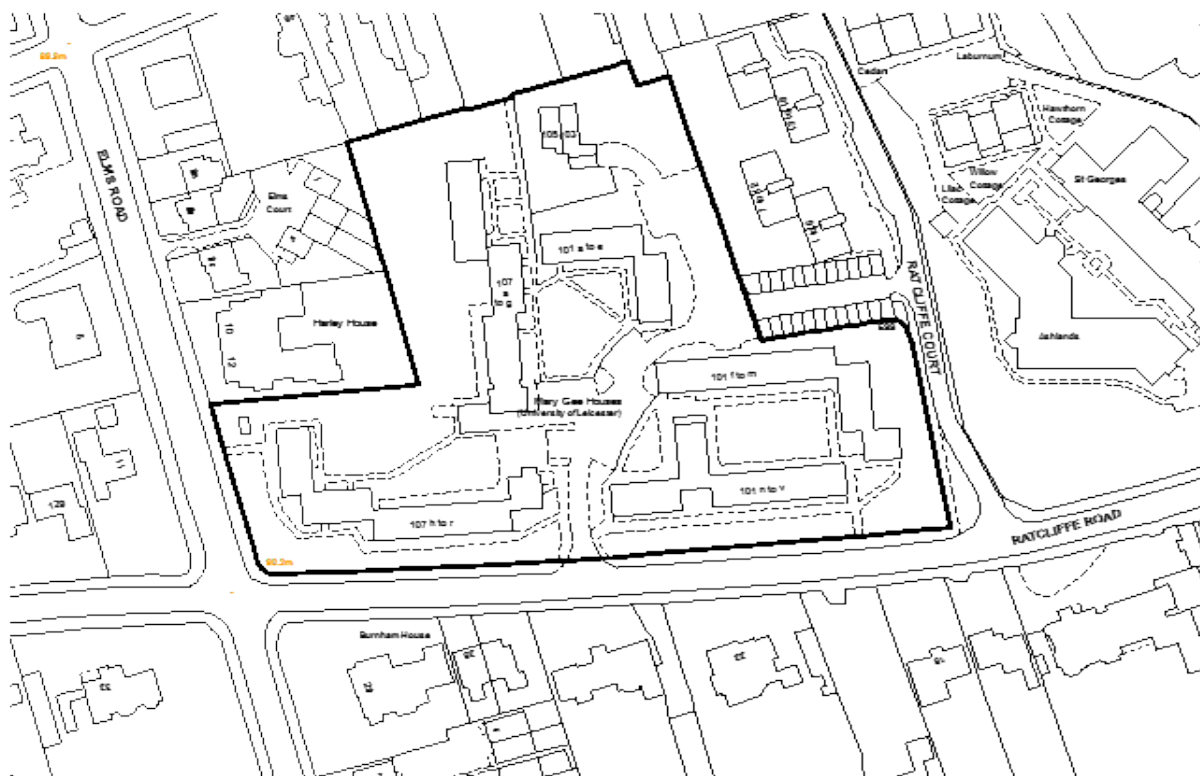


COMMITTEE REPORT

20241345	101-107 Ratcliffe Road, former Mary Gee Houses Halls of Residence	
Proposal:	Demolition of existing buildings; construction of four x three storey buildings to provide retirement apartments with care (Class C2); communal facilities; associated landscaping, access roads, car parking and services. (Amended plans)(s106 agreement)	
Applicant:	Mr Robert Gaskell	
App type:	Operational development - full application	
Status:	Smallscale Major Development	
Expiry Date:	29 August 2025	
AP	TEAM: PM	WARD: Knighton



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Summary

- The application is brought to committee due to there being more than 6 objections from different addresses received within the city boundary.
- The main issues are the proposed use, scale and massing, traffic and parking, the character and appearance of Stoneygate Conservation Area,

effect on the nearby listed buildings including Grade II* Inglewood, amenity of neighbouring residents, living conditions for future residents, landscaping and biodiversity.

- The application is recommended for approval subject to conditions and a Unilateral Undertaking to secure an ICB contribution.

The Site

The application site is located on the north side of Ratcliffe Road. The site is within a primarily residential area as defined in the Development Plan. The existing buildings on the site were built in the 1970's and were last used as a university halls of residence by the University of Leicester. The buildings are three storey in height with low pitched roofs. They are spread across the site positioned at different angles with areas of amenity space between them.

The existing vehicular access is from Ratcliffe Road positioned central to the frontage of the site. The site has very little in terms of car parking provision. The boundary to the site is formed by railings or close board fencing with areas of shrubs behind in places. There are mature trees along all the boundaries and some smaller trees within the centre of the grounds.

The site is within the Stoneygate Conservation Area. There is also an associated Article 4 Direction in place. The site is within the agreed boundary of the proposed Knighton Neighbourhood Plan Area. The plan is yet to be produced and adopted.

The site is also within a critical drainage area (CDA). Ratcliffe Road is in a surface water 1 in 1000 years area.

To the south east of the site on the opposite side of Ratcliffe Road are a number of listed buildings:

No. 32 Ratcliffe Road, Inglewood – Grade II Star
Nos. 34 – 38 Ratcliffe Road – Grade II

There are four protected trees to the east of the site to the rear of properties on Ratcliffe Court but none within the boundary of the development site.

Background

20171735 – Planning permission approved for demolition of building to rear: external alterations to student accommodation (Sui Generis).

The applicant purchased the site from the University of Leicester in 2018.

Previous Application

20190433 – Planning permission refused for demolition of existing buildings; construction of residential development of 100 apartments with care for the elderly (27 x 1 bed, 58 x 2 bed and 15 x 3 bed) (Class C2); associated landscaping and parking (amended plans). The reasons for refusal were as follows:

1. The proposal fails to respond to the local context and prevailing character and does not demonstrate a good quality of design. The proposal by virtue of its massing, form, use of materials, scale, layout and relationship with neighbouring buildings, would cause harm to the amenity of the local area. It would not be appropriate to the setting. The proposal is therefore contrary to Core Strategy policy CS03 and the relevant provisions of the National Planning Policy Framework, in particular paragraphs 122, 124, 127, 128 and 130, as supported by the National Design Guide.
2. The scheme fails to represent a high quality and contextually responsive design and as such it fails to preserve the character and appearance of the Stoneygate Conservation Area and will cause less than substantial harm to the setting of the adjacent Listed Buildings. The proposal is contrary to Core Strategy Policy CS18 and the relevant provisions of the National Planning Policy Framework, in particular paragraphs 192, 193 and 194 and the Stoneygate Conservation Area Character Statement.

The applicant submitted an appeal to the Planning Inspectorate against the refusal of planning permission 20190433. An informal hearing was held and the Inspector dismissed the appeal for the following reasons:

The proposed building would be of a considerable height, depth, scale, and mass, and therefore appear significantly larger and domineering than any other building in the immediate context of this part of the Conservation Area (CA), including the existing buildings within the site. Furthermore, despite including more detailing than the existing buildings in the site, the proposal would be so lacklustre and uninviting that it would appear as an inadequate element of townscape in its own right and cause significant harm to its surroundings, including the character and appearance of the Conservation Area. There would also be a limited amount of harm to the setting of the Grade II* listed building.

Appeal Inspector's Conclusions on the main issue (previous application)

The Inspector concluded that the proposed development would not constitute high quality design and would have a significantly harmful effect on the character and appearance of the CA and there would be harm to the setting of the Grade II* listed building. Hence, the appeal proposal would fail to satisfy the requirements of the Act, paragraphs 197 and 199 of the Framework and conflicted with the design and heritage aims of Core Strategy Policies CS03 and CS18, the Stoneygate Conservation Area Character Statement, paragraphs 124, 126, 130, 132 and 134 of the then Framework and the National Design Guide.

Current Application

The applicant has undertaken a pre-application consultation with members of the public including the distribution of leaflets to approximately 500 addresses on two occasions, an in person drop in session in the local area and a website allowing the public to view the proposals and comment on them.

A pre-application process was also undertaken with planning officers and included taking proposals to an independent design review panel on two occasions. Written advice was provided after the design review panels. This is in accordance with paragraphs 40 – 43 of the National Planning Policy Framework (NPPF)(2024)

The Proposal

The applicant has applied to demolish the existing buildings on the site which were previously used as the Mary Gee Hall of Residence for the University of Leicester.

These buildings will be replaced by four new buildings which will accommodate 94 apartments within Class C2 (residential institution - specifically retirement apartments with care for people aged 60 and over) providing the following mix:

38 x 1 bedroom
45 x 2 bedroom
11 x 3 bedroom

The proposed buildings will be three storey in height. The applicant has suggested materials including brick, slate aesthetic roof tiles, aluminium windows and doors, metal balconies.

The communal facilities within the development for residents would include a table service restaurant including an outdoor eating area, coffee bar, residents lounge, activities studio, hairdressing salon and treatment room, guest suite, mobility scooter stores and outdoor amenity space including a garden area with raised beds and a greenhouse and a pétanque court.

Care team offices/facilities are also proposed which would enable staff to be on site 24 hours a day 365 days a year

Ground floor apartments will have terrace areas and upper floor apartments will have balconies as areas of private amenity space.

