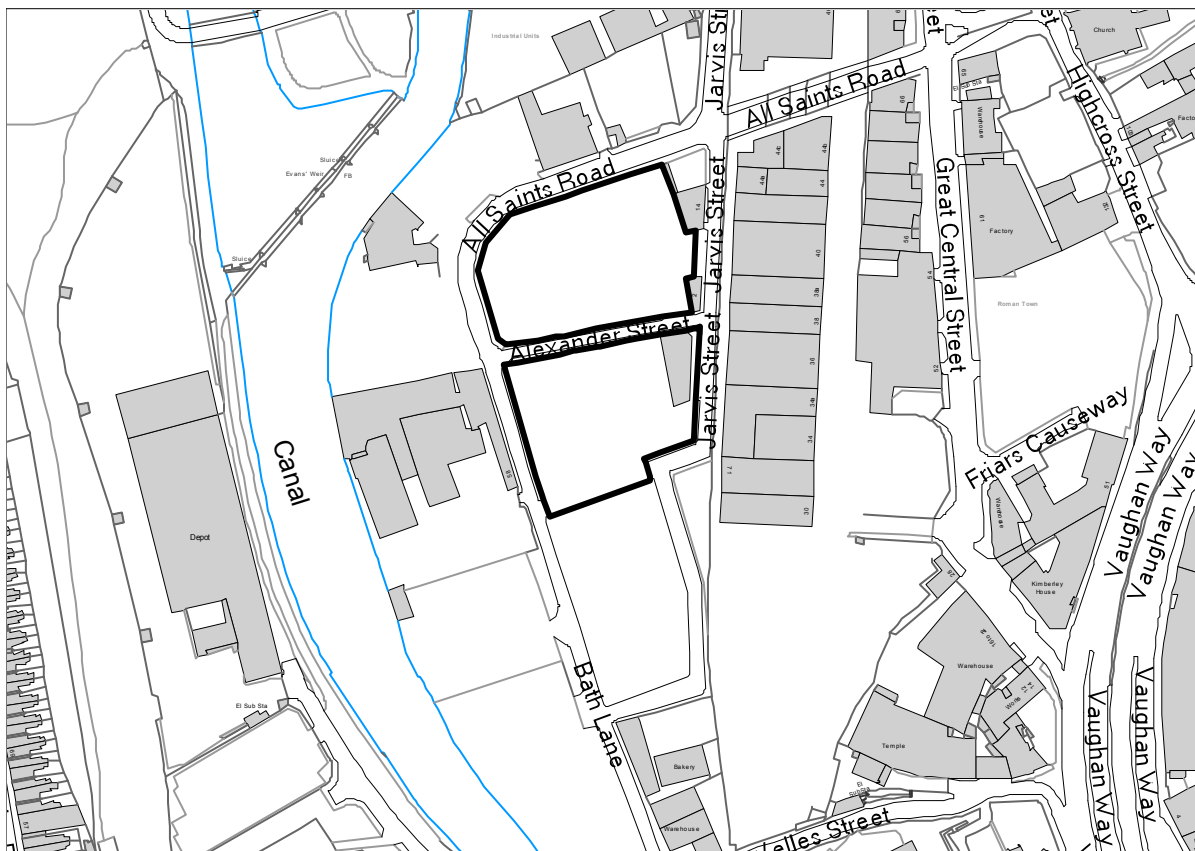


<b>Recommendation: Conditional approval</b>	
<b>20140991</b>	<b>BATH LANE, ALL SAINTS ROAD, JARVIS STREET, RUDING STREET, BLACKFRIARS STREET</b>
Proposal:	MIXED USE DEVELOPMENT COMPRISING 165 RESIDENTIAL UNITS (36 X STUDIOS, 50 X 1 BED, 44 X 2 BED, 26 X 3 BED, 9 X 4 BED) (CLASS C3) AND COMMERCIAL UNITS (CLASSES A1, A2, A3, A4, A5, B1, D1, D2); ASSOCIATED CAR PARKING; LANDSCAPING AND ACCESSES (AMENDED)
Applicant:	GOLDCHARM LTD
App type:	Operational development - full application
Status:	Smallscale Major Development
Expiry Date:	31 October 2014
AP	WARD: Abbey



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### Summary

- Application reported to committee as we have received one objection from the public and an objection from the Conservation Advisory Panel.
- Main issues are principle of development, scale, layout and design, impact on nearby listed buildings, highway impacts and vehicular/pedestrian access.
- Recommended for APPROVAL subject to conditions.

