

Introduction

Diagram 1. The Leicester Urban Area

1.1 In 2021 the Government published a revised National Planning Policy Framework (NPPF). The NPPF requires local planning authorities like Leicester City Council to support sustainable development and to plan positively for it, by preparing new local plans.

1.2 Leicester City Council has produced this Local Plan, which sets out the vision and objectives for the growth of the city over the next 15 years.

The plan ~~will~~:

- Identifies broad locations for development
- Allocates strategic development sites
- Sets clear policies that guide decisions on planning applications
- Indicates how the plan will be delivered and how progress will be monitored

1.3 Its purpose is to provide the overall strategic and spatial vision for the future of the Leicester Urban Area.

1.4 The Local Plan must be flexible to allow for future changes in circumstances, including different policy frameworks or changes to the local, regional or national economy. Proposed development needs to be viable. This is important as the current economic climate presents significant challenges for place shaping. The Local Plan will provide the framework and certainty that will attract investment to Leicester allowing us to guide investment in ways that the community has signed up to.

1.5 A range of evidence has been prepared by the council to underpin the Local Plan, including that which was undertaken to inform the previous Local Development Framework Core Strategy process.

1.6 The Local Plan ~~is will become~~ the development plan for the city. It sets out the vision and framework for future development for the plan period 2020 to 2036. It ~~will~~ replaces the existing Core Strategy (2014) and saved policies from the 2006 Local Plan.

1.7 The Local Plan will be used to manage development through the determination of planning applications, making it clear where development is acceptable and helping to provide certainty for

the local community. This will help to ensure that development is planned, co-ordinated, well designed and will make a positive contribution to the city.

Figure 1. Key Stages in Preparing the Local Plan (Current stage in red)

1.8 The Local Plan does not contain detailed policies for waste and minerals. These will be set out in a separate Leicester Waste and Minerals Local Plan which will contain detailed guidance about the allocation of sites for waste disposal and protection for potential mineral sites.

How has the plan been developed?

1.9 Since 2014, the council has undertaken a range of consultation exercises on various stages of developing its Local Plan. These consultations have considered all aspects of planning policy, although the fundamental focus has always been around the level of growth and how that growth is delivered. The plan has also taken into account changing national guidance.

What other issues have we considered in preparing the Local Plan?

1.10 In addition to national policies, we have complied with various European level regulations. The plan has been subject to a Strategic Environmental Assessment (SEA) to assess the plan's environmental impacts. A Sustainability Appraisal (SA) has also been undertaken to assess not only the environmental effects of the plan but also the economic and social. The council has also produced a Habitats Regulations Assessment/Appropriate Assessment (HRA), Equalities Impact Assessment (EIA) and has undertaken a Public Health Impact Assessment (PHIA) as part of public consultation on the plan.

Relationship to other Strategies

1.11 The Local Plan has been informed by the aims of other city-wide plans and strategies including:

- ~~Climate Emergency Strategy and Action Plan (2021)~~ **Climate Ready Leicester Plan (2023-28)**
- Economic Recovery Plan – First Steps (2020)
- ~~Joint Health and Wellbeing Strategy and Action Plan (2019)~~ **Leicester's Health Care and Wellbeing Strategy 2022-2027**
- Air Quality Action Plan (2015 – 2026)
- ~~Draft Local Transport Plan (2022)~~

- **Leicester Transport Plan (LTP3) 2011-2026**
- Leicester Cycling and Walking Improvement Plan (2019)
- Leicester and Leicestershire Tourism Growth Plan (2019)

Duty to Co-operate

1.12 Satisfying the council's responsibilities through the Duty to Co-operate is vital to the delivery of an acceptable Local Plan. The councils of Leicester and Leicestershire have a strong and long-established record of commitment to joint working with each other and with other public bodies. The preparation of the plan has involved engaging constructively, actively and on an ongoing basis with neighbouring authorities, key stakeholders and public bodies with regards to planning and economic matters.

1.13 The process relating to Duty to Co-operate (DtC) sets out the need for the councils to work closely together on cross boundary and wider strategic issues and to assess the critical interdependencies, such as transport, housing and employment needs, retail and waste. To demonstrate effective and on-going joint working strategic plan-making, authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in co-operating to address these matters.

The Leicester and Leicestershire Strategic Growth Plan

1.14 The eight local authorities in Leicester and Leicestershire Housing Market Area (HMA) together with Leicestershire County Council and the Leicester & Leicestershire Local Enterprise Partnership (LLEP) have prepared a Strategic Growth Plan (SGP) that sets out the aspirations for delivering growth in the Leicester and Leicestershire HMA. It sets out, in broad terms, the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050. The Plan and supporting evidence is available on the website. (lstrategicgrowthplan.org.uk)

1.15 To ensure that the Leicester and Leicestershire HMA housing and employment need is fulfilled up to 2036 a Statement of Common Ground (SoCG) has been sought with each local authority within the Leicester and Leicestershire HMA. This sets out how the Leicester and Leicestershire HMA employment and housing need will be met, including how any need that cannot be accommodated within individual local authorities will be dealt with.

How to use this Plan

1.16 The plan should be regarded as one comprehensive publication and it is important that

individual policies contained within the Local Plan are not viewed in isolation. For example, health and wellbeing is influenced by many factors such as good design, employment opportunities, open space and sport provision and the availability of quality housing. Policies will therefore be cross referenced with other policies in the plan where appropriate. Policy objectives may sometimes compete, so their context will be weighed against one another in decision making to secure an optimum outcome.

~~1.17 An 'Atlas of Proposed Changes' has also been produced, which illustrates the changes that we are proposing to make to the Policies Map that was adopted in January 2006. It comprises changes arising from the Leicester Core Strategy as well as the policies and proposals contained in this draft local plan and proposals map.~~ **An accompanying Policies Map has been produced to illustrate the spatial boundaries of the Plan's policies and constraints. An interactive version of the Policies Map can be viewed on the Council's website and will be kept up to date with regards to constraints boundaries and base mapping.**

1.18 The full evidence and supporting Statements of Common Ground, underpinning this Local Plan and policies are set out on the council's website. ~~This evidence will be kept under review up to adoption of this plan.~~

~~Weblink to be added~~

Review of the Plan

1.19 The NPPF (2021) states that to be effective, Local Plans need to be kept up to date and that strategies and policies should be reviewed, to assess whether they need updating. Local planning authorities must review local plans at least once every 5 years from their adoption date. The council is committed to working in co-operation with partners, stakeholders and the community to continue to review and adapt our planning policies to meet these requirements.

Further Information

~~1.20 For further information about this document, the Local Plan process or previous consultation documents please contact the Planning Policy team using the details below:~~

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A Profile for Leicester: A Spatial Portrait

2.1 This chapter provides a broad overview or 'snapshot' of the physical characteristics of the city as well as the current social, economic and environmental conditions in Leicester. These provide the foundation from which the vision and spatial strategy are built. These are set out later in this document.

Location

2.2 Leicester is a predominately urban area located in the centre of the county of Leicestershire. The Leicester Urban Area covers the administrative area of the city, as well as and other settlements such as Thurmaston, Birstall, Glenfield, Leicester Forest East, Braunstone Town, Syston, Anstey, Glen Parva, Oadby, Wigston, and Scraptoft. The population of the area is approximately 650,000. Leicestershire County covers an area of 215,600 hectares and has a population of just over 1 million.

2.3 The administrative area of the city council covers nearly 7,500 hectares, with a population of about 368,300 making it the largest city in the East Midlands (ONS 2022 Census). The area provides housing, employment, shopping, public administration, leisure, ~~health care~~ **healthcare** at three hospitals and further and higher education facilities. Over recent years there has been substantial investment in the Highcross shopping centre, Haymarket, 'Connecting Leicester' project, and facilities such as the Curve & Performing Arts Centre and St Margaret's Bus station and the Railway Station. Other substantial investment has been made at the Phoenix Arts Centre, schools and health centres as well as provision of new housing schemes across the city e.g. Ashton Green and the Waterside Regeneration Area.

2.4 The city's two universities, University of Leicester and De Montfort University are highly acclaimed nationally and internationally and have a combined total of 43,100 ~~43,100~~ **46,175** students, (as registered in the 2017/18 ~~2022/23~~ academic year (**HESA, 2024**)). Also in Leicestershire, there is Loughborough University.

2.5 The city is at the heart of the national road network with quick and easy links to major motorways including the M1, M69, and M6. Leicester is just over one hour away from London via the midland mainline. East Midlands Airport is 30 minutes away and Birmingham airport is approximately a 50-minute drive from the city centre. This makes Leicester easily accessible from all major UK cities, Europe and international locations.