60 car parking spaces are proposed including six disabled parking spaces. The spaces are distributed throughout the site and adjacent to the four buildings. Vehicular access is from Ratcliffe Road.

The applicant has indicated that the development will be built in three phases starting with the block to the southeast of the site closest to the junction with Ratcliffe Court and finishing with the block on the corner of Ratcliffe Road and Elms Road.

Submitted supporting documents

Design and Access Statement
Air Quality Assessment
Biodiversity survey and report
BNG statutory metric
Ecology Addendum – Bat Survey

Flood Risk Assessment
Heritage Statement
Noise Impact Assessment
Accurate Visual Representations
Parking Statement
Planning Statement
Statement of Community Involvement
Transport Assessment
Travel Plan
Phasing Plan
Floorspace Schedule
Arboricultural Assessment
Arboricultural Method Statement
Care Statement
Drainage Strategy
Statement of Landscape Design
Sustainability Design and Construction Statement

Policy Considerations

National Planning Policy Framework (NPPF)(2024)

Section 2 – Achieving sustainable development – in particular paragraphs 7 to 12.

Section 4 – Decision-making – in particular paragraphs 39, 40 – 44, 48, 49, 56 to 59.

Paragraph 49 states that Local Planning Authorities may give weight to relevant policies in emerging plans according to:

a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);
and

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Section 5 – Delivering a sufficient supply of homes – in particular paragraphs 61.

Section 8 – Promoting healthy and safe communities – in particular paragraphs 96 and 98.

Section 9 – Promoting sustainable transport - in particular paragraphs 109, 113, 115, 116, 117 and 118.

Section 11 – Making effective use of land - in particular paragraphs 124, 125 and 129.

Section 12 – Achieving well-designed places – in particular paragraphs 131, 135, 136, 137, 138, 139 and 140.

Section 14 – Meeting the challenge of climate change, flooding and coastal change – in particular paragraphs 161, 166, 170, 181 and 182.

Section 15 – Conserving and enhancing the natural environment - in particular paragraphs 187, 193, 196 and 198.

Section 16 – Conserving and enhancing the historic environment - in particular paragraphs 202, 204, 207, 208, 210, 212, 213, 214, 215, 216, 219 and 220.

Development Plan policies

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

Emerging Local Plan: The site is allocated for residential development in the emerging local Plan with an indicative capacity of 40 dwellings.

Supplementary Planning Documents (SPD)

Biodiversity in Leicester SPG

Residential Amenity SPD

Climate Change SPD

Green Space SPD

Tree Protection Guidance SPG

Other legal or policy context

Planning Practice Guidance – Housing for older and disabled people (2019).

National Design Guide - January 2021 (Ministry of Housing, Communities & Local Government)

Access to and use of Buildings: Approved document M Volume 1: dwellings

City of Leicester Local Plan (2006). Saved policies. Appendix 1: Parking Standards

Leicester City Council – Leicester Street Design Guide 2020

Leicester City Council Waste Management guidance notes for residential properties

Technical housing standards – Nationally Described Space Standards – March 2015 (NDSS).

Building Research Establishment (BRE) - Site layout planning for daylight and sunlight: a guide to good practice (BR 209), Third Edition

Housing needs of different groups (July 2019)

Housing for older and disabled people (June 2019)

Environment Act (2021)

Conservation of Habitats and Species Regulations (2017)

Natural Environment & Rural Communities Act (2006)

Wildlife & Countryside Act (1981) as amended

Stoneygate Conservation Area Character Appraisal

Article 4 Direction Stoneygate Conservation

Consultations

Historic England (HE)

HE suggests that the Local Planning Authority (LPA) seek the views of our specialist conservation and archaeological advisers.

It is not necessary to consult HE on this application again, unless there are material changes to the proposals.

Environment Agency (EA)

The EA have reviewed the submitted documents and on this occasion the Environment Agency will not be making any formal comment on the submission for the following reason:

- The development falls within flood zone 1 and therefore we have no fluvial flood risk concerns associated with the site.

There are no other environmental constraints associated with the application site which fall within the remit of the Environment Agency.

Lead Local Flood Authority (LLFA)

Site details

The proposed development is located within Flood Zone 1, the fluvial flood risk (from Main Rivers) in this zone is low.

The site is at low risk to the impacts of pluvial flooding (from surface water). However, the proposed development is within a Critical Drainage Area (CDA), CDAs are the catchments associated with the modelled pluvial hotspots found in the 2012 Surface Water Management Plan (SWMP). Measures in the form of Sustainable Drainage Systems (SuDS) are required to limit surface water volumes and discharge rates. The revised Drainage Strategy report proposes the use of rain gardens, permeable paving, and geocellular attenuation tanks.

The total site area has been defined as 1.36ha within the Drainage Strategy. The impermeable area generated by the development will be 0.658ha, compared to the existing impermeable area of 0.419ha.

The development is considered Brownfield and to comply with Leicester City Council's Strategic Flood Risk Assessment (2022), a 50% reduction of current surface water runoff/discharge rates is required. The application proposed to limit the discharge of surface water to the greenfield rate (5l/s/ha) which has been calculated as 6.8l/s, split equally between two points of discharge.

The lifetime of the proposed development has not been confirmed. However a 40% climate change allowance for peak rainfall intensity has been chosen, which is acceptable.

Flood Risk Assessment

A Flood Risk Assessment (FRA) has been submitted as part of this application. This assesses the level of flood risk from multiple sources, concluding that the level of risk from each source is either 'very low' or 'low'.

A construction method statement is required, which defines the measures that will be implemented during the construction phase of development.

Drainage Strategy

A revised Drainage Strategy report has been provided as part of the application. Surface water will be managed via raingardens and permeable paving, discharging into three geocellular attenuation tanks.

The drainage hierarchy has been used to assess the method for discharge of surface water from the site. It is concluded that discharge through infiltration and to a surface water body is unfeasible, discharge to a surface water sewer is the viable solution.

The applicant has outlined that surface water runoff will be managed through discharge into the public sewer. An application for connection will need to be submitted to Severn Trent Water once planning approval is granted.

In accordance with Section 163 of the Highways Act (1980) "Prevention of water falling on or flowing onto the Highway", surface water runoff must not discharge onto or across any part of the adjacent highway (footway and carriageway). Linear channel drainage has been shown at both access points to the site off Ratcliffe Road on the revised Drainage Scheme Proposed Layout plan.

It is proposed to limit discharge to the greenfield rate (5l/s/ha) which has been calculated as 6.8l/s, split equally between two points of discharge, up to and including the 1 in 100 year plus 40% climate change allowance event.

A revised Drainage Scheme Proposed Layout plan has been submitted and includes: the foul and surface water systems (proposed and existing), any connections into the public sewer systems, the location of and attenuation capacities of the permeable paving, raingardens and geocellular attenuation tanks, and both vortex flow control devices.

Modelled water levels within the attenuation tanks have been illustrated on the layout plan for the critical event for 1:1, 1:30, 1:100 and 1:100 + 40% climate change events. No modelled flooding has been shown in the detailed drainage calculations provided and this modelled water level should be clarified.

Detailed drainage calculations have been provided within Appendix H of the Drainage Strategy. These have been updated to use the REH rainfall methodology and demonstrate that the proposed drainage system is designed to:

- Manage all storm events up to the 1 in 30-year return period with no modelled flooding on site.

- Withstand a 1 in 100 year return period storm event with a 40% peak rainfall intensity climate change allowance.

The peak rainfall intensity climate change allowance is calculated using the proposed lifetime of the development and the Flood Risk Vulnerability Classification.

All development, where possible should integrate SuDS to reduce surface water runoff and comply with the National Planning Policy Guidance: Flood Risk and Coastal Change. The application proposed the use of permeable paving, raingardens and geocellular attenuation tanks.

For each SuDS and flow control device proposed, a product specification or design drawing must be provided.

A SuDS maintenance plan in accordance with CIRIA C753 The SuDS Manual is required.

Water Quality Control Assessment

Water quality will be maintained onsite via filtration using proposed permeable paving as part of the treatment train for surface water flows.

All development must be designed to intercept the first 5mm of rainfall, to minimise mobilisation of pollutants and maintain water quality of surface water discharge from the site. A written statement has been provided within the Drainage Strategy that states the development will provide this.

No objection to the proposal subject to conditions requiring details relating to the Sustainable Drainage System, foul drainage and a construction method statement.

City Archaeologist

The City Archaeologist examined the submitted plans showing the current and proposed layout, extent and nature of the development and built heritage statement dated June 2024.

Due to previous construction and landscaping of the site and its use history and the presence of only small or insufficient quantities of below-ground heritage assets either within the site or immediate environs, there is considered to be a low potential, if any, for any significant archaeological remains or deposits being revealed here. On balance, therefore, he recommended no further action is required with respect to below-ground archaeology.

Pollution Control – Land

Due to previous site investigations and site history, the officer is satisfied that there is a low risk to human health from contaminated land if this development were to go ahead as proposed.