## Introduction

The application site covers 0.78 hectares which is two thirds of a larger cleared site in the same ownership. It is situated between Bath Lane to the west, All Saints Road to the north and the Great Central Railway Station viaduct to the east.

Previous uses and businesses within the site included offices, an engineering works, car repair garages, a printers, and part of a bakery. The rest of the bakery lies to the south of the site. The buildings were predominantly two-storey, with some single-storey structures: most post-date the adjacent Great Central Railway. A two-storey building at the corner of Jarvis Street and Alexandra Street is on the local List of Buildings of Interest. There are some trees on the site: most of them self-seeded and none are protected by Tree Preservation Orders.

To the west of the southern end of the site lies the cleared Merlin Works, which has planning permission for residential and mixed-use developments. The former Donisthorpe's factory (Friars Mill) lies opposite the rest of the Bath Lane frontage: this contains three Grade II listed buildings (a row of former cottages fronting Bath Lane, and a mill and pump house on the river bank), and has planning permission for small extensions to the listed buildings to reuse them for Class B1 employment uses. To the north of the site are some engineering works, car parks and a small snack bar.

The viaduct along the eastern boundary contains arches that are accessed off Jarvis Street and Blackfriars Street. Most of these are occupied, and used as car repair garages or small engineering works. On top of the viaduct are a number of industrial and warehouse premises, accessed off Great Central Street.

## Background

The planning permissions for development between Bath Lane and the River Soar, opposite the site, and the previously approved scheme on this site are material considerations. None have been implemented, but the content and scale of what was approved are as follows:

- Merlin Works (Phase 1) - 20060614 (approved 5 July 2006) - one 22-storey and one 27-storey tower; 7 storey podium building; 354 apartments (comprising 113 studio, 58 one-bed, 172 two-bed, 9 three-bed, and 2 penthouses); Class A1 (retail), Class A3 (restaurant and cafe) use on ground floor; basement car park. Consent lapsed.
- Merlin works (Phase 1) – 20080307 (approved May 2008) – variation of approved plans condition attached to 20060614 application. Consent lapsed.
- Merlin works (Phase 1) – 20100610 (*approved July 2010*) – extension of time limit for implementation of 20080307. Consent lapsed.
- Merlin works (Phase 1) – 20130021 (*approved March 2013*) – extension of time limit for implementation of 20100610.
- Merlin Works (Phase 2) - 20061699 (*approved 22 December 2006*) – 39-storey building, comprising 200 bed hotel (Class C1); 176 self-contained apartments (45 studio, 54 one-bed; 75 two-bed; 2 three-bed); Class A1 (retail), Class A3 (restaurant and cafe); Class D2 (leisure) use; basement car park; public open space. Consent lapsed.

- Donisthorpe's - 20040653 (approved 3 November 2005) – one 4-storey building and one 4 to 11-storey building, and change of use of listed buildings, to form one restaurant/café (Class A3), 3 houses, and 153 flats (24 one-bed and 132 two-bed); surface car park. Consent lapsed.
- Donisthorpe's – 20072365 (approved 2<sup>nd</sup> April 2008) - mixed use development comprising of change of use of the pump house to spa and beauty salon (sui generis); friars mill to a restaurant-bar, conference rooms and office suites (ancillary to the hotel); cottages to offices (Class B1) and new build 110 bed hotel; 280 residential apartments (63 x studio, 77 x 1 bed, 134 x 2 bed and 6 x 3 bed); restaurants-bars (Class A3/A4) and associated works. Consent lapsed.
- Blackfriars (the wider applicant owned land including this site) – 20061724 (approved 9<sup>th</sup> March 2007) - mixed use development comprising up to 30954 sqm gross residential floor space (Class C3) and up to 1117 sqm gross non-residential floor space (Classes A1, A2, A3, A4, B1, D1, and/or D2) in nine blocks of two to eleven storeys, including ground level car parking and car park stacker, with associated public open space, landscaping, highways, and accesses. Consent lapsed.
- Blackfriars (the wider applicant owned land including this site) – 20100193 (approved April 2010) - extension of time limit for implementation of 20061724. Consent lapsed.