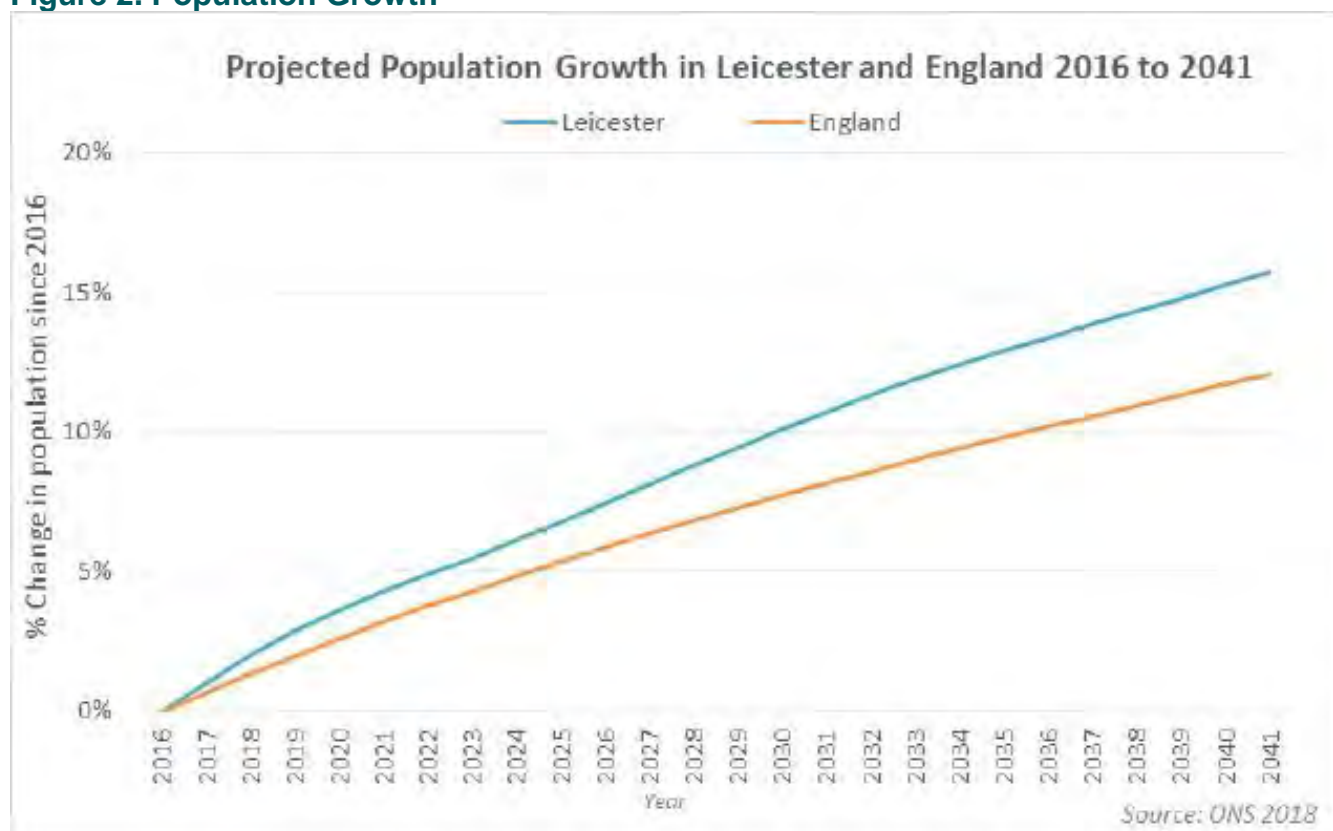
The Community – Population and Demographics

2.6 Leicester is the largest city in the East Midlands with a population of around 368,600 in 2021. The 2021 census data first release shows that Leicester Local Authority area's population grew faster than all the England core cities between 2011-2021 at 11.8% and is one of fastest growing cities in the country. Furthermore, Leicester's population density is now the third highest outside of London (showing the fourth largest increase after Slough, Watford and Cambridge).

2.7 Leicester is also one of UK's most youthful and dynamic populations with a median age that is younger than other major cities including Birmingham, Manchester, Nottingham, Bristol, and Edinburgh. The large proportion of younger people in Leicester reflects the student population attending Leicester's two universities and inward migration to the city.

Population Projections

Figure 2. Population Growth



Source: ONS, 2016-based population projections

2.8 Figure 02 shows the projected population growth in Leicester compared to England. The figure anticipates a year-on-year population increase in Leicester over the next 20 years. It estimates a 7.5% increase between 2016 and 2026. In the longer term we estimate a 16% increase by 2041. This rate is higher than that expected for England (12%) over the same period.

Diversity

2.9 Leicester is home to a rich and diverse range of ethnic and faith communities with 28% of the population (Source: Census 2011) born outside of the EU. Almost half of Leicester's residents classify themselves as belonging to an ethnic group that is not white. It is the UK's most diverse city with 240 faith groups and more than 70 languages spoken by the residents. Leicester also has one of the country's largest Asian communities (37% of the population), with 28% of all residents defining themselves as of Indian heritage and 9% as other Asian groups. At 3.8%, Leicester's African community is a notably larger proportion of the population than that for England (1.8%).

People with a Disability

2.10 In 2011 over a quarter (32,447 - Source: Census 2011) of city households included a person with a long-term health problem or disability that limits the persons day-to-day activities and has lasted or is expected to last at least 12 months. This includes problems that are related to old age. A quarter of Leicester households in which at least one person has a long-term health problem or disability (7,909) also includes dependent children. By 2036 there will be an additional 19,361 households either already experiencing health problems or likely to develop health problems within 10 years. As expected, the incidence of disability in the city is highest in areas where the population is older (such as Thurncourt) and lower where the population is younger (for example, the city centre).

Climate Change and Air Quality

2.11 ~~A Climate Emergency Strategy was adopted in 2021~~ **The council's updated strategy to respond to the Climate emergency is Climate Ready Leicester (2023-28).** ~~and the Climate Emergency Action Plan~~ **The Climate Ready Leicester Plan** and Local ~~P~~lan implementation will be monitored, to safeguard the future growth of the city. The council has developed a programme of action to reduce greenhouse gas emissions and prepare for changing climate in the ~~Emerging Climate Action Plan~~ **Climate Ready Leicester Plan** for the city. This plan sets out the carbon reduction and climate change actions we are taking, alongside other goals such as increasing levels of walking and cycling, improving air quality, minimising waste, increasing recycling, and protecting and enhancing biodiversity and our open spaces.

2.12 The Local Plan has an important role in helping the council to meet its legal requirement to comply with national and regional targets. Measures need to be put in place to minimise traffic emissions and minimise emissions from new development to assist Leicester to become a low emission city.

Economy

2.13 The local economy is characterised by a very strong and diverse small business community. It has a larger manufacturing sector than the national average. Leicester continues to have a strong manufacturing base compared to the rest of the UK. The city has a high proportion of people employed in the public sector, which is understandable as the city is the natural focus in the sub region for education, health and local government.

2.14 However, the recent pandemic has put immense pressure on local businesses. Therefore, sufficient quality employment land needs to be maintained in the city to ensure that a strong and diverse economy can be sustained.

2.15 The growing confidence and strength of the city economy is well evidenced through major inward investment and a significant number of new jobs including IBM, Hastings Insurance and Mattioli Woods, together with other new office-based businesses such as PPL PRS and Octopus Energy. In addition, the city council developments of the Dock, LCB Depot, Friars Mill, Food Park, Makers Yard and The Gresham have provided much needed new workspaces for small businesses.

Homes

2.16 Leicester has a high number of households that live in rented and overcrowded accommodation. The total social housing stock consists of approximately 20,000 properties city wide, a large proportion of which is made up of 1-3 bedroom properties. Over the past 15 years house price increases in Leicester (189%) have been higher than regional (154%) and national (158%) rates of growth. The city also sees notably higher levels of overcrowded, concealed and shared households, which is in part influenced by its diversity and student population. A net need of 17,871 affordable housing dwellings in the city (over the plan period) has been identified in the Local Housing Needs Assessment (2022), based on new government guidance. Delivery to address the ~~emerging~~ Housing Crises is a key priority.

2.17 A key challenge for the Local Plan is to deliver sufficient housing throughout the plan period. However, due to the constraints and lack of supply of suitable developable land within the city's administrative boundary, the city council will continue to work with the Housing Market Area (HMA) partners to ensure that any housing need that cannot be accommodated in the city can be sustainably located within the HMA as a whole. This is in line with the Strategic Growth Plan (SGP) and the agreed Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022).

2.18 It is also important that the plan responds to the needs of specific groups such as older persons, gypsy and travellers and students.