Therefore, they have no comments to make regarding contaminated land.

Pollution Control – Noise

The Pollution Control officer has looked through the submitted documents including the acoustic report by Wardell Armstrong job number:GM13169 dated May 2024.

The report sets out a mitigation scheme so that the future occupants are not exposed to excessive noise and the officer has no reason to doubt their findings in relation to the existing noise climate.

The report discusses potential noise from plant and machinery associated with the development, but states that there are no details as of yet, and that this could be conditioned.

If consent is granted, the officer would recommend a condition relating to plant and machinery, including kitchen extraction flues.

One area that needs further information is the ventilation strategy. The acoustic report does discuss ventilation but in relation to background ventilation only and does not discuss overheating.

It is expected that if a good acoustic design of the development does not allow acceptable internal noise levels with windows open, then an assessment of overheating, such as a TM59 assessment, in particular taking account of solar gain, shall be undertaken. This shall take account of any design features that mitigate overheating, including orientation and location, and shall include details of ventilation arrangements that adequately mitigate overheating.

If no assessment of overheating is submitted then to prevent overheating, ventilation shall equate to open windows, deemed to be 4 air changes per hour on demand (to prevent overheating), if necessary using mechanical ventilation, in all habitable rooms where windows must be closed to maintain acceptable internal noise levels. Windows shall not be sealed closed.

The officer is happy for this to be a condition; however this may impact on the appearance or height of the property.

Better Buildings

Building Fabric and Airtightness

The proposed u-values for the fabric elements and air-permeability value for this development all improve upon the limiting parameters under the Building Regulations, and in most cases meet or improve on the value for the notional building. As such, the Better Buildings officer is satisfied that this represents an acceptable approach to building fabric efficiency.

Heating, Cooling, Ventilation and Lighting Energy Efficiency

It is proposed to use 100% electric technologies for heating and hot water, including air source heat pumps (ASHP) for non-domestic space heating.

Renewable / Low Carbon Technology & Energy Supply

As noted above, it is proposed to provide a proportion of the heating within the development through ASHPs.

Alongside this it is proposed to fit solar PV panels to the roof of the development. The sustainability statement notes that 2-3 panels are to be fitted per apartment. A location for the solar PV panels is shown on the roof plans provided.

The Better Buildings officer accepts the rationale provided for rejecting a site-wide heat network, and the proposed carbon reduction target of 10%.

Passive Solar Design

No objections to the design in respect of built form or daylighting.

The officer recommends a two-part condition to secure the proposed measures and the carbon reduction target.

Tree Officer

The officer has looked at the submitted information.

To facilitate this proposal the removal of 22 trees and 5 groups is required:

4 Category A

10 Category B

12 Category C (includes the 5 groups)

1 Category U

The individual trees that are proposed for removal, 16 are mature and 6 are semi mature.

The landscape Proposals Master Plan shows the planting of 74 new trees to mitigate their loss. However specific details such as species, size and planting methodology have not been provided. Details of this can be requested through a condition.

The officer requests the planting details be conditioned, along with sections 4 through 10 of the supplied Arboricultural method statement prepared by FPCR as well as the following plans:

Tree protection plan (demolition phase)

Tree protection plan (construction phase)

Tree protection plan (construction phase - Roads/Landscaping)

Landscape proposals Masterplan

Integrated Care Board (ICB)

To provide the required healthcare facilities to meet the population increase, a contribution of £45,120 is requested.

Waste Management

The total requirement for bins is – 12x 1100 litre for refuse (5x 1100-litre bins for bin store A & 7x 1100-litre bins for bin store B) and 7x 1100 litre bins for recycling (3x 1100-litre bins for bin store A & 4x 1100-litre bins for bin store B) (In addition new legislation will soon require separate food waste collections from March 2026. Space for these bins (5x 140-litre bins) should be accommodated in the design).

There must be separate bin storage for domestic and commercial waste and they must be clearly labelled.

The size of doors and access paths must have a minimum width of 2 metres as per Leicester City Council planning guidance. A maximum distance from the bin store entrance to the refuse collection vehicle of 10 metres is required for bins to qualify for an assisted collection.

Local Highway Authority (LHA)

This scheme layout provides 60 car parking spaces accessed via two new vehicle accesses from Ratcliffe Road. This is approximately a 64% ratio of spaces to apartments. While this is below the current local plan standard for residential development, it appears to be acceptable based on comparative data presented by the applicant in the TS.

The eastern of the two proposed vehicle accesses was previously reviewed in relation to the earlier applications and was deemed acceptable subject to minor recommended alterations. As was previously pointed out, there is a double telecoms inspection chamber in the footway within the mouth of this proposed access, but 'Dutch kerb' style vehicle crossings for both vehicle accesses were recommended in order to afford greater priority to users of the footway and reduce vehicle speeds entering and leaving the site. This will avoid the need to alter the chamber. It is noted that this recommendation has been incorporated into the new layout, which is welcomed.

The proposed western access would replace several individual dwelling accesses proposed in the earlier layout, which is likely to be a modest net benefit.

The TS states the proposed number of disabled spaces to be 6 in total, and this will be satisfactory.

The layout drawings appear to show the majority of communal parking spaces on the site as 5m x 2.4m in size. Attention was previously drawn to the fact that this does not meet the guidance set out in the Leicester Street Design Guide (LSDG) and that this could result in cars protruding into the aisles making manoeuvring more difficult within the site. LSDG advises spaces be 2.4m x 5.5m. I would note, however, that while this is not ideal, the first car park spaces are set well back from the highway

boundary and, as such, any problems this may cause are likely to be internal to the site rather than on the highway.

Though we do not intend to raise an objection on the basis of this, we would nevertheless encourage the applicant to consider revising these spaces accordingly where possible.

This layout incorporates a pedestrian access completely separated from the two vehicle accesses, which is to be welcomed as it would substantially reduce the use of those access by pedestrians.

The TS refers to provision of cycle parking, and although relatively modest, is nonetheless shown to be consistent with other similar developments. As such this is acceptable.

It is accepted that the proposed development is unlikely to result in a significant increase in vehicular traffic, especially when the previous use is taken into account.

Therefore in light of the comments above, the Highway Authority does not raise any objections to the proposal, subject to recommended conditions.

Representations

Nine objections have been received with the issues raised being as follows:

- Development at odds with city climate responsibilities. Environmental costs of complete destruction and rebuild.
- Site should be used for starter homes. Already adequate provision for retirement locally.
- Will there be the demand for this type of development.
- Increase in traffic will make Ratcliffe Road an accident hotspot. Traffic calming measures will be needed.
- Overspill parking from the development will make the existing parking issues on Elms Road worse.
- Inadequate parking provision.
- The development is not in keeping with the character and appearance of the Stoneygate Conservation Area and would adversely affect the neighbourhood.
- The development does not conform with the established conservation area ground rules.
- The development is too big and will over-dominate Ratcliffe Road and damage the setting of the Grade II* Inglewood.
- Objection to scale and mass. Still excessive and will over-dominate this part of the conservation area.
- The existing laurel hedge should be retained.

Comments in support of the proposal:

- Support the application as accommodation for elderly people is in short supply in the area and would release many of the larger properties in the area to the property market if older people were to move there.
- The plans are more sensitive and appropriate architectural design. The creation of four blocks with spacing in-between will help break up the facades.
- The site is currently dilapidated, hazardous and a site for fly tipping, illegal activity and vandalism.
- Development has been held up for too long and this development plan has been altered appropriately to 3 stories with adequate parking.
- It fits with the architecture of the district and is an appropriate, needed provision for an ageing population.
- Care should be taken with landscaping and tree preservation.

Conservation Advisory Panel (CAP)

Members agreed the scheme had come a long way and welcomed the fact the most recent amendments addressed specific comments from this Panel. They agreed that the viable re-development of the site would be a benefit to the area, that the proposed use was suitable, and that the current scheme would preserve the special interest of the Stoneygate Conservation Area. They felt that the scheme would blend in well as part of the streetscene and would not compete visually. They agreed that the spaces created were interesting, and echoed values found elsewhere in the Conservation Area. The view of the Panel was that the amendments satisfied their previous concerns, particularly in respect to improved detailing and material information. As such, Members agreed they held no further objections to the application.

No Objection

Consideration

Principle of development

The application relates to the site of a former university hall of residence which is located in an area which is mainly residential in character as defined by the adopted proposals map and is an allocation for residential development in the emerging local plan

The NPPF highlights the importance of ensuring that a wide range of different types of dwellings are provided, catering for a wide range of different groups including accommodation for older people.

This is further reflected within the current Housing and Economic Development Needs Assessment (HEDNA) which is the current evidence for local housing need. It states that there is an ongoing requirement for additional older people's accommodation within Leicester especially in regard to supported care.

Paragraph 125 of NPPF states Planning policies and decisions should:

c) **give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs**, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) **promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.**

Paragraph 129 states Planning decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services;
- d) the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Core Strategy Policy CS06 'Housing Strategy' states that "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" and "the City Council will seek to meet the needs of specific groups through including the provision of Extra Care accommodation to meet identified needs of an increasing elderly population".