An Environmental Impact Assessment screening opinion for the application site was given on 21st March 2014 (reference 20140431). The proposed development comprised of residential development of a mixture of house types and apartments on a 0.78 hectare site location between Bath Lane, All Saints Road and Jarvis Street. The opinion given was that an Environmental Statement would not be required.

### **The Proposal**

The applicant has proposed a mixed use development comprising 165 residential units (36 x studios, 50 x 1 bed, 44 x 2 bed, 26 x 3 bed, 9 x 4 bed) and 215sqm of commercial units (Classes A1, A2, A3, A4, A5, B1, D1, D2) with associated car parking; landscaping and accesses.

### **Policy Considerations**

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

### Other Supplementary Planning Guidance and Documents

#### Vehicle Parking Standards:

The site is in Zone 2 of the standards. There are no requirements for minimum car parking provision. Maximum car and minimum cycle parking allowances apply as follows:

- cars: 1 space per dwelling - allows up to 165 spaces for the residential; various maxima for the non-residential uses;
- cycles: 1 space per two bed spaces for occupants and 1 space per twenty bed spaces for visitors; commercial uses have various minimum requirements for Class A uses, 1 space per 400 sqm for staff plus 1 space per 100sqm for customers.

Energy Efficiency and Renewable Energy (2005).  
Climate Change (2011)

Residential amenity (2008)  
Green Space (2011)

This supplements Policy CS13 of the Core Strategy: The objectives of the SPD are to ensure:

- That all households are within an appropriate distance of a full range of green spaces;
- That an adequate amount of green space is provided across the City;
- That all green spaces are interlinked and accessible by attractive walking and cycling routes;
- That all publicly accessible green spaces are of a high quality and well maintained;
- That green spaces meet the diverse needs of potential users, including those with mobility difficulties; and
- That green spaces are well designed, safe, secure and well used.

NPPF 2012

Para 64 and 131 – 137 – heritage assets

**Consultations**

Highway Authority – due to continuing discussions with the applicant full comments from the highway authority had not been received at the time of writing this report.

Director of Housing – in line with policy CS07 there is a requirement for the provision of 20% affordable housing on sites in the strategic regeneration area (SRA). With a total of 165 units this equates to a requirement of 25 units the breakdown of which should be:

**AFFORDABLE RENT: 75%: 19 units**

No's of unit	Type	LCC minimum floor area (sqm)
2	One bedroom /two person fully wheelchair accessible homes for affordable rent	56
9	Two bedroom/ four person general needs housing for affordable rent	71
1	Two bedroom /four person fully wheelchair accessible home for affordable rent	86 single storey /96 House
7	Three bedroom/five person general needs housing for affordable rent	82

**INTERMEDIATE AFFORDABLE HOUSING: 25%: 6 units**

No's of unit	House Type	LCC minimum floor area (sqm)
4	Two bedroom / four person housing	71
2	Three bedroom / five person housing	82

10% of all these affordable homes should be required to be built LCC's fully wheelchair standard.

City Archaeologist - The field evaluations of 2007 & 2010 demonstrated that significant deposits exist across all of the site but that those deposits start at a depth of 1.5-1.8m below current ground level. Therefore there may be significant harm to these deposits as a result of the development.

Details of the groundworks associated with the development (foundations, services, temporary works etc.) were requested in order to assess the likely impact of the development upon these remains. As this information has not been forthcoming it has to be assumed that this proposal has the potential to result in the significant loss of heritage assets of archaeological significance. Two standard conditions are requested; one requiring details of groundworks and the other requiring an appropriate programme of archaeological work.

Noise Team – The consultant is undertaking additional noise measurements as there are concerns that some of the units in the arches are noisy and trading late at night. The results of this work have not yet been received. A condition can be placed on consent to deal with the mitigation requirements.

Pollution Team – request land contamination condition.

Landscape development – contribution of £116,118.65 requested towards the enhancement and provision of open space deficiencies in the development and ward.

Energy Team – in the absence of sufficient data to fully assess the proposal two conditions are proposed to deal with the requirements of policies BE16 and CS02.