Transport

2.19 The regional transport strategy context has been established through the 'Midlands Connect Strategic Transport Plan for the Midlands - Fairer, Greener, Stronger' published in April 2022. This identifies key priorities for regional level transport investment to support a more productive, prosperous, and sustainable economic development of Leicester and Leicestershire. Transport for East Midlands (TfEM) provides leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of the Midlands Connect, the Department for Transport and its delivery bodies. TfEM and Midlands Connect have agreed a joint statement of working together to promote eight key investment priorities for the East Midlands.

2.20 A Strategic Transport Priorities document was published in Autumn 2020 which has been developed alongside the Strategic Growth Plan for the city and county which has a plan period to 2050. These plans were prepared together by Leicester City and Leicestershire County Councils to ensure that the long-term development needs and associated transportation requirements are co-ordinated and will also support the future prosperity of Leicester and Leicestershire.

2.21 Leicester City Council has secured £70m from the Department for Transport's Transforming Cities Fund. This is delivering significant improvements to Leicester's transport network. For example, transforming public transport provision and improving and connecting city centre transport interchanges would help support the majority of new growth in Leicester for the next 5 years. In addition, **the Bus Service Improvement Plan (2024-2036) has been refreshed to reflect the significant partnership progress and change that has taken place over the intervening period. It sets out an ambitious yet realistic programme of work** a Leicester-Enhanced Partnership Bus Plan published in Spring 2022 sets out an ambitious and inspiring way forward for transport, building upon recent and major investments. A new Local Transport Plan (LTP) is also currently in development.

2.22 The Leicester Urban Area faces many different challenges and opportunities for transport over the lifetime of the local plan and beyond. Key issues that will have a significant influence on transport include climate change and air quality, growth and development and its impact on traffic levels, changing population and health.

Heritage

2.23 Leicester is an ancient Iron Age settlement that was held as a high-status tribal centre near the east bank of the River Soar over 2,000 years ago. It became a significant capital city at the time of the Roman Conquest of Britain (around AD43). Much of the city was rebuilt following the arrival of the Industrial Revolution in mid-1700s, and more communities migrated to Leicester after World War II. Leicester has a rich and varied historic environment which contributes to our knowledge and understanding of the past. The historic environment has wider social, cultural, economic and environmental benefits to the city. It helps define an area, creates a sense of place and serves as a focal point for civic pride, tourism, inward investment and the creation of jobs.

2.24 Leicester has a rich history from Roman, Saxon and Norman times and in more recent centuries became one of the most significant centres for textile and hosiery manufacture in the UK. It has 11 Scheduled Monuments, over 397 Listed Buildings of special architectural or historic interest and 25 Conservation Areas.

2.25 Careful management of the historic environment is necessary to ensure its importance is recognised and that it can continue to contribute to the success and growth of the city.

Changing City Centre and Retail

2.26 Technology is changing the way we shop. We are now buying goods more frequently online and via mobile phones. The Covid-19 pandemic and impact of lockdown measures (both local and nationally) have also added to the pressure that our high streets and operators are facing. This has implications for the type of physical stores we require. Leicester's city centre like many others, is promoted as a destination with a range of shopping and leisure activities. The way that people do their food shopping is also changing.

2.27 These trends raise a series of challenges for how the local plan shapes change and supports our city centre, town centre, district and local centres across the city. The introduction of "Class E" in September 2020 placed a wide range of uses, which included retail, food, financial services, gyms, healthcare, nurseries, offices and light industry into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres that do not require planning permission. In the same way, Class E gives greater flexibility to Class E uses that are located outside of defined shopping centres.

Key issues include:

- How to integrate new retail development with a wider range of uses within the city centre especially in light of the recent changes to the use classes order

- How to balance demand for leisure uses and particularly the night time economy with growing residential use of the city centre

How to support our town centres and district and local centres in providing a range of shops and services that meet the needs of all groups in society

Education

2.28 Leicester's educational attainment is below the UK average 28% of Leicester's residents having no qualifications against a figure of 22% for England (Source: 2011 Census).

2.29 The percentage of people in Leicester with higher education qualifications is lower than in the rest of England. However, there is some evidence that this gap is reducing. Spatially, the areas with lowest educational attainment are the outer estates to the west of the city and the inner-city areas.

2.30 The University of Leicester, De Montfort University, Leicester College and other sixth form colleges including Gateway College play an important role in the city. However, an area of concern is the low retention of graduates, especially medical graduates from the city's two universities. In general, educational attainment can be closely linked to income levels, employment opportunities and deprivation. Improving education and skills is also a priority for the city.

Open Space and Green Infrastructure

2.31 Leicester's open space network consists of a variety of spaces of differing size, quality and function, comprising almost 25% of the city area. Approximately half of the open space network is in the green wedges, which were allocated in 2006.

2.32 The River Soar and Grand Union Canal corridor that flows from south to north through the city centre is an important resource for wildlife and connects many open spaces along its path.

2.33 The city's green infrastructure includes a network of multifunctional open spaces including, waterways, formal parks, gardens, woodlands, street trees, green corridors, nature reserves and links to open countryside. These areas are intrinsically linked and are valuable in the maintenance and enhancement of biodiversity. They also provide opportunities for sport and recreation and contribute to wider environmental benefits, including managing flood risk.

Health and Wellbeing

2.34 Life expectancy in Leicester is lower than the England average. Whilst this has improved over the past decade it has shown a slower improvement than England overall.

2.35 Leicester's diverse population is marked by a greater number of younger people and lower number of older residents than the national average. There is a persistent gap in health between Leicester and England overall. The health gap between the more deprived and the more affluent communities within Leicester has remained unequal.

2.36 New and existing communities need the appropriate health and community infrastructure to support their needs and wellbeing. This is an important issue for the ~~new~~ Local Plan. Environmental issues such as air quality, the provision of open spaces and leisure opportunities, and access to education and employment can all affect health and wellbeing.

Waste and Minerals

2.37 As a unitary authority, Leicester City Council is a waste and minerals planning authority. This responsibility involves identifying waste arising from all sources within the administrative boundary of Leicester and the Leicester Urban Area and requirements for minerals including aggregates and how these will be sourced.

Vision For Leicester

3.1 The vision and objectives form the heart of the Local Plan and are built from the foundations laid out in the spatial portrait. They take into account the council's corporate priorities and strategies. The council has utilised a range of previous consultations (See Figure 01) and evidence to help formally shape the vision and objectives for the city for the next 15 years.

The Vision

A confident city with a reputation as a cosmopolitan, creative and academically rich place, in which businesses thrive and there is strong sustainable growth in housing, jobs and skills.

Our ambition for sustainable growth will be balanced against the need to combat climate change and protect and enhance the natural environment and biodiversity in our city.

A place where all people who live, work and enjoy the city feel proud to belong to our city and that our city belongs to them.

3.2 Below are the key objectives which inform and support the overarching vision:

Objective 1: Support the delivery of new homes balanced with economic growth to meet the needs of all people.

Objective 2: Prepare for, limit and adapt to climate change.

Objective 3: Support economic growth, maximise employment opportunities and support businesses to grow.

Objective 4: Improve the health and wellbeing of local residents.

Objective 5: Ensure new development is of a high-quality design and layout which reflects local context and circumstances.

Objective 6: Enabling the right infrastructure for the city to grow and thrive.

Objective 7: Conserve and enhance the identity, character and diversity of the city's built and heritage assets.

Objective 8: Protect and enhance the natural environment including green infrastructure and biodiversity.

Objective 9: Make efficient use of existing transport infrastructure by helping to reduce the need to travel by car and improve accessibility to jobs and services.

Objective 10: Enhance the vitality and viability of our city centre, town centres and district and local centres.

New Objective: To use Brownfield sites, including derelict buildings to deliver a significant part of the new housing and employment requirements of the city to support the growth and regeneration of the city.

Presumption in Favour of Sustainable Development

3.3 The government expects the planning system to actively encourage growth, giving local people the opportunity to shape communities, whilst ensuring sufficient housing to meet local need and support economic activity. This approach is entirely consistent with the council's vision and aspirations for Leicester. In this context it is important that the planning system does everything possible to support economic growth and sustainable development.

3.4 In accordance with the National Planning Policy Framework 2021 (NPPF), all the policies within the local plan have been prepared with a presumption in favour of sustainable development.

