uk)

2. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available, this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because the following statutory exemption/transitional arrangement is considered to apply:

Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

3. Leicester Street Design Guide (First Edition) has now replaced the 6Cs Design Guide (v2017) for street design and new development in Leicester. It provides design guidance on a wide range of highway related matters including access, parking, cycle storage. It also applies to Highways Act S38/278 applications and technical approval for the Leicester City highway authority area. The guide can be found at:
<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>

The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 for all works on or in the highway. For new road construction or alterations to existing highway the developer must enter into an Agreement with the Highway Authority. For more information please contact highwaysdc@leicester.gov.uk.

As the existing building to be demolished abuts the highway boundary, any barriers, scaffolding, hoarding, footway closure etc. required for the demolition works to be undertaken will require a licence. This should be applied for by emailing Licensing@leicester.gov.uk.

With regards to the Travel Pack the contents of the pack are intended to raise the awareness and promote sustainable travel, in particularly for trips covering

local amenities. The applicant should contact highwaysdc@leicester.gov.uk for advice.

The costs for the alterations of the TROs should be funded by the Applicant. The average cost of a TRO scheme is currently in the region of £6,000, but this cost may rise depending on the complexity. The Applicant is advised to contact trafficoperations@leicester.gov.uk to discuss the requirements to enable the TRO to be processed.

4. The City Council, as local planning authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process. The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2024 is considered to be a positive outcome of these discussions.

Policies relating to this recommendation

2006_AM01	Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
2006_AM02	Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
2006_AM12	Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
2006_H07	Criteria for the development of new flats and the conversion of existing buildings to self-contained flats.
2006_PS10	Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
2006_PS11	Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
2006_UD06	New development should not impinge upon landscape features that have amenity value whether they are within or outside the site unless it can meet criteria.
2014_CS02	Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
2014_CS03	The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
2014_CS06	The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
2014_CS08	Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
2014_CS14	The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.

- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2014_CS17 The policy sets out measures to require new development to maintain, enhance and strengthen connections for wildlife, both within and beyond the identified biodiversity network.
- 2014_CS18 The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.
- 2014_CS19 New development must be supported by the required infrastructure at the appropriate stage. Developer contributions will be sought where needs arise as a result of the development either individually or collectively.