Policy CS08 states that in so called 'suburb' areas the council will not permit development that does not respect the scale, location, character, form and function of the local area. This point is important in this case as this development is located within the Stoneygate Conservation Area. This is discussed further in the Design and Heritage sections of the report.

Emerging Local Plan

Further to the above, the emerging Leicester Local Plan 2020-2036 is well underway in its examination process and is expected to be adopted in Autumn 2025. Inspectors have advised the Council that the Plan is likely to be found sound subject to Main Modifications (MM's) following hearings undertaken in Autumn-Winter 2024.

The application site is identified as a housing proposal site in the emerging plan.

The NPPF is clear that increased weight can be given to emerging policies as they become close to adoption, therefore I consider that the proposed use would be acceptable in terms of the emerging Local Plan.

The principle of this type of residential development within this area is therefore acceptable as it will meet identified needs within the HEDNA for an ongoing requirement for additional older people's accommodation within Leicester especially in regard to supported care.

Design

Core Strategy policy CS03 states that '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'.

It goes on further to say that new development should achieve the following urban design objectives:

1. Urban Form and Character:
 - 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.
4. Protect and where appropriate enhance the historic environment, recognising its value as a place shaping tool.

Paragraph 131 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places to live and works and helps make development acceptable to communities.

Paragraph 135 states planning decisions should ensure developments:

- Will function well and add to the overall quality of the area;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting;
- establish and maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Paragraph 139 states that permission should be refused for development that is not well designed taking account any local design standards or style guides in plans or supplementary planning documents.

There has been extensive pre-application work including two independent design review panel submissions. Many of the positive aspects of that pre-application work have been taken forward into this application. Some of the major principles in the pre-application have been continued which is welcome.

Scale, Height and Massing

As stated in the Stoneygate Conservation Area Character Appraisal and clearly seen when walking around the area of the application site the special character and appearance of the conservation area is created by a consistency of scale across the whole area of 2 or 3 storey buildings and this is a unifying theme for the area's varied houses and buildings.

The application site currently contains numerous three storey blocks built in the early 1970's, spread around the whole site, with low pitched roofs. The blocks are approximately eight metres high to the eaves and ten metres to the ridge of the roofs. In the immediate area of the site there is a mix of two and three storey properties. Many properties in the immediate area have high pitched roofs including properties on the opposite side of Ratcliffe Road, on Elms Road to the west and Knighton Drive to the north, some with accommodation within the roof space. These existing properties have eaves and ridge heights that are higher than those of the existing 1970's buildings on the application site.

The previously refused proposal included a section of four storey building. The scale and height of this current proposal is 3 storeys across the four buildings with eaves and ridge heights consistent with surrounding existing buildings and is considered acceptable.

The massing of the proposal has been broken up from the refused scheme now having three buildings fronting Ratcliffe Road and one to the rear, rather than the previous proposal which because of the siting of the buildings gave the appearance of one large long building. The current proposal has sizeable spaces between the buildings ranging from approximately 15m up to 18.5m which will allow views into and around the site and views of the existing landscaping to be retained and the new proposed landscaping.

The massing of the buildings themselves has also been broken up by the use of recessed sections, varying roof heights, projecting bay/balcony features and window reveals are proposed at 200mm.

Layout: Connections (ease of movement, legibility), Urban Grain (arrangement of blocks, continuity and enclosure, frontages and thresholds, delineation of public and private space, legibility)

The rationale for the layout on site is understandable and I consider to be sound. I welcome the consistent building line to Ratcliffe Road. The overall layout is much improved on previous iterations. The block to the corner of Ratcliffe Road and Elms Road being a smaller villa style results in a more broken footprint and layout of buildings throughout the site and thus more consistent to the urban grain of the area.

The layout allows external amenity spaces to be created. I welcome the central avenue and it has the potential to be a positive aspect of the layout. The positioning and use of the block to the rear of the site to terminate this vista brings some key legibility.

Most of the car parking sees spans of no more than four spaces before being broken up. This is welcome.

Character, Appearance: Details and Materials

The applicant has carried out a detailed analysis of the context of the site noting the architectural character and also the landscape character. From this and taking into account the previous reasons for refusal, the Inspectors reasons for dismissing the appeal and the comments of the independent Design Review Panel the applicant has submitted an amended proposal that is now considered to respond to the local context and prevailing character and demonstrates a good quality of design. It includes design elements such as gabled roofs, ornate detailing and bay windows which reflect characteristics of the existing nearby buildings.

The materials proposed include a multi-toned soft red brick which will sit well within the existing buildings on Ratcliffe Road and Elms Road. The exact details of the materials to be used will be agreed through the submission to discharge the proposed condition. Particular sections of the proposed buildings will be selected to include for example window detail, balconies and where feature brickwork is proposed and be required to be built as sample panels on the site to be inspected and approved before the development is begun.

The buildings include bay windows, a contextual design feature, and these have been amended to a squared design to reflect a contemporary style as seen in modern villa style buildings on Knighton Road to the north of the site.

The applicant has included a landscape consultant in the development of the proposal and the landscape masterplan to include the retention of existing landscape features where possible, retain informal landscape areas and add zones of activity to allow future residents to be involved in outdoor activities. The masterplan considers the different zones of the site from the Ratcliffe Road frontage to the landscape buffer around the edge of the site where it meets neighbouring properties.

Although a landscape masterplan is included with the application the exact details of the plant type, size, quantities and locations is to be provided and agreed. I have proposed a condition which requires the submission of a details landscape and ecological management plan. This will also require the details of any other surface treatments and boundary treatments.

I consider that in accordance with Core Strategy policy CS03 the proposal will contribute positively to the areas character and appearance. The buildings and spaces will be fit for purpose providing an attractive environment for future residents. The car parking has been integrated so that it will not dominate the development or have a detrimental impact on the appearance of the surrounding area.

The proposal will provide acceptable access and permeability within and around the site. A safe pedestrian route is provided around the site.

The site layout and position of the apartments provides for active frontages to the landscaped areas and routes through the site providing surveillance and security.

I consider the proposal in accordance with Core Strategy policy CS03 and the relevant paragraphs of the NPPF.

Heritage Assets

Core Strategy policy CS18 states – ‘The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets. We will support the sensitive reuse of high quality historic ‘buildings and spaces, promote the integration of heritage assets and new development to create attractive spaces and places, encourage contemporary design rather than pastiche replicas, and seek the retention and re-instatement of historic shop fronts and the protection and where appropriate, enhancement of historic public realm.

It goes on to say ‘The Council will pro-actively engage 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, other development plan documents and guidance notes.

We will consider the advice of statutory and local consultees in considering applications affecting designated and other heritage assets.’

NPPF paragraph 210 states - In determining applications, local planning authorities should take account of:

c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 states - When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 219 States - ‘Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.’

The Stoneygate Conservation Area Character Appraisal states in Paragraph 3.2:

The special character and appearance of the conservation area is also created by a consistency of scale and building materials across the whole area. Red brick, slate and timber in 2 or 3 storey buildings are a unifying theme for the area’s varied house and building types.

The Article 4 direction with many PD rights removed shows the quality of the conservation area and the concern over development that might have a detrimental effect on its character and appearance.

The Grade II* Listed No.32 and Grade II Listed Nos. 34-26 Ratcliffe Road are located to the immediate south-west of the site. The site under consideration is currently occupied by a series of late-1960s/early 1970s purpose-built student accommodation blocks, set within a mature landscaped setting.

This application is a revision of an application for a scheme that was previously refused, with the Planning Inspectorate subsequently upholding that decision.

The proposal is for a comprehensive redevelopment of the site, associated with a demolition of the 20th century buildings on site, to create retirement apartment units with care. A Heritage Statement is included which meets the requirements detailed in paragraph 207 of the NPPF.

Although of limited architectural interest in their own right, the buildings on site are set within a landscaped setting comparable to localities present elsewhere within the Stoneygate Conservation Area. The existing development benefits from the extensive landscaping and the suburban layout, which demonstrates a relatively loose urban grain. Taken as a whole, the composition is essentially neutral in terms of the character of the Conservation Area, providing a context for redevelopment of a high-quality design that is contextually responsive.

As such, although comprehensive demolition of the 20th century development on site could be acceptable in principle, it should not lead to the erosion of the character of the area. There are no objections in principle to the proposed use, but earlier iterations of the design failed to provide a contextually responsive approach and were harmful to the character of the area. The current proposal is much improved in this regard and has moved the scheme on in terms of responding to the various heritage contexts that are of relevance.

Of most heritage significance in the vicinity is the property Inglewood, situated to the opposite corner of the site under consideration, and one of only a handful of Grade II* properties within the city. It is the earliest dwellinghouse attributed to Ernest Gimson, a leading Arts and Crafts architect and designer. The property was originally intended to serve as his own residence but instead became the home of his patrons. Architecturally and spatially it dominates its locality, currently enhanced by complementary landscaping. The Mary Gee Halls of Residence have a neutral impact on the immediate setting of the Grade II* asset, with broadly matching brickwork elevations enhanced by mature trees and associated planting present to the corner of Ratcliffe Road and Elms Road. Based on the high significance of the Grade II* Inglewood, the setting of the property should be preserved or enhanced.