Policy VL01. Presumption in Favour of Sustainable Development

- a) When considering development proposals, we will apply the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)
- b) The city will work pro-actively with applicants to find solutions so that appropriate proposals can be approved wherever possible to secure development that improves the economic, social and environmental conditions in Leicester
- c) Planning applications that accord with policies in the local ~~local~~ **adopted development**-plan will be approved unless material considerations ~~dictate~~ **indicate** otherwise
- d) Where there are **no relevant development plan** policies relevant to the application, or ~~relevant~~ **the** policies **which are most important for determining the application** are out of date at the time of making the decision, then the council will grant permission unless ~~material considerations indicate otherwise, taking into account whether:~~
 - **the application of policies in the NPPF that protect areas or assets of particular**

importance provides a clear reason for refusing the development proposed; or

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole **having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination;** or
- ~~Specific policies in the NPPF indicate that development should be restricted~~

Strategy For Leicester

4.1 This chapter presents the main components of our Strategy. It contains the council's strategic policies for different parts of the city. It sets out the type, scale and broad locations of where new homes, infrastructure, open spaces, employment uses and shops will be developed in the period up to 2036. See Diagram 2 Growth in the Leicester Urban Area **which identifies the strategic growth locations and transport links within and adjacent to the Leicester City administrative boundary.**

4.2 All aspects of development must meet rigorous standards of social, economic and environmental sustainability. The council has undertaken an appraisal of all the reasonable planning options for the Local Plan assessed against a range of objectives and sustainability criteria and this has guided the draft strategy.

The Leicester and Leicestershire Strategic Growth Plan

4.3 This Local Plan covers the period to 2036 in the context of the Strategic Growth Plan (SGP) which enables effective cooperative working with other local planning authorities in the Leicester and Leicestershire Housing Market Area (HMA) over the plan period.

4.4 The Strategic Growth Plan has been prepared by the ten partner organisations in Leicester and Leicestershire to provide a long-term vision that will address the challenges that the area faces, and the opportunities presented for growth. The plan sets out an agreed strategy for the period to 2050, which will be delivered through Local Plans.

4.5 The key strategic planning issues affecting Leicester and Leicestershire are as follows:

- Securing major strategic infrastructure investment to support planned housing and economic growth
- In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions
- Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes
- Meeting the need for employment land across the Functioning Economic Market Area (FEMA)
- Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods
- Meeting the majority of long-term future housing and employment land needs in strategic

growth locations

- Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents

4.6 To ensure that the Leicester and Leicestershire HMA housing and employment need is fulfilled up to 2036, a Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) has been produced and agreed by the following local authorities within the Leicester and Leicestershire HMA:

- Oadby and Wigston Borough Council
- North West Leicestershire District Council
- Leicestershire County Council
- Blaby District Council
- ~~Oadby and Wigston~~ **Charnwood** Borough Council
- Melton Borough Council

Sustainability Appraisal

4.7 The city council has carried out a sustainability appraisal process, to assess the social, environmental and economic effects of the plan from the outset. This will help ensure that decisions contribute to achieving sustainable development.

4.8 The sustainability appraisal is integral to the plan making process and performs a key role in providing a sound evidence base for the plan. The sustainability appraisal facilitates the evaluation and choice of alternatives. It also helps demonstrate that the plan is the most appropriate, given the reasonable alternatives.

Strategy for Leicester: How much new development is required?

4.9 A key aspect of the Local Plan is to identify the amount of new jobs and homes needed and translating these into the provision of sufficient land.

1. Housing - Chapter 5

4.10 The National Planning Policy Framework requires councils to calculate their local housing needs based on a standard methodology. For Leicester, the local housing need is 2,464 dwellings per annum (39,424 homes over the plan period) which includes the 35% uplift for large cities. The ~~Local Plan~~ **Local Plan** identifies a target **minimum requirement** of ~~1,296 dwellings per annum. About~~ 20,730 **dwellings** homes will be delivered over the plan period, with the remaining housing need being apportioned as agreed in the **Leicester & Leicestershire** Statement of Common Ground **on**

Housing & Employment Needs (June 2022) (SoCG).

Proposed Options for Meeting Housing need in the city

- Prioritisation of new housing development on brownfield sites in the Central Development Area and attracting more people to live in the city centre
- Delivery of housing on sites within the city (outside the Central Development Area) that are housing allocations in the Local Plan or that have current planning consents. This includes the completion of development at Ashton Green
- Ensuring the efficient use of land and seeking to achieve higher densities in the right locations whilst ensuring a suitable mix and type of housing
- Seek development of new strategic locations for housing - former Western Park Golf Course; east of Ashton Green; Land north of the A46 bypass; and land west of Anstey Lane
- Remodelling and improvement of sites in existing residential areas to increase housing supply and create more balanced communities
- To continue working on the SoCG with authorities within the Housing Market Area (HMA) to agree the spatial distribution of housing need that cannot be met in the city

4.11 Even with these sites coming forward there will not be enough housing land in the city given its tightly drawn administrative boundaries and lack of developable and viable sites. The spatial distribution of the city's housing need that cannot be met, in addition to any other unmet need arising within the Housing Market Area (HMA) has been agreed in the Leicester & Leicestershire Statement of Common Ground on Housing and Employment Need (June 2022).

2. Employment - Chapter 12

4.12 As well as providing new homes it is vitally important that the city's economy is supported and able to grow, providing new jobs and investment into the city. For a number of years, the surrounding areas have grown jobs faster than the city. Increasingly, industrial land is being redeveloped for alternative uses. Prior to the employment land at Ashton Green no significant new employment land has been provided within the city's boundaries for many years. Fourteen hectares at Bursom Business Park (around Hoods Close and Ashton Close) was the last significant addition over 25 years ago. Appropriate provision is needed, in order to augment the city's economy.

4.13 The 2020 Economic Development Needs Assessment (EDNA) identified the city as needing 65 hectares of employment land. Therefore, the council is fully supportive of the following economic growth projects:

- Continued delivery of offices - A priority for the city centre with two proposed office allocations around the railway station and at Southampton Street
- Pioneer Park (at Abbey Meadows) - Science, research and innovation building, adjacent to the new University of Leicester Space centre
- Cultural Quarter - Business start-ups and creative industries
- New Manufacturing - High quality new employment areas at former Western Park Golf Course, Beaumont Park, and land east of Ashton Green
- Retention of existing employment land that is 'fit for purpose', including textile areas and neighbourhood employment areas

4.14 Provision of housing sites is a priority, so 23 hectares of employment need will be met outside the city boundary as agreed in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022).

New paragraph: Leicester City Council has been working, and will continue to work, collaboratively with Charnwood Borough Council to seek agreement on the accommodation of the requirement for Strategic Logistics & Warehousing floorspace as evidenced by the Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing & Logistics Need (September 2021). This work is still ongoing; however, it should be noted that there have been no suitable sites identified within the city of Leicester due to the specific requirements of the logistics sector, notably in terms of site size and access to the Strategic Road Network.

3. Central Development Area - Chapter 9

4.15 The aim of the Central Development Area (CDA) is to enable the city council to direct, optimise and encourage investment, whilst managing development appropriately within a local context so that it delivers high quality design. This in turn creates certainty and developer confidence. Nine important distinctive character areas (see Diagram 6) have been identified with a specific vision for each.

4.16 The overall objectives for this area are:

- Promoting the growth of the city centre as the sub-regional focus for commerce, retailing, culture, leisure and entertainment
- Providing around ~~6,286~~ **6,178** dwellings
- Enriching the retailing experience by protecting and enhancing the historic environment through heritage led regeneration
- Promoting tourism - this plays an important role in the city's economy and there are

significant opportunities to grow both the visitor and business tourism markets in the coming years

- Enabling and facilitating the provision of top-grade offices
- **Promoting and working with landowners to facilitate development on brownfield land for new homes and businesses to meet the city's needs.**

4. Infrastructure - Chapter 18

4.17 Our planned growth must be supported by infrastructure and facilities which are deliverable at the appropriate time and in the right locations. An Infrastructure Assessment covering the city has been undertaken to establish infrastructure needs resulting from planned growth, the costs and sources of funding, and responsibility for delivery. The city council will work closely with neighbouring authorities on needs arising from growth and development beyond the city boundary. This requires consideration of interdependent infrastructure and critical dependencies beyond the city's administrative boundary.

5. Retail and Leisure Growth - Chapter 13

4.18 The city council commissioned a new retail & leisure study in 2021 to establish the need for new comparison and convenience shopping floorspace. The study also considers future leisure needs.

4.19 There will always be a need for new shops and leisure facilities to accommodate increased demand, or to replace outdated facilities. As shops adapt to the convenience of internet shopping through innovation, experience and technology, it will become more important than ever that such developments are in the right locations.

4.20 The new local plan **Local Plan** will support shopping centres in the retail hierarchy as the most sustainable location for retail development and other main town centre uses. The city centre will be the preferred location for retail, cultural and leisure uses. Beaumont Leys town centre has a role serving retail and leisure needs in the north-west sector of the city. District and local centres can meet more local needs.