Severn Trent Water – no objections subject to a condition relating to disposal of surface water and foul sewage.

Environment Agency - have reviewed the application and feel that, as presented, a site less than a hectare in flood zone 2 does not fall under either of their categories, i.e. a high risk to the environment or those that are able to offer significant environmental benefit and therefore they do not wish to comment further on these proposals.

### **Representations**

Site notices were displayed around the site, individual letters sent to adjacent properties and the proposal was advertised in the Leicester Mercury.

One objection has been received from a nearby resident. The resident supports the proposals for phases 2 and 3 but objects to the already consented Phase 1 for the following reasons:

- That the proposal for Phase 1 is too large and there are no facilities close by.
- The existing routes into the city centre will not stand this footfall.
- The development should be re-ordered to build phase 3 first to test the market in the area.

## Conservation Advisory Panel

The panel raised objections over the proposal and its impact upon the setting of Donisthorpe Mill and associated listed buildings; all Grade II.

Concerns were raised over the height and architectural character of the phase two scheme. The architecture lacks the lasting qualities of schemes such as the London Docklands and the scale is out of character with the adjacent mill and associated listed buildings.

The panel felt that the taller buildings within the site were poorly positioned and that as phase 2 is the closest part of the site to Donisthorpe Mill, that this section of the development should be restricted to 3-storey in height. They accepted the suggestion that phase 2 and phase 3 could be swapped, so that the 3-storey houses are the closest to the mill, with the development then increasing in height towards All Saints Road.

There were mixed views over the design of the 3-storey houses, with some liking the simple geometric expressionism proposed, but all did agree that the design of the phase 2 apartment blocks was poor. They would like to see an improvement in the roofscape and elevational treatments that better relate to the river frontage.

The panel also raised concerns over the impact of the current proposal upon long distance views across the River Soar of the city centre skyline and in particular how the development will impact upon a number of listed church spires (i.e. the Cathedral).

There were calls for more green space and although it was noted that historically there was not any green space in this area. It was however felt that as the area was now to function as a residential area, as opposed to an industrial area, that a different relationship was called for.

## **Consideration**

### Principle of Development

Policy for the Waterside area encourages new comprehensive development and includes criteria under which a development will be assessed including, will the proposal create a new vibrant predominantly residential mixed use area, is the scheme comprehensively designed to maximise the potential of the area, is there a mix of housing types, size and affordability as well as supporting community facilities and does it contribute to the provision of high quality public realm and a varied mix of open spaces throughout the area.

The Blackfriars site is identified as a priority for regenerating and improving city centre local communities and neighbourhoods and there is a desire by the city council and developers to see redevelopment begin in this area. As the previously approved developments along Bath Lane have not been implemented this proposal could potentially spur on future development in Waterside.

There are no objections over the principle of the development, as the site has been a vacant site for a number of years, detracting from the character and appearance of the area. The redevelopment of the site is therefore welcomed.

### Scale, Layout and Design

Core Strategy CS 3 – designing quality places, requires assessment on urban form and character, connections, movement and inclusive design and public realm and open space.

The area is characterised by one and two storey buildings with the factory building and cottages on the former Donisthorpe site being three storeys. At the entrance to Bath Lane and this part of the Waterside area is the Westbridge Wharf development, which is 11 storeys at its highest point. The materials in the area are predominantly red brick.

The applicant has stated that they consider the site to be isolated from the city core and the existing viaduct presents the necessity for a tall building on the site to act as a marker for the Waterside area. The site is currently isolated but I do not consider that the site is the most appropriate to act as a marker as it is set back into the Waterside area. I consider there are more prominent sites in key locations in the Waterside area better suited to provide 'markers', however the previously approved scheme for the overall site included a building of 11 storeys and other consented schemes on Bath Lane allow for buildings of much higher levels up to a maximum of 39 storeys. It is therefore difficult to argue that the proposed apartment building at 7 storeys is too tall for the area. I consider that this is an area where taller buildings can be accepted.

The previously approved scheme for the Blackfriars site had buildings up to 11 storeys in height directly at the back of footway on Bath Lane. This scheme now proposed would have less of an impact as it has set the buildings back giving a wider appearance to Bath Lane.