I did not consider that the previously refused design would have significantly compromised the setting of the listed buildings and the latest revisions have broken up the massing of the buildings closest to them more. In terms of the setting aspect of these particular heritage assets, I do not consider the proposed design would

represent any tangible harm relative to the existing arrangement, subject to the details of the materials and landscaping.

The previous design proposed by the applicant appeared of standardised form and lacked contextual responsiveness. It did not demonstrate high quality design, had larger scale urban design issues – such as the massing, and exhibited a range of more minor details, such as the materials proposed. The revised design has attempted to resolve the issues raised and the results are largely positive. The primary design elements are now more coherent and successful. The bulk of the more minor details previously raised have now been resolved.

The building heights are not out of scale with the wider character of the area and the massing of the development is now more in keeping with the Stoneygate Conservation Area. The applicant has broken up the formerly proposed uniform mass into a series of freestanding structures and the effect is less monolithic. The current iteration of the design has extended the focus on neo-traditional elevational treatment. Although the typology proposed has been presented in terms of a responsiveness to the architecture of the wider area, it does suffer from appearing somewhat pastiche. However, this format is an improvement over the poorer quality and more utilitarian detailing proposed previously and more of the issues of proportionality with historic features presented in oversized formats have been resolved. I previously raised concerns that the prominent brick gables appeared more awkward in terms of their scale, both in terms of how they are read in terms of responding to local context and on their own merits. Carrying the roof detail across, with overhanging eaves and the removal of the parapet will reduce the scale of the upper brick gable and be more contextual and comfortable proportionally. The applicant has amended the design of some of the secondary gable features, which has helped reduce the uniformity across the primary street elevation. The design of the upper gables remains as before but this matter is not a critical one.

Aspects of detail and materiality have been amended across the whole complex of buildings, so the scheme reads more cohesively and does not see a more notable drop off in design quality further into the site. The materials proposed in general are higher quality with metal window frames and rainwater goods instead of UPVC, and the ambiguities on other detail has now been clarified. This is acceptable.

The landscaping scheme is now more integral to the design as a whole and the structural landscaping elements add quality to the character and appearance of the development. The current boundary treatment has become more dominant since the halls of residence were closed and the proposed visuals show a lower and more formal hedge. The design and management of this feature has now been clarified and is acceptable.

The proposal is much improved over earlier iterations and now can be assessed to preserve or enhance the character of the Conservation Area. The scheme has the potential to present a successful infill scheme in this important site within the Conservation Area. In addition, I do not consider this iteration would cause meaningful harm to the setting of the nearby Listed Buildings.

I consider the proposal to be in accordance with Core Strategy policy CS18 and the relevant paragraphs of the NPPF.

Living conditions (*The proposal*)

Saved City of Leicester policies 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:

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

PS10 states - In determining planning applications, the following factors concerning the amenity of existing or proposed residents will be taken into account:

- a) noise, light, vibrations, smell and air pollution (individually or cumulatively) caused by the development and its use;
- b) the visual quality of the area including potential litter problems;
- c) additional parking and vehicle manoeuvring;
- d) privacy and overshadowing;
- e) safety and security;
- f) the ability of the area to assimilate development; and
- g) access to key facilities by walking, cycling or public transport.

The proposed unit sizes are acceptable and provide an acceptable standard of living with a variety of unit types and sizes providing choice for future residents. All units will meet the Nationally Described Space Standards (NDSS). The units range from 1 bed through to 3 beds with en-suite bathrooms. Ground floor units will have a private terrace area. Units above ground floor have a small balcony each as private amenity space. The proposal also includes communal facilities on the ground floor of building 4 such as a restaurant, coffee lounge, activity studio and hair salon. Outside are communal gardens and a pétanque court/seating area. The proposal also includes garden areas, flower beds and vegetable beds for residents to plant or tend.

The majority of residents will have an acceptable outlook over the proposed landscaped gardens or out onto Ratcliffe Road and Elms Road. A limited number face car parking spaces however I do not consider this of sufficient detriment to consider it as a reason for refusal.

Two bin storage areas are proposed one in the parking area between building 1 and 2 and another to the east of the site within the car park area between buildings 3 and 4. They show space for 16 bins. Waste Management have recommended that 19 bins will be required, 14 for general waste and 8 for recycling. Although the plans

currently show less bins than recommended it would be possible for the applicant to increase the size of the bin storage area to accommodate the extra bins and this could be secured by condition. Access to the bin storage area is via the main vehicular access into the car parks and there is adequate manoeuvring space for a refuse vehicle.

The appearance of the bin storage area is acceptable with a close boarded fence enclosure proposed with a flat roof above open eaves. The east boundary of the area has an existing 2.5m high wall to the next door Ratcliffe Court garages.

Car parking for 60 cars including 6 disabled parking spaces is proposed and this number is considered acceptable by the Local Highway Authority. All spaces will be provided with electric charging facilities.

Cycle parking is shown on the submitted plans and its provision can be secured by condition. A mobility scooter store is shown on the ground floor of each building.

Residents would have easy access to the amenity space and street through various exits from the building.

I do not consider the use of the site for elderly accommodation will have any detrimental effect on the character of the area.

The units as shown would be adaptable into self-contained flats for general residential use.

Residential amenity (*neighbouring properties*)

There will be noise during the demolition of the existing buildings and construction phases for any proposed redevelopment of the site, this cannot be avoided but can be mitigated against by controlling the hours and days work is allowed to happen.

I do not expect the future residents of the proposed development to cause an unacceptable level of noise such that it would disturb existing residents of neighbouring properties. The position of the proposed parking areas are such that they are away from most existing neighbours. The bin storage areas are also away from neighbouring properties.

I consider the distances between the proposed properties and those neighbouring the site sufficient to prevent a substantial loss of privacy to the properties on Elms Court, Knighton Drive and Ratcliffe Court. The applicant also proposes to retain the mature trees situated around the site boundary with all neighbouring properties which will help to provide shielding between the properties.

I do not consider the buildings likely to cause significant detriment to neighbouring properties in terms of loss of light or outlook.

The site is proposed to have a secure boundary to the rear of the buildings with controlled access for residents and staff only. I do not consider there will be any

additional risk to neighbouring properties from a security perspective. The proposal is likely to provide a more secure environment.

I consider the proposal acceptable in terms of Saved Policies H07 and PS10 of the City of Leicester Local Plan.

Waste storage and collection

The total requirement for bin storage arisings using the formula under BS5906 2005 shows a requirement for – 12X 1100 litre for refuse (5X 1100-litre bins for bin store A & 7x 1100-litre bins for bin store B) & and 7x 1100 litre bins for recycling (3X 1100-litre bins for bin store A & 4x 1100-litre bins for bin store B). In addition new legislation will soon require separate food waste collections from March 2026. Space for these bins (5x 140-litre bins) will need to be accommodated in the design.

The applicants have shown the provision of bin stores however to ensure they are of the correct size and an acceptable design I have proposed a condition requiring details to be submitted and also details of the management arrangements for waste collection.

Highways and Parking

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.

Policy CS15 states - 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:

- Requiring travel plans for large scale development;
- 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.

Saved policy AM12 of the City of Leicester Local Plan states that levels for car parking for residential development will be determined in accordance with the standards in Appendix 1 of the plan. The standards state that a Class C2 use outside of the central commercial zone (CCZ) should provide up to 1 space per 4 bed spaces which equals a target of 48 spaces.

The applicant is providing 60 car parking spaces (including 6 disability spaces). All parking spaces will provide for electric charging. The reports submitted with the application suggest that this will be sufficient to cater for the likely demand. The car parking and cycle parking numbers have been derived from a study of four other

sites owned and managed by the applicants looking at both weekday and weekend occupancy rates. The proposed number of car parking spaces is more than that required by the adopted parking standards and is approximately a 64% ratio of spaces to apartments.

The level of parking shown is considered reasonable for the type of development proposed, however I consider that even if the proposal were to lead to the occasional parking in the highway, it would be difficult to demonstrate that given the width of Ratcliffe Road and Elms Road, that a limited amount of on-street car parking would lead to any significant highway safety issues. A car park management plan would be required to ensure the efficient use of the car parks and this can be secured by condition.

The proposal also includes internal parking space for 23 mobility scooters for future residents to use. Cycle parking for staff, visitors and residents is shown providing 20 spaces spread throughout the site, some within the mobility scooter storage rooms and some in the grounds. I consider that should additional cycle parking be found to be required in the future there is sufficient space within the site to provide this. I have proposed a condition to secure the cycle parking including details to ensure it is secure and under cover.

The site is within walking distance of London Road which is well served by public transport traveling into and out of the city centre.

The applicant has submitted a travel plan with the application. I have however proposed a condition requiring the submission of a travel plan prior to occupation of the development. This will ensure that it is up to date and considers the needs of residents, staff, visitors and carers. This will then be monitored for a minimum of five years.