6. The Green Infrastructure Network – Chapters 14 and 15

4.21 Throughout the city and in the wider Leicester area there is a network of open spaces, parks, wildlife areas, nature reserves, greenways, rivers and waterways that connect the heart of the urban area to the wider countryside. This green network provides walkways, leisure routes, cycleways, places for formal and informal play, recreation, a place for people to see and

experience wildlife and natural places on people's doorstep. The network also includes areas for flood alleviation, Sustainable Urban Drainage Systems (SuDS), allotments, sports pitches and plays a key part in helping to improve air quality and reduce water pollution. It consists of green wedges and open spaces. The River Soar and Grand Union Canal have an important role in providing a strategic green/blue infrastructure corridor that runs through the city.

4.22 Notwithstanding the pressures to deliver growth in the city and wider area, protection and enhancement of this green network is an important element of this plan's strategy.

4.23 The plan **Local Plan** will position the city's response to The Environment Act 2022, in terms of policy to support delivery of Biodiversity Net Gain and work on the Leicester and Leicestershire Nature Recovery Network.

Diagram 2. Growth in the Leicester Urban Area.

Location of Development

- The city centre will continue to be designated as a strategic location for housing. This creates greater opportunity for a range of housing densities as described in the housing chapter (Chapter 5)
- The development of strategic housing sites at the former Western Park Golf Course, land east of Ashton Green, land north of the A46 bypass, and land west of Anstey Lane will be brought forward so that they can provide a readily developable alternative location for new housing. Housing development at Ashton Green will continue to be built out during the plan period
- To build on Leicester's economic growth and competitiveness, a priority will be to ensure a balanced supply of employment land and premises is available to meet the needs of local and new business and to attract inward investment
- The development of strategic employment provision will be included, at the former Western Park Golf Course, east of Ashton Green, and the Beaumont Park site will be brought forward so that they can provide a readily developable alternative location for new employment and for existing business to expand sustainably. Development at Ashton Green's Business Park will continue to be built out during the plan period
- The city centre will also be the preferred location for retail, cultural and leisure uses that serve the city and the wider Leicester Urban Area, and for professional offices

- **Policy SL01 will help Leicester tackle the key strategic planning issues set out in paragraph 4.5 of the Plan and also help to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF.**

Policy SL01. Location of Development

Development **within the Leicester City administrative boundary** will be located in accordance with the spatial strategy outlined below and as shown on Diagram 2 Growth in Leicester.

Housing

The Government's standard methodology identifies the amount of new housing that should take place in Leicester by 2036. An overall housing need of 39,424 homes across the plan period has been identified for Leicester. The city council will work with districts within the Housing Market Area (HMA) and with partners in the public, private and voluntary sectors, to ensure the delivery of housing as part of sustainable mixed communities.

Leicester City Council will work towards a target of providing **a minimum requirement of** 20,730 dwellings over the plan period from 2020-36 (1,296 dwellings annually) to contribute towards identified need within the city.

Residential development will take place in the following locations in the city:

- ~~6,286~~ **6,178** homes in the Central Development Area (CDA)
- 1,838 Homes ~~in~~ **on** the following strategic sites
 - Former Western Park Golf Course
 - Land East of Ashton Green
 - Land north of the A46 bypass
 - Land west of Anstey Lane
- The remaining ~~4,230~~ **1,524** homes will be built on smaller non-strategic sites elsewhere in the city (~~see Appendix 6~~)
- **The Council expects 1,875 dwellings via windfall and will support applications on windfall sites in accordance with Policy Ho02 and DQP05**
- ~~The city council will continue to work with authorities within the Housing Market Area(HMA) to agree the spatial distribution of housing need that cannot be met in the city. The~~ **remaining unmet housing need will be redistributed as agreed in the Leicester and Leicestershire Housing and Employment Needs Statement of Common Ground (June 2022).** About 18,694 homes from our identified housing need will be accommodated in the neighbouring districts as part of their targets through their local plans
- **The Council will support applications for student accommodation that help to meet the City's requirement for 4,800 units over the plan period where appropriate in accordance with Policy Ho08**

Employment

Evidence in the 2020 Economic Development Needs Assessment (EDNA) 2021 identifies the amount of new employment development that is needed in Leicester by 2036 as being:

- 46,000 sqm offices
- 67 ~~65~~ha land **(253,683sqm floorspace)** for light/general industry and small scale storage and distribution use
- Additional land for Strategic distribution uses (over 9,000 sqm in size) will not be provided within the city's boundary

High Quality Economic Development Areas

Recognising the priority of residential development, to minimise unmet housing need, only around ~~44ha~~ **36.7ha** of land **(147,578sqm floorspace)** is proposed for allocation within the city's boundaries, including new employment development (light industry (E(g)iii), general industry (B2) and small scale storage and distribution (B8) uses) in the following three strategic employment sites - former Western Park Golf Course, east of Ashton Green and Beaumont Leys Park and other local sites, **including the Ashton Green (Leicester Road) site via a Section 73 application. To achieve the overall floorspace need, the non-strategic sites will be developed at higher density** (See Table 8 in Chapter 12).

The remaining **23ha (107,540sqm floorspace)** of unmet employment need will be redistributed **to Charnwood Borough Council** as agreed in the Leicester and Leicestershire Housing and Employment need Statement of Common Ground (June 2022).

New Office Development

Land will be allocated for new offices at two sites:

- The station car park and former Campbell Street sorting office for major office development providing a minimum of 20,000 sqm of new offices
- Land around Phoenix Square (between Burton Street, St George's Way, Southampton Street and Morledge Street) being mixed-use office led development, with some residential use, providing a minimum of 20,000 sqm office floorspace and a maximum of 200 residential units (Use Class E(g)i/C3)

Additional office growth will be supported within the Waterside Regeneration area where it compliments the existing residential led regeneration.

Former Western Park Golf Course

4.24 The Local Plan identifies 52.4 **52.85**ha of land in the western part of the city within the Leicester city administrative boundary. This land forms part of a larger area which lies within Blaby District Council but is owned by LCC. The two councils plan to work together in bringing the wider piece of land forward for development.

4.25 The former Western Park Golf Course (FWPGC) is one of the five strategic key sites and will help to bring forward approximately **at least** 412 houses, provision for self-build/custom-build plots, about 3.48 **approximately 4.5**ha of open space and **approximately 32,300sqm** 9.74 ha of employment land. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**
- **Meeting the need for employment land across the Functioning Economic Market Area (FEMA)**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.26 A Masterplan will be required to develop the site for housing, employment, household waste-recovery centre, green infrastructure, Biodiversity Net Gain and open space that is in keeping with the character of the surrounding area. Due regard will need to be given to the surrounding green-wedge and will need to be in compliance with the rest of the policies in this plan. **The site is located in an area that was previously designated as part of the Kirby Frith Green Wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource.** The site will be brought forward

for development through joint working with agents, builders, developers, infrastructure providers and Blaby District Council. The city council owned land in the district of Blaby has been promoted through Blaby's 'call for sites' as part of their Local Plan evidence.

New paragraph: Development of infrastructure on the site should be cohesive with the neighbouring Blaby district, and a joint masterplan should be prepared to deliver such infrastructure taking into account the provisions of the Blaby Local Plan. Agreement with Blaby District Council and Leicestershire County Council will be required to ensure the necessary enhancements to Ratby roundabout which will serve as the main access to the site.

New paragraph: To support the application process the following assessments will be required:

- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Building for Healthy Life Assessment (with regards to residential development)**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Lighting Assessment**
- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plans**

Policy SL02. Strategic Site 1: Former Western Park Golf Course

Leicester City Council will work in partnership with developers and partners to deliver former Western Park Golf Course, identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 412 homes, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes, in accordance with Policy Ho03
- High quality design, in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06
- Gypsy and Traveller pitches (7 permanent pitches) in accordance with Policy Ho12

Employment

- **10.75 ha of employment development within the wider 52.85 ha site**
- 41.24 ha **Approximately 32,200sqm** of employment land **floorspace** for Class E (g)iii , B2 and B8 uses
- ~~Household Waste Recycling Centre, around 1.5 ha~~

Retail

- **Small scale retail where required and justified**

Facilities and Services

- **New health, education and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services provides and adjacent local authorities.**

Open Space

- ~~3.48 ha of public open space~~ **Approximately 4.5 ha of new informal open space, parks & gardens on site, which will be expected to meet the criteria of Policy OSSR03;**

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **retain approximately 19 ha of existing natural green space, including priority trees,**

hedgerows and woodland

- seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy;
- be informed by a landscape plan;
- provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;
- provide SuDS on site in accordance with Policy CCFR06;
- seek to retain on-site waterbodies and protect them from any contamination;

Biodiversity and Ecology

- The development should be designed to deliver a biodiversity net gain in accordance with Policy NE02, taking account of existing biodiversity on site and the findings of a Biodiversity Assessment and ecological information submitted with planning applications
- Any proposal for development of the site must seek to protect the Local Wildlife Site located at the site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, the Green Infrastructure Strategy, and be in accordance with Policies NE01 and NE03;
- ~~Measures to achieve Biodiversity net gain~~

Transport Infrastructure

The development should be designed:

- in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications
- to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas
- to provide new or connect to existing bus routes serving the whole of the development

Heritage Mitigations

- Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications.