Concerns have been raised over the size and scale of the proposed apartment block, in relation to the setting of the adjacent listed buildings. The building height, density and bulk have been progressively reduced from the approved 13 storey phase 1 student block on the southern edge, to the intermediate 7 then 5 storey apartment buildings, down to 2/3 storey terraced houses on the north edge of the overall site.

I consider that this represents a steady transition from dense urban to domestic street scale and fits well with the massing principles of other extant permissions in the local area, which are generally taller and more dense developments.

The ground level of the 6/7 storey apartment building is largely open with enclosed space given to commercial units which face Jarvis Street and Bath Lane and main entrance lobbies which give access to the secure lifts and stair cores. These uses will provide activity and surveillance to the frontage and Bath Lane.

Main pedestrian access is from the south anticipating most pedestrian movement coming from the south and the city centre. The principle entrances face the vehicle route to the edge of Phase 1. Parking is provided within a courtyard space with secondary entrances giving access to the lobbies.

The design of the apartment building gives links to phase 1 with red brick on the corner panels and raised parapets beginning a transition between phase 1 and the houses in phase 3. Blue brick and fully glazed panels are proposed for the ground floor level facades of the commercial units.

On the central bays vertical fins have been added to show the split between dwellings as well as adding relief to the extent of the brick façade and providing screening to the private balconies. Articulation of the massing of the building is further provided by the addition of an extra floor to the east and west sections of the building.

The apartment building provides a mix of studios, 1 bed and 2 bed apartments.

The five storey blocks providing 1 bed apartments front Alexander Street. Each building provides ground floor parking with one parking space per apartment. The spaces are accessed from both Alexander Street and the internal parking area, with garage doors to Alexander Street. The ground floor also provides access to lift and stair cores.

The proposed 3-storey houses are considered acceptable, as the applicant is proposing a range of houses of an appropriate size, scale and design, having negligible impact upon the setting of the adjacent listed buildings.

The applicant has proposed to reinstate street frontages along All Saints Road and Alexander Street which is welcomed, whilst the proposed simple contemporary design is of a suitably standard, befitting the location.

The proposed size and scale of the 3-storey houses also respect the proportions of the former GCR sub-station at the corner of Jarvis Street & Alexander Street, a locally listed building, allowing the building to sit comfortably within the streetscene, preserving its special architectural and historic interest.

The proposed materials for the development are traditional brick and tile. It is proposed to use red tones with the brick on the apartment building to reflect the historical and existing materials of the area. A blue brick is proposed to the ground floor of the apartment building that then ties into the blue brick proposed on the houses. The blue brick is a reference to the industrial brick used on the railway arches. A buff brick is also proposed. I have proposed a condition requiring the design and type of external materials to be submitted to ensure that an appropriate quality can be achieved on what will be a highly visible development on Bath Lane. The proposal helps reinstate the previous street pattern with 3 blocks between Blackfriars Street and All Saints Road. This is welcomed as it will provide routes east to west through the overall site which the previous scheme did not. It is also proposed to set the buildings back from Bath lane to provide a wider footway, facilitate highway improvements and provide a better public realm along Bath Lane. The existing road network benefits the site in terms of connectivity. The proposal aims to reinstate Alexander Street and utilise it to gain access to the two land parcels. A pedestrian link from the inner environment of parcel 3 onto All Saints Road should benefit pedestrian movement. The existing road network will be reinforced as a result of development facing onto Bath Lane and All Saints Road.

## *Character*

The derelict nature of the area leaves little opportunity to compliment local character and therefore the development needs to generate a new character to announce the transition into a residential area. The building treatments aim to be locally inspired. The blue brick has been selected to reference the industrial brick used on the railway arches. The buff brick has been chosen to provide a visual contrast.

The level of detailing to the townhouses in particular is quite minimal. The council aspires to gain high quality design for this site; securing a housing development that can set a high standard for inner city living within Leicester's Waterside. It is felt therefore that more consideration could be applied, particularly in relation to the boundary treatments and design detailing to achieve the cities ambitions. I have proposed a condition requiring the design and detail of the materials to be used to be agreed to ensure the level of quality required.