I consider the proposal to be in accordance with saved policy AM12 of the City of Leicester Local Plan and Core Strategy policies CS14 and Cs15.

Sustainable Energy

Core Strategy policy CS02 states - All development must mitigate and adapt to climate change and reduce greenhouse gas emissions.

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

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.

NPPF Paragraph 166 states - In determining planning applications, local planning authorities should expect new development to:

- a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
- b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The submitted design is considered to be acceptable in terms of passive solar design in respect of built form and daylighting, building fabric and airtightness, ventilation and lighting.

Additional information was requested from the applicant in relation to the proposed use of air source heat pumps and the site-wide heat network and the proposed carbon reduction target. The rationale provided by the applicant for rejecting the use of air source heat pumps as a site wide heat network and the proposed carbon reduction target of 10% is accepted

The officer from the Council's Sustainability Service has raised no objections to the proposal in relation to the demolition of the existing buildings. A condition is proposed to secure the design details of the on-site installations to provide renewable energy and energy efficiency measures and the 10% carbon reduction target and evidence of installation and satisfactory operation.

Subject to the satisfaction of the proposed condition the proposal is considered in accordance with Core Strategy policy CS02.

Drainage

Core Strategy policy CS02 states - All development must mitigate and adapt to climate change and reduce greenhouse gas emissions.

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

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 and protect the quality of the receiving watercourse by giving priority to the use of sustainable drainage techniques in developments.

NPPF Paragraph 182 states that Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits

for amenity. Sustainable drainage systems provided as part of proposals for major development should:

- a) take account of advice from the Lead Local Flood Authority;
- b) have appropriate proposed minimum operational standards; and
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.

The application is accompanied by a Flood Risk Assessment and Drainage Strategy.

The Local Lead Flood Authority (LLFA) having considered the submitted information have concluded that they have no objection to the proposal and the information that has been provided is considered acceptable however they require further details in relation to a construction method statement which should include mitigation measures during construction, clarification on the modelled attenuation tank levels detailed on the drainage layout plan, the product specifications and/or design details for each of the SuDs features proposed and a SuDs maintenance plan.

The LLFA consider that this information can be secured by conditions. I have therefore proposed conditions requiring the details to be submitted before the development is begun.

The proposal is considered based on the details already submitted and subject to acceptable details being submitted to satisfy the proposed conditions, to be in accordance with Core Strategy policy CS02.

Nature conservation/Trees/landscaping

Core Strategy policy CS03 states - 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.

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.

New development should achieve the following urban design objectives:

3. Public Realm and Open Space:-

- 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;
- Promote active frontages onto public spaces, streets and waterways, an uncluttered street scene and a clear distinction between public and private spaces.

Core Strategy policy CS17 states - The Council will expect development to maintain, enhance, and/or strengthen connections for wildlife, by creation of new habitats, 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.

Saved City of Leicester Local Plan policy UD06 states - Planning permission will not be granted for any development that impinges directly or indirectly, upon landscape features that have amenity value including areas of woodland, trees, planting or site topography whether they are within or outside the site unless:

- a) the removal of the landscape feature would be in the interests of good landscape maintenance; or
- b) the desirability of the proposed development outweighs the amenity value of the landscape feature.

Where development is permitted that results in the loss of a landscape feature with amenity value, compensatory landscape works will be required to an agreed standard.

New development must include planting proposals unless it can be demonstrated that the scale, nature and impact of the development or character of the area do not require them.

Planting proposals should form part of an integrated design approach which includes overall layout, access routes, fencing, hard landscaping, lighting, services and street furniture and should be submitted as part of the planning application.

Development proposals will require maintenance of existing and new landscape for the first ten years after implementation during which time all dead or vandalised stock will need to be replaced (where appropriate with additional protection).

NPPF paragraph 136 states Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

Paragraph 187 states that decisions should contribute to and enhance the natural and local environment by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.

Paragraph 193 states that when determining planning applications LPA's should apply the following principles:

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.

Schedule 7A of the Town and Country Planning Act 1990, inserted by the Environment Act 2021, mandates Biodiversity Net Gain (BNG) in England for developments requiring planning permission. This means developers must ensure that their projects leave habitats for wildlife in a measurably better state than before the development. Paragraph 13 of Schedule 7A imposes a pre-commencement condition requiring the submission of a Biodiversity Gain Plan (BGP) and paragraph 14(2) of Schedule 7A states the matters that should be included within the BGP.

Nature Conservation

This site is surrounded by mature gardens and trees which provide significant wildlife connectivity to the Local Wildlife Sites and Biodiversity Enhancement Sites nearby, and the wider natural environment beyond the city boundary. The site itself provides habitats for bats, birds and other wildlife.

Protected Species

Due to the existence of mature landscaping and buildings that are proposed for demolition a Preliminary Roost Assessment was undertaken in June 2024 and this stated that further bat activity surveys were required. These were carried out and three of the existing buildings on the site were found to have active day roosts. No bats were recorded emerging or returning to the other buildings. However, the report recommends a precautionary approach to the demolition of these buildings.

Therefore, as stated within section 6 of the report, the Applicant's Ecologist has confirmed that a Natural England European Protected Species Mitigation Licence (EPS License) will be obtained for the demolition of buildings to be carried out lawfully.

Details of the proposed mitigation strategy to support an EPS application have been provided within section 6.6 - 6.13 of the latest bat report.

This mitigation includes guidance for:

- ☐ Provision of alternative roosting habitat during demolition - The Applicant's Ecologist has recommended that 6 x bat boxes are to be installed on suitable trees under the direction of a suitably experienced Ecologist prior to demolition taking place.
- ☐ Safeguarding of roosting bats during demolition - Detailed within section 6.10. Specifically precautionary approach for bats during the demolition works, to include tools, talks and watching brief by a suitably qualified Ecologist.

□ Reduction of light pollution - To comply with the criteria of the EPS licence, any extra artificial lighting required for demolition and/or construction phases will follow current industry guidance.

□ Post construction lighting - The applicant's Ecologist further recommends that industry lighting guidance is followed when determining final external lighting plans.

In addition to the suggested outline mitigation strategy, further required bat mitigation measures outlined under any EPS License application may also be required by Natural England.

A copy of an approved EPS License will need to be provided to the LPA within seven days of issue.

The updated mitigation and compensation strategy provided within the latest Bat Emergence and Activity Survey detailed within the provided Ecology Addendum is acceptable.

Should the development not commence within 12 months of the date of the last protected species survey (October 2024), a further protected species survey shall be carried out of all buildings by a suitably qualified ecologist.

Therefore, I have proposed conditions relating to lighting and the provision of bat boxes is included within the proposed LEMP condition. The provision of a copy of the EPS License is proposed in a note to applicant.

Biodiversity Net Gain (BNG)

An updated Biodiversity Net Gain statement has been provided. This latest statement confirms that the baseline biodiversity unit (BU) values of onsite habitats amount to 7.15 BUs for area habitats and 1.01 BUs for linear habitats (hedgerows).

The proposed development and draft landscaping scheme is projected to result in a net loss of 0.73 BUs (equivalent to -10.17%) in area habitat units, in this case from projected tree losses; but will increase linear (hedgerow) habitats by 1.29 BUs (equivalent to +127.8%). Further to this, the statement confirms that approximately +1.95 'individual tree' BU's (or equivalent high distinctiveness habitat) will be required to meet the necessary 10% BNG.

Although the Applicant's Ecologist does suggest that they consider additional onsite tree planting and retention of trees where possible, the statement makes it clear that under current proposals the required 1.95 BU's will be sourced off-site from Environment Bank (a private provider of off-site BUs). It is also intended that these off-site BUs will consist of 'Lowland Meadow' BUs, which is acceptable in terms of meeting BNG Metric 'Trading Rules'; and as no provision currently exists within the LPA area, the required BUs will be provided from a local habitat bank within the same 'National Character Area' as the development site which is also acceptable.

At this stage, the provided ecological detail and explanation of how the proposed development will meet BNG requirements provides sufficient comfort that the

General Biodiversity Gain Condition (GBGC) will be able to be discharged post permission (when the Applicant provides the required Biodiversity Gain Plan (BGP) and associated management plan).

I have therefore proposed a condition requiring the submission of the Biodiversity Gain Plan before the development is begun to ensure that the required 10% BNG is secured.

Subject to the additional details required by the proposed conditions I consider the proposal to be in accordance with Core Strategy policy CS17, the relevant paragraphs of the NPPF and the requirements of the Environment Act.

Landscape

Paragraph 3.3 of the Conservation Character Statement states that – Another notable feature of the conservation area is its large number of trees. There are many tree-lined streets as well as well treed and planted private gardens. Many parts of the conservation area are thus viewed through and against a backcloth of vegetation.

Paragraph 4.58 goes on to say ‘As important as any particular building or garden is the overall pattern of built and unbuilt upon areas within the conservation area and the variations in this pattern between and within the defined sub-areas.’

With regard to the ecology/biodiversity existing in this area and on this site and the character of the conservation area the proposed landscaping is of great importance as the existing landscaping has amenity value.

The applicant has carried out an Arboricultural Assessment of the existing trees on the site and looked at all other landscape features on the site. A landscape masterplan has been submitted with the application.