Delivery

- Leicester City Council as landowner will work jointly with the promoters, development partners and Blaby District Council to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site

- A Masterplan will be required to be submitted with planning applications to develop the site for housing, employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure, and ensure that it is in keeping with the character of the surrounding area.
- The Masterplan should have regard to the indicative diagram below ~~Delivery of the site must be based on a master plan with an associated delivery and a phasing plan.~~

Land to the east of Ashton Green

4.27 The Local Plan identifies about 53 hectares of land to the east of Ashton Green. This site comprises two sites which are land to east of Leicester Road adjacent Ashton Green (49.85 hectares) and land north of Birstall Golf Course (4.55 hectares). The larger site has been identified for residential development and a secondary school. In total, this strategic site has an ~~The indicative capacity~~ of at least ~~is that 670 dwellings can be accommodated on the site.~~ The smaller parcel has been identified for employment use. This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester set out in paragraph 4.5 of the Plan:

- Securing major strategic infrastructure investment to support planned housing and economic growth
- In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions
- Meeting the need for employment land across the Functioning Economic Market Area (FEMA)
- Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes
- Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods
- Meeting the majority of long-term future housing and employment land needs in strategic growth locations
- Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents

4.28 The site will require a masterplan to develop the housing, employment uses, green infrastructure, Biodiversity Net Gain, open spaces, sustainable urban drainage systems (SUuDS) and other associated infrastructure and to ensure it is ~~be~~ in keeping with the character of the surrounding area. The site is located in an area that was previously designated as part of the

Thurcaston Road green wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource. Due regard will need to be given to the surrounding green wedge and be in compliance with the rest of the policies of this plan. The site will be brought forward for development through joint working with agents, builders, developers, neighbouring local authorities and infrastructure providers.

New paragraph: To support the application process the following assessments will be required:

- Landscape and Visual Impact Assessment with Accurate Visual Representations
- Affordable Housing Statement
- Air Quality Management Assessment
- Arboricultural Impact Assessment
- Archaeological Field Evaluation
- Biodiversity Assessment
- Building for Healthy Life Assessment (with regard to residential development)
- Delivery and Phasing Plan
- Draft Heads of Terms (Developer Contributions)
- Drainage Strategy
- Ecological Assessment
- Environmental Impact Assessment if determined to be required
- Flood Risk Assessment
- Green Infrastructure Strategy
- Lighting Assessment
- Masterplan
- Noise Impact Assessment
- Odour Impact Assessment
- Statement of Community Involvement
- Sustainability Design and Construction Statement
- Transport Assessment & Travel Plan
- Tree Protection/Removal Plans

Policy SL03. Strategic Site 2: Land to the east of Ashton Green

Leicester City Council will work in partnership with developers and partners to deliver land to the east of Ashton Green identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **retain approximately 5 ha of existing natural green space, including priority trees, hedgerows and woodland**
- **seek to maintain important elements of the former Green Wedge, as informed and supported by a Green Infrastructure Strategy, to be prepared in consultation with Charnwood Borough Council, including ensuring that the effect on the identities and landscape setting of distinct settlements is mitigated and that linked areas of open space into the urban area of Leicester are maintained;**
- **be informed by a landscape plan;**
- **provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **provide SuDS on site in accordance with Policy CCFR06;**
- **integrate and connect new and existing green infrastructure throughout the site to protect, enhance and expand the green infrastructure network. Where new or improved green infrastructure is delivered as part of the development, the developer should make appropriate provision for its long term management and maintenance.**

Biodiversity and Ecology

- **The development should be designed to deliver a biodiversity net gain in accordance with Policy NE02, taking account of existing biodiversity on site and any findings of a Biodiversity Assessment and ecological information submitted with planning applications;**
- ~~Measures to achieve Biodiversity Net gain~~

Transport Infrastructure

The development should be designed:

- **in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications;**
- **to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas;**
- **to provide new or connect to existing bus routes serving the whole of the development;**

Heritage Mitigations

- **Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications.**

Northern Zone

Housing

- **At least** 670 homes, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06

Facilities and services

- A secondary school with about 1,200 students capacity and any associated infrastructure
- **New health and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers and adjacent local authorities.**

Open Space

- ~~Around 4.94 ha of open space~~ **Approximately 5ha of new informal open space, parks & gardens to be provided on site, which will be expected to meet the criteria of Policy OSSR03:**
- ~~Measures to achieve Biodiversity Net gain~~

Southern Zone

Employment

- **2.4ha of employment development within the wider 4.58ha site, providing** ~~Although this site is 4.55 ha gross, most of this will needed to provide the green infrastructure. 2.4 ha~~ **approximately 11,200sqm of** ~~will be built out as employment~~ **floorspace** ~~land for Class E)g)iii, B2 and B8 uses~~

Delivery

- Leicester City Council as landowner will work jointly with the promoters and development partners to ensure the timely delivery of the site, establishing the mechanisms for securing the infrastructure needed to enable the development of this site
- **A Masterplan will be required, to be prepared in consultation with Charnwood Borough Council in relation to green infrastructure matters, and submitted with planning applications to develop the site for housing, employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure, and to ensure that it is in keeping with the character of the surrounding area.**

- Delivery of the site must be based on a master plan **The Masterplan should have regard to the indicative diagram below** with an associated delivery and a phasing plan

Land to the north of the A46 Bypass

4.29 The Local Plan identifies about 33 ha of land to the north of the A46 Bypass. A capacity of **at least 420 dwellings** has been identified on this site. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester as set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth location.**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.30 The site will require a masterplan to develop the housing and green infrastructure, open spaces and sustainable urban drainage systems (SUDS) **and other associated infrastructure, and to be** in keeping with the character of the surrounding area **and the adjacent Thurstaston Conservation Area. The site is located in an area that was previously designated as part of the Castle Hill green wedge. As such due regard will need to be given to mitigate the loss of the four functions of green wedges: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource** ~~with due regard to the surrounding green wedge and in compliance with the rest of the policies of this plan.~~ The site will be brought forward for development through joint working with agents, builders, developers and infrastructure providers **including neighbouring authorities.**

New paragraph: To support the application process the following assessments will be

required:

- **Affordable Housing Statement**
- **Air Quality Management Assessment**
- **Arboricultural Impact Assessment**
- **Archaeological Field Evaluation**
- **Biodiversity Assessment**
- **Building for Healthy Life Assessment**
- **Delivery and Phasing Plan**
- **Draft Heads of Terms (Developer Contributions)**
- **Drainage Strategy**
- **Ecological Assessment**
- **Environmental Impact Assessment if determined to be required**
- **Flood Risk Assessment**
- **Green Infrastructure Strategy**
- **Landscape and Visual Impact Assessment with Accurate Visual Representations**
- **Lighting Assessment**
- **Masterplan**
- **Noise Impact Assessment**
- **Odour Impact Assessment**
- **Statement of Community Involvement**
- **Sustainability Design and Construction Statement**
- **Transport Assessment & Travel Plan**
- **Tree Protection/Removal Plans**

Policy SL04. Strategic Site 3: Land north of the A46 Bypass

Leicester City Council will work in partnership with developers and partners to deliver land to the north of A46 Leicester Western Bypass, identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 420 homes in total have been identified at this location. 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies
- Self-build/custom build plots in accordance with Policy Ho06
- ~~Retention of the on-site pond~~

Facilities and Services

- New health, education and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers and neighbouring local authorities

Open Space

- ~~To be defined in combination with environmental and biodiversity enhancements through the masterplanning process~~ Approximately 12 ha of open space, parks & gardens, retained natural green space, retained priority trees and retained woodland to be provided on site, which will be expected to meet the criteria of Policy OSSR03

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy and a Landscape and Visual Assessment and Heritage Appraisal, having particular regard to its functions in separating Thurcaston and Leicester and preserving the settings of the adjacent designated heritage assets in Thurcaston
- minimise impacts on the adjacent Local Wildlife Site
- be informed by a landscape plan
- provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy
- provide SuDS on site in accordance with Policy CCFR06
- seek to retain on-site waterbodies and protect them from any contamination