## *Working with the site and its context*

The layout appears to be driven by the desire to provide frontage onto Bath Lane and All Saints Road. This results in the majority of units being orientated on an East-West axis, complementing the need to benefit from passive solar gain. The scheme pays regard to the development parcel boundary and the existing road network.

## *Public and private spaces*

Private boundary treatments are clearly defined, providing a stark contrast between public and private space, however it is felt that the nature of the boundary treatments could appear quite defensive in places.

No open space was sought as part of the pre-application discussions provided quality private amenity space was provided to compliment the townhouses. The double fronted housing typologies mean that the homes don't benefit from any traditional private amenity to the rear of the house. For the majority of homes in phase 3 limited private amenity space has been provided.

## *External storage and amenity space*

Accessible bike & bin stores have been provided and hidden from public view. The proposed outside amenity spaces are often too small or too irregular in shape to provide any practical use.

Due to the limited amenity space proposed I have proposed a condition that removes the normal permitted development rights so that the Planning Authority can give further consideration to any extensions that might be proposed to these properties.

## Highways and Parking

Although the development caters for car provision, it is felt that the site's proximity to the city centre will negate much of the need to travel by car, or indeed public transport. Cycle storage has also been integrated into the proposal.

The housing development (phase 3 land) provides 1 space per dwelling and 2 visitor spaces. Parking is provided on plot and is therefore conveniently located close to the people's homes. Two visitor spaces have been provided at the upper part of the internal loop road. As the 2 visitor spaces are quite hidden it is likely that the majority of visitors will park on All Saints Road and Bath Lane.

On plot parking is provided from the secondary access of the internal loop. The parking will be mainly hidden by 1.1m metal railings or 1.8m brick wall with timber fence panels. Landscaping would provide a softer treatment in reducing car dominance, whilst providing a positive contribution to the public realm.

94 spaces have been provided to serve the 94 apartment units on the phase 2 land. No parking is proposed for the Studio apartments or commercial/workspaces. There is some concern over the lack of visitor parking provision. The bulk of parking for phase 2 is provided within the communal courtyard.

The site is located close to Leicester City Centre (approx. 200m from High Cross) and will enjoy easy access to the facilities and services provided. More localised services can be provided within the four commercial units proposed onto Bath Lane.

Further comments on highway matters will be reported to you as part of an addendum report.

### Landscaping and SuDs

The information submitted as part of the application is considered acceptable in principle subject to further details being provided to satisfy conditions in this respect.

### Housing requirements

The scheme provides a mix of housing types, including studios, 1 & 2 bed apartments and 3 & 4 bed town houses. This meets the needs of the city and area. Financial feasibility has meant that the council's aspirations in terms of affordable housing have not however been met.

### Renewable energy and energy efficiency

I have proposed two conditions which require full details to be submitted and agreed of the design and detail of the technologies to be used to ensure the requirements of the relevant policies are met.

### Open Space

Due to the limited amenity space provided with each dwelling a contribution of £116,118.65 has been requested for the enhancement or provision of additional green space within the vicinity of the development to benefit future residents. At the time of writing this report the applicant has not confirmed agreement to this.

### Contributions

The submitted viability appraisal has been examined by Property Services and they have confirmed that the development cannot afford to provide the normally required affordable housing and education requirements.

### Conclusion

Although it is considered that elements of the proposal are not ideal I consider on balance that the proposed residential development will provide a much needed start to the regeneration of this part of the Waterside regeneration area and much needed housing in the city as a whole.

I consider the proposal to be acceptable and recommend APPROVAL subject to the following conditions:

#### CONDITIONS

1. START WITHIN THREE YEARS
2. Before the development is begun, details of the design and materials for all external treatments shall be submitted to and approved by the City Council as local planning authority. (In the interests of visual amenity, and in accordance with Core Strategy policy CS3.)
3. LANDSCAPING TO BE APPROVED & CARRIED OUT: VERSION 1
4. NO FURTHER EXTENSIONS OR ALTERATIONS TO DWELLINGHOUSE WITHOUT PP
5. TEMPORARY ARRANGEMENTS DURING BUILDING OPERATIONS
6. 2 metre by 2 metre sight lines on each side of each vehicular access shall be provided at the time of development and shall be retained. (In the interests of the safety of pedestrians and other road users, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3.)
7. All streetworks shall be constructed in accordance with the 6c's Design Guide 'Highways, Transportation and Development'. (To achieve a satisfactory form of development, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3.)