The Tree Officer considers the proposal to remove certain trees around the site to be acceptable in arboricultural terms and the applicant is proposing 74 replacement trees as mitigation for their loss. Although exact species have not been stipulated the applicant has stated that the new trees will be a mix of native and semi-ornamental species and will also include some fruit bearing trees. They propose to increase diversity, encourage wildlife and add seasonal interest.

The overall landscape masterplan is considered to be acceptable and an improvement on that submitted with the previous refused scheme. The proposal includes lots of different ambitions for the landscape setting including a horticultural area for residents, a nature walkway, private terraces, wildlife features, amenity grassland with existing/new trees and shrubs. The landscaping also includes rain gardens with sensory planting which also act as part of the sustainable drainage solution for the site.

Following comments received from members of the public in relation to the existing laurel, along the Ratcliffe Road boundary in particular, the applicant has stated that the existing shrubs will be retained in key locations to retain character and aid

filtering of views to the Grade II* Listed Inglewood. The retained sections will be assessed and reduced in height (to 1.75m) and width to maintain a mature green frontage and managed appearance. The laurel will need to be removed in places along Ratcliffe Road however to provide the vehicle and pedestrian entrances and the required visibility splays.

The proposal as submitted is considered acceptable in quality and in keeping with the character of the Stoneygate Conservation Area. The applicant has not provided the full details of the landscaping scheme in terms of species and number of trees/plants/bulbs however this missing detail can be included within a condition for a detailed landscaping and ecology management scheme. I have therefore proposed such a condition.

I consider the landscaping to be in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS03.

Viability and Developer Contributions

The Integrated Care Board (ICB) have requested a contribution of £45,120 to provide the required healthcare facilities to meet the population increase at GP surgeries and/or to develop alternative primary/community healthcare infrastructure in the immediate area of the development site. The applicant has agreed to this requested contribution.

Section 106 agreement

A Unilateral Undertaking under s106 of the Town and Country Planning Act is drafted and agreed with the applicant securing the ICB contribution.

Conclusion

The NPPF highlights the importance of ensuring that a wide range of different types of dwellings are provided, catering for a wide range of different groups including accommodation for older people.

The NPPF states that Planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused. Decisions should also promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing.

This is further reflected within the current Housing and Economic Development Needs Assessment (HEDNA) which is the current evidence for local housing need. It states that there is an ongoing requirement for additional older people's accommodation within Leicester especially in regard to supported care.

The proposal will provide 94 needed Class C2 retirement apartments with care where required. Although some further detail is required on aspects of the proposal it is considered that these can be dealt with by way of conditions.

The applicant has worked positively with the Local Planning Authority at both pre-application stage and during the processing of the application to provide a proposal that it is now considered in accordance with policies in particular taking account of the historic context of the site and the character and appearance of the Stoneygate Conservation Area.

I recommend that this application is APPROVED subject to conditions and a Unilateral Undertaking under S106 to secure the ICB contribution:

CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. The details of the accommodation approved by this decision are 94 apartments made up of 38 x 1 bed, 45 x 2 bed and 11 x 3 bed. (For the avoidance of doubt)
3. The development shall only be occupied within Use Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) by approved occupiers who are over the age of 60 years and who have completed a written assessment undertaken by the care provider which has assessed the occupier to be in need of care and support and shall be used for no other use. (To ensure acceptable occupation of the development meeting identified needs for extra care for the elderly and in accordance with Core Strategy policy CS06 and paragraph 61 of the NPPF and given the nature of the site, the form of development is such that a change of use may be unacceptable or lead to an unacceptable loss of amenity to occupiers of neighbouring properties in accordance with saved City of Leicester Local plan policy PS10 and policies CS03 and CS14 of the Core Strategy)
4. Prior to the commencement of development, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The approved Construction Method Statement shall be adhered to throughout the construction period. The Statement shall provide for: (i) the vehicle and pedestrian temporary access arrangements including 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 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 storage and management of waste resulting from excavation works (viii) the proposed phasing of development and a detailed description of the works in each phase (ix) the temporary access arrangement to the construction site; (x) procedures to ensure flood risk is managed on site during the period of works for personnel, plant and members of the public (xi) the procedures to ensure flood risk is not increased anywhere outside of the site for the duration of the works; (xii) the procedures to be used in case of a pollution incident. (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 CS02 & CS03. To ensure that the details are approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

5. (A) Prior to the commencement of development, except for demolition, a materials sample panel drawing (at a scale of 1:20) and full materials schedule, which shall be in broad accordance with the materials shown on the approved Bay Study drawings, shall be submitted to and approved in writing by the Local Planning Authority. (B) Prior to the construction of any above ground works the approved sample panel/s shall be constructed on site, showing all external materials, including but not limited to, bricks, bond, balconies, windows, doors and dormer, for inspection by Officers and approval in writing by the Local Planning Authority. The development shall only be constructed in accordance with the approved materials. (In the interests of visual amenity, and in accordance with Core Strategy policy CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

6. Prior to the commencement of development, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan shall be submitted in accordance with the requirements of paragraph 14(2) of Schedule 7A to the Town and Country Planning Act 1990. (To enhance biodiversity, and in accordance with the National Planning Policy Framework and paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990. To ensure that the details are approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

7. Prior to the commencement of development, except for 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. 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. The use shall not commence until the system has been implemented in accordance with the approved details. It shall thereafter be managed and maintained in accordance with the approved details. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy. To ensure that the details are approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

8. Prior to the commencement of development, except for demolition, details of foul drainage, shall be submitted to and approved in writing by the Local Planning Authority. The use shall not commence until the foul drainage has been installed in 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. To ensure that the details are approved in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

9. Before any above ground level works are begun, a detailed landscape and ecological management plan (LEMP) showing the treatment and maintenance of the site which will remain unbuilt upon shall be submitted to and approved in writing with the Local Planning Authority. This scheme shall include details of: (i) the position and spread of all existing trees, shrubs and hedges to be retained or removed; (ii) new tree and shrub planting, including plant type, size, quantities and locations; (iii) means of planting, staking, and tying of trees, including tree guards; (iv) other surface treatments; (v) fencing and boundary treatments, including details of the entrance gates; (vi) any changes in levels; (vii) the position and depth of service and/or drainage runs (which may affect tree roots), (viii) a detailed plan of the biodiversity enhancements on the site including a management scheme to protect habitat during site preparation and post-construction. ix) details of planting design and maintenance of; x) details of the make and type of 10 x bat boxes/tiles/bricks to be erected on buildings under the guidance and supervision of a qualified ecologist. The approved LEMP shall contain details on the after-care and maintenance of all soft landscaped areas and be carried out within one year of completion of the development. For a period of not less than ten 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 interests of amenity, and in accordance with saved policy UD06 of the City of Leicester Local Plan and Core Strategy policies CS03 and CS17).

10. Before any above ground works are begun a detailed design plan of lighting to be used which shows the locations of lights, their type of light emittance and wavelength, together with a lux contour map showing the variation in light, shall be submitted to and approved in writing by the Local Planning Authority. The lighting should be designed to cause minimum disturbance to protected species that may inhabit the site with appropriate areas remaining dark and a maximum of 1 lux on vegetated/water areas where considered necessary. The approved scheme shall be implemented and retained thereafter. No additional lighting should be installed without prior agreement from the Local Planning Authority. (In the interests of protecting wildlife habitats and in accordance with NPPF (2024) Paragraph 192, saved policy BE22 of the City of Leicester Local Plan and Core Strategy policy CS17)

11. The development shall be carried out in accordance with the details approved in the Arboricultural Method Statement dated February 2025 and shown on the Tree Protection Plan Ref: 8663-T-03 (Demolition phase), Tree Protection Plan Ref: 8663-T-04 (Main Construction phase) and Tree Protection Plan Ref: 8663-T-05 (Car parking/landscaping). All works shall be carried out in accordance with British Standard for Tree Work BS 3998:2010. (In the interests of the health and amenity value of the trees and in accordance with saved Policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS03)

12. Before any works above ground level are begun full design details of on-site installations to provide renewable energy and energy efficiency measures shall be

submitted to and approved in writing by the Local Planning Authority. No phase of the development shall be occupied until evidence demonstrating satisfactory operation of the approved scheme including on-site installation in that phase has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be retained thereafter. (In the interests of securing energy efficiency in accordance with Policy CS02 of the Core Strategy).

13. No part of the development shall be occupied until 2 metre by 2 metre pedestrian sight lines on each side of each vehicular access have been provided, and they shall be retained thereafter. (In the interests of the safety 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)

14. All street works shall be constructed in accordance with the Council's standards contained in the Leicester Street Design Guide (First Edition). (To achieve a satisfactory form of development, and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03)

15. No phase of the development shall be occupied until secure and covered cycle parking has been provided on site for that phase in accordance with written details previously approved by the Local Planning Authority and it shall be 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).