Biodiversity and Ecology

- The development should be designed to deliver a Biodiversity Net Gain in accordance with Policy NE02, taking account of existing biodiversity on site and any findings of a Biodiversity Assessment and ecological information submitted with planning applications

Transport Infrastructure

The development should be designed:

- in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications
- to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas
- to provide new or connect to existing bus routes serving the whole of the development

Heritage Mitigations

Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, including the setting of the Thurcaston Conservation Area, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications

Delivery

- Leicester City Council as landowner will work jointly with the promoters and development partners to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site
- **Masterplan will be required to develop the site for housing, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS) and open space and other associated infrastructure, and ensure that it is in keeping with the character of the surrounding area**
- ~~Delivery of the site must be based on a master plan~~ **The masterplan should have regard to the indicative diagram below** with an associated delivery and a phasing plan **and be prepared in consultation with Charnwood Borough Council in relation to heritage matters**

Land west of Anstey Lane

4.31 The Local Plan identifies 17 hectares of land at this strategic location which comprises three parcels of land. The parcels of land are land north of Billesdon Close (12.8 hectares) with a site capacity of 240 homes; The Paddock (4.5 hectares) with a capacity of 84 dwellings; and a small parcel of land to the south of Gorse Hill Hospital (0.5 hectares) with a capacity of 12 dwellings. In total, this strategic site has an indicative capacity of **at least** 336 dwellings. **This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system as set out in paragraph 8 of the NPPF. It will also help to address the following key planning issues in Leicester as set out in paragraph 4.5 of the Plan:**

- **Securing major strategic infrastructure investment to support planned housing and economic growth**
- **In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions**
- **Meeting in full the requirement for housing across the Strategic Housing Market Area and thus accelerating the delivery of new homes**
- **Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods**
- **Meeting the majority of long-term future housing and employment land needs in strategic growth locations**
- **Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents**

4.32 The site will require a masterplan to develop the housing, green infrastructure, open spaces, and sustainable urban drainage systems (SUDS), **and other associated infrastructure,** and be

in keeping with the character of the surrounding area. The site is located in an area that was previously designated as part of the Anstey Lane Green Wedge. As such due regard will need to be given to mitigate the loss of the four functions of the Green Wedge: to prevent the merging of settlements; guide development form; provide a green lung into urban areas; and provide a recreational resource. ~~Due regard will need to be given to the surrounding green wedge and be in compliance with the rest of the policies of this plan. Subject to a comprehensive access solution~~ to be agreed with neighbouring highways and planning authorities, including that includes adjacent sites in Charnwood and Blaby, the site is suitable for housing.

New paragraph: To support the application process the following assessments will be required:

- Landscape and Visual Impact Assessment with Accurate Visual Representations
- Affordable Housing Statement
- Air Quality Management Assessment
- Arboricultural Impact Assessment
- Archaeological Field Evaluation
- Biodiversity Assessment
- Building for Healthy Life Assessment
- Delivery and Phasing Plan
- Draft Heads of Terms (Developer Contributions)
- Drainage Strategy
- Ecological Assessment
- Environmental Impact Assessment if determined to be required
- Flood Risk Assessment
- Green Infrastructure Strategy
- Lighting Assessment
- Masterplan
- Noise Impact Assessment
- Odour Impact Assessment
- Statement of Community Involvement
- Sustainability Design and Construction Statement
- Transport Assessment & Travel Plan
- Tree Protection/Removal Plans

Policy SL05. Strategic Site 4: Land west of Anstey Lane

Leicester City Council will work in partnership with developers and partners to deliver land west of

Anstey Lane identified as a strategic development location in the spatial strategy and as shown on the Policies Map. The development will provide:

Housing

- **At least** 336 homes across three parcels, 30% of which will be expected to be affordable in accordance with Policy Ho04
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03
- High quality design in accordance with Policy DQP01 and other design policies in this plan
- Self-build/custom build plots in accordance with Policy Ho06

Facilities and services

- **New health and community facilities to support the needs generated by the development and identified in consultation with infrastructure and services providers**
- Cross boundary co-operation between key stakeholders will be needed around education provision on this site **and adjacent sites in Blaby and Charnwood.**

Open Space

- ~~To be defined in combination with environmental and biodiversity enhancements through the master planning process~~
- **Approximately 1.8 ha of new informal open space, parks & gardens to be provided on site, which will be expected to meet the criteria of Policy OSSR03;**

Green and Blue Infrastructure

The development should be designed in accordance with Policies NE01, NE03 and NE04 and also:

- **Retain approximately 2 ha of existing natural green space, including priority trees, hedgerows and woodland**
- **Seek to maintain important elements of the former Green Wedge as informed and supported by a Green Infrastructure Strategy;**
- **Minimise impacts on the adjacent Local Nature Reserve and Local Wildlife Site;**
- **Minimise impacts on TPO trees on site**
- **Be informed by a landscape plan;**
- **Provide green corridors and buffers as informed and supported by a Green Infrastructure Strategy;**
- **Provide SuDS on site in accordance with Policy CCFR06.**

Biodiversity and Ecology

- **The development should be designed to deliver a Biodiversity Net Gain in accordance with Policy NE02, taking account of any existing biodiversity on site and the findings of**

any Biodiversity Assessment and ecological information submitted with planning applications.

Transport Infrastructure

The development should be designed:

- in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications
- to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas, including the wider allocation in Blaby and Charnwood
- to provide new or connect to existing bus routes serving the whole of the development

Heritage Mitigations

- Meet the requirements of Policy HE01 in respect of the preservation and enhancement of heritage assets and archaeology, including the setting of the former Leicester Frith Farm and Gilroes Cemetery, taking account of the findings of Heritage and Archaeological assessments submitted with planning applications

Delivery

- Leicester City Council as landowner will work jointly with the promoters and development partners to ensure the timely delivery of the site establishing the mechanisms for securing the infrastructure needed to enable the development of this site, including transport and access in an integrated and comprehensive manner, with emerging sites in Blaby and Charnwood
- A Masterplan will be required to be submitted with planning applications to develop the site for housing, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space and other associated infrastructure and to ensure that it is in keeping with the character of the surrounding area
- ~~Delivery of the site must be based on a master plan~~ The Masterplan should have regard to the indicative diagram below with an associated delivery and a phasing plan

Beaumont Park

4.33 The Local Plan identifies about 20 hectares of land within Beaumont Park, ~~the eastern portion of which~~ is suitable for employment development. The site will be brought forward for development by the city council. The site will require a masterplan to develop the employment uses, Gypsy and Traveller site, green infrastructure, open spaces, and sustainable drainage systems (SuDS) and be in keeping with the character of the surrounding area. This strategic site will help Leicester to meet the economic, social and environmental objectives of the planning system, as set out in paragraph 8 of the NPPF. It

will also help to address the following key planning issues in Leicester, as set out in paragraph 4.5 of the Plan:

- Securing major strategic infrastructure investment to support planned housing and economic growth
- In declaring a climate emergency, ensure that development in the city achieves very low carbon dioxide emissions
- Meeting the need for employment land across the Functioning Economic Market Area (FEMA)
- Aligning substantial housing and employment growth, such that the need to travel is reduced with enhanced opportunities to use public transport and active travel methods
- Meeting the majority of long-term future housing and employment land needs in strategic growth locations
- Encouraging healthy and active lifestyles to improve the health and wellbeing of local residents.

New paragraph: To support the application process the following assessments will be required:

- Landscape and Visual Impacts Assessment with Accurate Visual Representations
- Air Quality Management Assessment
- Arboricultural Impact Assessment
- Archaeological Field Evaluation
- Biodiversity Assessment
- Delivery and Phasing Plan
- Draft Heads of Terms (Developer Contributions)
- Drainage Strategy
- Ecological Assessment
- Environmental Impact Assessment if determined to be required
- Flood Risk Assessment
- Green Infrastructure Strategy
- Ground and Land Contamination investigation and works report
- Lighting Assessment
- Masterplan
- Noise Impact Assessment
- Odour Impact Assessment
- Play space and playing pitches assessment of loss and mitigation
- Statement of Community Involvement

- Sustainability Design and Construction Statement
- Transport Assessment & Travel Plan
- Tree Protection/Removal Plan

Policy SL06 Strategic Site 5: Beaumont Park

Leicester City Council will work to deliver employment development, on land within Beaumont Park, identified as a strategic location, in the spatial strategy. The development will provide:

Employment

- 7.14 hectares **6.64ha** of employment **land** development within the wider 19.72 ha site **providing** approximately 25,000 sqm of floorspace for light Industry (E(g)(iii)), general industry (B2) and storage and distribution (B8) uses (with ancillary offices only)
- ~~In addition to the general planning requirements, development will need to address, ecology, trees, land contamination, design quality and sports provision.~~
- ~~Gypsy and traveller transit site that could accommodate 12 caravan spaces~~