8. SURFACING, MARKING OUT, LOAD/UNLOADING, TURNING SPACE DETAILS TO BE APPROVED
9. REINSTATE REDUNDANT FOOTWAY CROSSINGS/FOOTWAY
10. PEDESTRIAN CROSSING POINTS
11. Any gates for accesses shall be designed to be inward opening and shall be set back a minimum of 5 metres from the back of footway. (In the interests of highway and pedestrian safety and in accordance with Core Strategy policy CS3)
12. The access drive shall be surfaced with tarmacadam, concrete or similar hard bound material for a distance of at least 5 metres behind the highway boundary. (In the interests of highway safety and in accordance with Core Strategy policy CS3)
13. At least 6 car parking spaces for the use of disabled people shall be provided as part of Phase 2 before the development is occupied and shall be retained and kept available for use by disabled people. (To ensure adequate provision for the needs of disabled people, and in accordance with policy AM11 of the City of Leicester Local Plan and Core Strategy policy CS3.)
14. Before the development is begun details of all waste management arrangements including refuse chutes, recycling arrangements, storage capacity, bin type and arrangements for refuse vehicles shall be submitted to and approved by the City Council as local planning authority. These arrangements shall be implemented in accordance with the approved details and maintained thereafter. (In the interests of the amenities of the surrounding area, and in accordance with policies UD06 and PS10 of the City of Leicester Local Plan and Core Strategy policy CS3.)
15. Before the development is begun, the application site shall be subjected to a detailed ground investigation. The investigation shall fully characterise the site in terms of any contamination pertaining to current or former uses. A site investigation report incorporating a suitable risk assessment shall be submitted to, and approved by, the City Council as Local Planning Authority.
  - a) For all risks identified by the above risk assessment as being unacceptable for the proposed use and before development is begun, detailed remediation proposals shall be submitted to and approved by the Local Planning Authority. The approved proposals (hereinafter known as the Remediation Proposals) shall be in line with current best practice for the removal, containment or treatment of contaminants.
  - b) For each part of the development, the Remediation Proposals relevant to that part (or any part that would be affected by the development) shall be carried out either before or during such development as appropriate.

c) If during development works any contamination is encountered which was not previously identified and is derived from a different source and/or of a different type to that addressed by the Remediation Proposals, the Remediation Proposals shall be revised and resubmitted to the Local Planning Authority for approval.

d) If during development work any contamination of the same type addressed by the Remediation Proposals is found in areas previously expected to be clean, remediation of these areas shall be carried out in line with the Remediation Proposals.

e) Within 30 working days of completion of the remediation works/development completion, a completion report shall be submitted for the approval of the Local Planning Authority. The completion report shall contain:

(i). A full description of the works undertaken

(ii). Results of any additional monitoring or testing carried out between the submission of the Remediation Proposals and the completion of remediation works.

(iii). A statement of the site's suitability for the proposed use/new use

(The site has been subjected to at least one former contaminative use is located on a former industrial site. and it is considered that there is a significant risk of contamination adversely affecting the development. In the interests of residential amenity and in accordance with PS10 and PS11 of the City of Leicester Local Plan)

16. The non-residential uses shall not be carried on outside the hours of 0730 to 2300 hours daily. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
17. Before the development is begun, an insulation scheme to prevent the transmission of noise from the non-residential units to adjacent noise sensitive rooms/properties shall be carried out in accordance with details which shall first have been submitted to and approved by the City Council as local planning authority. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
18. NO DETRIMENT FROM LIVE OR AMPLIFIED MUSIC OR VOICE
19. No noise or vibration from the operation of local exhaust or ventilation systems installed shall be perceptible in any residential room. (In the interests of the amenities of occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
20. Before the development is begun a detailed noise assessment fully assessing the impacts of the commercial units under the neighbouring arches shall be submitted to and agreed in writing with the City Council as local planning authority. The findings of that assessment and recommendations for mitigation methods shall be agreed and implemented before the residential units are occupied and retained thereafter. (In the interests of residential

amenity and in accordance with Policies PS10 and PS11 of the City of Leicester Local Plan)