16. No part of the development shall be occupied until a Travel Plan for the development has been submitted to and approved in writing by the Local Planning Authority and it shall be carried out in accordance with a timetable to be contained within the Travel Plan. The Plan shall: (a) assess the site in terms of transport choice for staff, users of services, visitors and deliveries; (b) consider pre-trip mode choice, measures to promote more sustainable modes of transport such as walking, cycling, car share and public transport (including providing a personal journey planner, information for bus routes, bus discounts available, cycling routes, cycle discounts available and retailers, health benefits of walking, car sharing information, information on sustainable journey plans, notice boards) over choosing to drive to and from the site as single occupancy vehicle users, so that all users have awareness of sustainable travel options; (c) identify marketing, promotion and reward schemes to promote sustainable travel and look at a parking management scheme to discourage off-site parking; (d) include provision for monitoring travel modes (including travel surveys) of all users and patterns at regular intervals, for a minimum of 5 years from the first occupation of the development brought into use. The plan shall be maintained and operated thereafter. (To promote sustainable transport and in accordance with saved policies AM01, AM02, and AM12 of the City of Leicester Local Plan and policies CS14 and CS15 of the Core Strategy).

17. Prior to the occupation of any phase of the development a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include:

- a) details of how the parking areas would be managed;
- b) details of electric vehicle charging points; and
- c) arrangements for the provision of at least six disabled parking spaces.

The approved car park management plan shall be implemented for each phase from the first occupation of that phase. The parking shall be operated in accordance with the approved Car Park Management Plan and maintained thereafter. (In the interests of residential amenity and pedestrian safety and in accordance with saved policies H07, PS10 and AM12 of the City of Leicester Local Plan and Core Strategy policy CS15)

18. No part of the development shall be occupied until the following works have been carried out in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority: (a) footway crossing(s) at each vehicular access; (b) alterations to footway crossing(s); (c) reinstatement of any redundant footway crossings and/or damaged or altered areas of footway or other highway. (To ensure a satisfactory means of access to the highway, and in accordance with saved policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03)

19. No phase of the development shall be occupied until the following works have been carried out for that phase in accordance with details approved on plans Ground Floor Site Plan Ref: 00009 MP-0120 Rev A2 and Surfacing and Site features ref: 10206-TEP-XX-XX-DR-L-0002 Rev P02 : (a) surfacing and marking out of all parking areas including the provision of at least 6 disabled parking spaces and electric vehicle parking with charging facilities and infrastructure for at least 5% of the total number of parking spaces; and (b) provision of turning space. The parking and turning spaces shall not be used for any other purpose. (In the interests in highway and pedestrian safety, and in accordance with saved policies AM01 and AM12 of the City of Leicester Local Plan and Core Strategy policy CS03)

20. Before the installation of any plant or machinery, including kitchen extraction flues, the details shall be submitted to and approved in writing by the local planning authority. The plant or machinery shall be installed in accordance with the approved details before the occupation of any residential unit and shall be retained and maintained thereafter. (In the interests of residential amenity and in accordance with saved policies PS10 and PS11 of the City of Leicester Local Plan)

21. Before any above ground level works are begun a ventilation strategy, including measures to deal with overheating, shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall ensure that ventilation equates to open windows, deemed to be 4 air changes per hour on demand, if necessary using mechanical ventilation, in all habitable rooms where windows must be closed to maintain acceptable internal noise levels. Windows shall not be sealed closed. The approved ventilation strategy shall be installed and operational in each phase prior to its occupation and shall be maintained thereafter. (In the interests of residential amenity and in accordance with saved policy PS10 of the City of Leicester Local Plan)

22. During the demolition and construction period no machinery shall be operated and no work shall be undertaken outside the hours of 07.30 to 18.00 hours Mondays to Fridays, and 07.30 to 13.00 hours Saturdays, nor at any time on Sundays or officially recognised public holidays. (In the interests of the amenities of nearby

occupiers, and in accordance with saved policy PS10 of the City of Leicester Local Plan.)

23. No part of the development shall be occupied until the details for the storage of bins and the management arrangements for waste collection have been submitted to and approved in writing by the Local Planning Authority. The approved storage and management arrangements shall be maintained thereafter. (In the interests of the amenities of the surrounding area, and in accordance with saved policies H07 and PS10 of the City of Leicester Local Plan and Core Strategy policy CS03)

24. Should the development not commence within 24 months of the date of the last protected species survey (October 2024), a further protected species survey shall be carried out of the site by a suitably qualified ecologist. The survey results and any revised mitigation shall be submitted to and agreed in writing with the Local Planning Authority and any identified mitigation measures carried out in accordance with the approved plan. Thereafter the survey should be repeated annually and any mitigation measures reviewed by the Local Planning Authority until the development commences. (To comply with the Wildlife and Countryside Act 1981 (as amended by the CROW Act 2000), the Habitat & Species Regulations 2017 and Core Strategy policy CS17).

26. Development shall be carried out in full accordance with the following approved plans:

Location Plan, 00009-MP-0100 Rev A1, received 25th July 2024

Ground Floor Site GA Plan, 00009-MP-0120 Rev A2, received 4th December 2024

Context Elevations, 00009-MP-0150 Rev A2, received 4th December 2024

Site Phasing Plan, 00009-MP-0500 Rev A1, received 25th July 2024

Building 01 (B1)

GA Floor Plans, 00009-B1-0220 Rev A3, received 4th December 2024

North and South GA Elevations, 00009-B1-0250 Rev A3, received 4th December 2024

East and West GA Elevations, 00009-B1-0251 Rev A3, received 4th December 2024

Bay Study, 00009-B1-0255 Rev A3, received 4th December 2024

Building 02 (B2)

Ground and First Floor GA Plans, 00009-B2-0320 Rev A3, received 4th December 2024

Second Floor GA and Roof Plan, 00009-B2-0321 Rev A3, received 4th December 2024

South and West GA Elevations, 00009-B2-0350 Rev A3, received 4th December 2024

North and East GA Elevations, 00009-B2-0351 Rev A3, received 4th December 2024

Typical Bay Study 01, 00009-B2-B4-0355 Rev A3, received 4th December 2024

Typical Bay Study 02, 00009-B2-B4-0356 Rev A4, received 12th March 2025

Building 03 (B3)

Ground Floor GA Plan, 00009-B3-0420 Rev A3, received 4th December 2024

Upper Floors GA Plans, 00009-B3-0421 Rev A3, received 4th December 2024

Roof Plan, 00009-B3-0422 Rev A2, received 4th December 2024

South and West GA Elevations, 00009-B3-0450 Rev A3, received 4th December 2024
North and East GA Elevations, 00009-B3-0451 Rev A3, received 4th December 2024
Bay Study, 00009-B3-0455 Rev A3, received 4th December 2024
Building 04 (B4)
Ground Floor GA Plan, 00009-B4-0520 Rev A3, received 4th December 2024
First Floor GA Plan, 00009-B4-0521 Rev A3, received 4th December 2024
Second Floor GA Plan, 00009-B4-0522 Rev A3, received 4th December 2024
Roof GA Plan, 00009-B4-0523 Rev A2, received 4th December 2024
South and West GA Elevations, 00009-B4-0550 Rev A3, received 4th December 2024
North and East GA Elevations, 00009-B4-0551 Rev A3, received 4th December 2024
Landscape Masterplan, 10206-TEP-XX-XX-DR-L-0001 Rev P03, received 4th December 2024
Surfacing and site features, 10206-TEP-XX-XX-DR-L-0002 Rev P02, received 4th December 2024.
(For the avoidance of doubt).

NOTES FOR APPLICANT

1. The City Council, as Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received. This planning application has been the subject of positive and proactive discussions with the applicant during the process and at pre-application.

The decision to grant planning permission with appropriate conditions taking account of those material considerations in accordance with the presumption in favour of sustainable development as set out in the NPPF 2024 is considered to be a positive outcome of these discussions.

2. 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-document-s/> 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.

3. Development on the site shall avoid the bird nesting season (March to September), but if this is not possible, a re-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 LPA. 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 \(www.gov.uk\)](http://www.gov.uk)

4. Noise from any plant/machinery should not exceed 5dB(A) below the existing background noise level. A correction factor should be added to the measured sound pressure level if noise contains any distinguishable characteristics (whine, hiss, screech, hum, etc.) or is irregular enough to attract attention, when measured at 1 metre from the facade of any nearby residential properties.

5. The protected species mitigation licence approved by Natural England shall be submitted to the Local Planning Authority. The mitigation strategy should clearly detail mitigation requirements, works schedule and Reasonable Avoidance Measures (RAMs) to be followed during demolition and construction to safeguard protected species and breeding birds from harm, injury, or disturbance during the demolition and construction works.

Policies relating to this recommendation

2006_AM01	Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
2006_AM02	Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
2006_AM12	Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
2006_BE22	Planning permission for development that consists of, or includes, external lighting will be permitted where the City Council is satisfied that it meets certain criteria.
2006_H03	Provides guidance on minimum net densities to be sought for residential development sites according to location.
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_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_CS01	The overall objective of the Core Strategy is to ensure that Leicester develops as a sustainable city, with an improved quality of life for all its citizens. The policy includes guidelines for the location of housing and other development.

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.