21. ARCHAEOLOGY - DETAILS TO BE SUBMITTED
22. Before the development is begun, a programme of archaeological work in accordance with a written scheme of investigation shall be submitted to and approved by the City Council as local planning authority, and shall be implemented by the applicant. The work shall be carried out by a body to be submitted to and approved by the local planning authority. No work shall take place on the site except in accordance with these approvals. (To ensure satisfactory archaeological investigation and recording and in accordance with Core Strategy policy CS18.)
23. Before the development is begun a scheme for the provision, implementation and maintenance of a Sustainable Drainage (SuDs) system shall be submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority. (To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and in accordance with Core Strategy Policy CS2).
24. Soakaways shall only be used in areas where contamination is not present. If permitted their location must be approved in writing by the City Council as Local Planning Authority. (In order to protect controlled waters and in accordance with Core Strategy Policy CS2).
25. Before the development is begun drainage plans for the disposal of foul sewage shall be submitted to and agreed in writing by the City Council as local planning authority. Before the development is occupied the scheme shall be implemented in accordance with the approved details. (To ensure the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution)
26. Before the development is begun details of a scheme of combined heat and power/community heating within the development shall be submitted to and agreed in writing with the City Council as local planning authority. Before the development is occupied the scheme shall be implemented in accordance with the agreed details and evidence shall be provided demonstrating satisfactory operation of the on-site installation. The on-site installation shall be retained thereafter. (To ensure sustainable energy efficiency in accordance with Core Strategy Policy CS2)
27. Before the development is begun full design details of how the development will meet the regional and local target of 18% of renewable energy of the total predicted energy demand for the site shall be submitted to and agreed in writing with the City Council as local planning authority. Before the occupation

of any unit evidence shall be submitted demonstrating satisfactory operation of the on-site installation in accordance with the agreed details. The on-site installation shall be retained thereafter. (To ensure sustainable energy efficiency in accordance with Policy BE16 of the City of Leicester Local Plan).

28. This consent shall relate to the submitted plans as amended by the plans received by the City Council as local planning authority on 11th September 2014, unless otherwise submitted to and approved by the City Council as local planning authority. (For the avoidance of doubt.)

#### NOTES FOR APPLICANT

1. We endorse the efficient use of water, especially in new developments. The Environment Agency's Water Demand Management Team can provide information and advice on any aspect of water conservation including water saving technologies. New developments could take economic advantage of these technologies and should be considered. Wide spread use of these and other technologies that ensure efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Further advice can be obtained from our website at [www.environment-agency.gov.uk/savewater](http://www.environment-agency.gov.uk/savewater)

#### **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\_AM05 Planning permission for large scale development will not be granted unless provision is made for access to and for bus routes.
- 2006\_AM11 Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.
- 2006\_AM12 Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
- 2006\_BE10 In developments involving a new shop front, the design should be an integral part of the whole building and should be in proportion to the lines of the facade of which it forms a part.
- 2006\_BE16 Planning permission will be granted for the development of renewable energy installations where local impacts are not outweighed by wider benefits. Major developments must realise their potential for incorporating renewable energy technologies.
- 2006\_BE20 Developments that are likely to create flood risk onsite or elsewhere will only be permitted if adequate mitigation measures can be implemented.
- 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\_PS07 Planning Permission will be granted for development that contributes towards a new comprehensive Waterside development in the vicinity of Frog Island, in the area shown on the Proposals Map.
- 2006\_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.

- 2006\_PS11 Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
- 2006\_UD06 New development should not impinge upon landscape features that have amenity value whether they are within or outside the site unless it can meet criteria.
- 2010\_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.
- 2010\_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.
- 2010\_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'.
- 2010\_CS04 The Strategic Regeneration Area will be the focus of major housing development and physical change to provide the impetus for economic, environmental and social investment and provide benefits for existing communities. New development must be comprehensive and co-ordinated. The policy gives detailed requirements for various parts of the Area.
- 2010\_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.
- 2010\_CS07 New residential development should contribute to the creation and enhancement of sustainable mixed communities through the provision of affordable housing. The policy sets out the broad requirements for affordable housing.
- 2010\_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.
- 2010\_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.
- 2010\_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.
- 2010\_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.
- 2010\_CS18 The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.
- 2010\_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.