Gypsy and Traveller Transit Site

- A Gypsy and Traveller transit site that could accommodate at least 12 caravan spaces in accordance with Policy Ho12
- The design and location of the transit site would also need to address compatibility with surrounding land uses, including nearby sports facilities and employment uses, the amenity of neighbouring users, land contamination and air quality and noise impacts on its future residents

Biodiversity and Ecology

- The development should be designed to deliver a Biodiversity Net Gain in accordance with Policy NE02, taking account of any existing biodiversity on site and the findings of any Biodiversity Assessment and ecological information submitted with planning applications

Transport Infrastructure

The development should be designed:

- in accordance with Policies T01, T02, T03, T05, T06 and T07, taking into account the findings of any transport assessments submitted with planning applications

- to ensure that all parts of the site are accessed by roads, cycling and walking routes and connected to existing routes and surrounding areas
- to provide new or connect to existing bus routes serving the whole of the development to maximise sustainable transport modes

Delivery

- Leicester City Council as landowner will work jointly with the promoters and development partners to ensure the timely delivery of the site and establish the mechanisms for securing the infrastructure needed to enable the development of this site
- A Masterplan will be required to be submitted with planning applications to develop the site for employment, green infrastructure, Biodiversity Net Gain, Sustainable Drainage Systems (SuDS), open space, and other associated infrastructure, and to ensure that it is in keeping with the character of the surrounding area
- The Masterplan should have regard to the indicative diagram below with an associated delivery and phasing plan

Housing

Evidence Base

5.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Local Housing Needs Assessment 2022
- ~~Gypsy and Traveller Accommodation Needs Assessment (2017)~~
- ~~Gypsy and Traveller Accommodation Needs Assessment (Partial Update 2019)~~
- **Gypsy and Traveller Accommodation Needs Assessment (2024)**
- Strategic Housing and Economic Land Availability Assessment (SHELAA) (2022)
- National Space Standards Local Evidence (2022)
- Central Development Area (CDA) Capacity Study (2022)
- ~~Leicester and Leicestershire wide Housing and Employment Needs Assessment (2022)~~

Background

5.2 The NPPF suggests that local planning authorities should deliver a wide choice of high-quality homes that widen opportunities for home ownership and create sustainable, inclusive, and mixed communities. To achieve this, it is necessary to ensure that new housing developments are well designed, sustainably located, contribute to a good quality of life and meet the needs of the city's residents.

Strategic Growth Plan

5.3 The Strategic Growth Plan (2018) sets out the aspirations for delivering growth in the Leicester and Leicestershire Housing Market Area (HMA). ~~It sets out, in broad terms~~ **In broad terms, it sets out** the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050.

5.4 To ensure that the Leicester and Leicestershire HMA housing need is fulfilled up to 2036, a Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) has been agreed by each local authority within the HMA, ~~with the exception of Hinckley & Bosworth Borough Council and Harborough Borough Council~~. The SoCG sets out how the Leicester and Leicestershire HMA housing need will be met, including how need that cannot be

accommodated within Leicester will be dealt with. The Statement of Common Ground will be updated as appropriate.

Housing Requirements and Supply

5.5 In accordance with the Spatial Strategy (policy SL01) provision needs to be made for a minimum of 39,424 dwellings during the plan period 2020 - 2036 (2,464 dwellings per year). The Local Plan housing target is 20,730 homes over the plan period or 1,296 dwellings per annum.

5.6 The Local Plan will seek to deliver this through a variety of options, in accordance with the NPPF including existing commitments, housing allocations including strategic sites, capacity within the Central Development Area (CDA), suggested by an appropriate windfall allowance and the distribution of the remainder of the housing need within the HMA, which has been agreed in the Statement of Common Ground (SoCG).

5.7 Extant outline and full planning permissions up to 31st March ~~2022~~ **2024** have been included in the commitments. This includes the student and older people's housing with the appropriate conversion rate applied. A total of ~~9,440~~ **7,188** dwellings (about ~~45~~ **32**%) will be met through commitments. Depending upon the status of a consent, these are likely to come forward within the first five years, or between 6-10 years.

5.8 A range of sites have been assessed and identified in the plan as new allocations. These include four strategic sites where around 1,838 (~~98~~%) dwellings will be developed. The plan also allocates other smaller sites (outside the Central Development Area) which have a capacity of ~~4,230~~ **1,524** (~~67~~%) dwellings.

5.9 The NPPF prioritises local planning authorities to promote the effective use of land in meeting the need for homes and other uses by making as much use as possible of previously developed land (brownfield land), while safeguarding and improving the environment. Based on the Central Development Area Capacity Study, the plan identifies the Central Development Area as a significant location for housing development with the majority being on brownfield land. About ~~6,286~~ **6,178** dwellings (~~30~~**27**%) is proposed in this area.

5.10 The NPPF also supports the development of windfall sites through planning policies as long as it is realistic and historic windfall rates have been considered along with expected future trends. It is estimated that about ~~2,354~~ **1,875** (~~44~~%) dwellings will contribute towards the city's housing supply through the development of windfall sites.

5.11 The council will also seek to achieve its overall housing need through joint working with

neighbouring districts within the Leicestershire HMA. The remainder of the need of 18,694 homes will be met within the HMA as agreed in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022) under Duty to Cooperate.

5.12 Table 1 shows how the council's housing requirement will be met over the plan period.

Table 1: Housing provision from 2020-36 (this is subject to change)

	Component	Dwellings
A	Housing Need 2020-36 (Standard Method-2021)	39,424 (2,464 dwellings per annum)
B	Completions 2020-21	1,050
C	Completions 2021-22	842
D	Total completions 2020-22 (B + C)	1,892
-	Commitments	-
E	Commitments:- detailed and outline permissions	9,410
F	Saved previous Local Plan allocations	0
G	Windfall allowance	2,354 (214 dpa for 11 years)
H	Allocations identified in the draft plan	1,230
J	Central Development Area capacity work	6,286
K	Strategic sites	1,838
L	Total anticipated supply within the city	21,118
M	Overall supply (anticipated supply + completions) – D + L	21,118 + 1892 = 23,010
N	Local Plan Housing Target (2020-36)- (Approximate 11% buffer)	20,730

	Component	Dwellings
Q	Unmet need	18,694

	<u>Component</u>	<u>Dwellings</u>
<u>A</u>	<u>Housing Need 2020-36 (Standard Method 2021)</u>	<u>39,424 (2,464 dwellings per annum)</u>
<u>B</u>	<u>Completions 2020-24</u>	<u>4,129</u>
	<u>Commitments</u>	
<u>C</u>	<u>Commitments: detailed and outline permissions</u>	<u>7,188</u>
<u>D</u>	<u>Saved previous Local Plan allocations</u>	<u>0</u>
<u>E</u>	<u>Windfall Allowance (2027/28-2035/36)</u>	<u>1,875 (between 200 – 214 for 9 years to avoid double counting)</u>
<u>F</u>	<u>Non-strategic allocations</u>	<u>1,524</u>
<u>G</u>	<u>Central Development Area capacity</u>	<u>6,178</u>
<u>H</u>	<u>Strategic sites</u>	<u>1,838</u>
<u>I</u>	<u>Total anticipated supply within the city</u>	<u>18,603</u>
<u>J</u>	<u>Overall supply (anticipated supply + completions)</u>	<u>18,603 + 4,129 = 22,732</u>
<u>K</u>	<u>Shortfall (overall need – overall supply)</u>	<u>39,424 – 22,732 = 16,692</u>
<u>L</u>	<u>Local Plan Housing Target (2020-36) (10%)</u>	<u>20,730</u>
<u>M</u>	<u>Unmet need</u>	<u>18,694</u>

5.13 Housing provision in the early years of the plan will largely rely on existing housing sites being delivered through current planning permissions and allocations. Development of the strategic sites will happen towards the later years of the plan, which is mainly due to the infrastructure needed to support new housing.

5.14 A detailed trajectory showing this is included in Appendix 1.

New paragraphs:

To maintain supply and delivery of housing, the NPPF requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites suffi-

cient to provide 5 years' worth of housing against their housing requirements with an additional buffer depending on local circumstances.

In accordance with the NPPF and the Planning Practice Guidance, the city council has applied a buffer of 20% to address the past under delivery of housing for the purposes of calculating the 5YHLS position as at 1st April 2024.

Using the Sedgefield method, the council is able to demonstrate 5.2 years of supply as at 1st April 2024, as shown in New Table: Housing Land Supply Position below, and a rolling supply position of under 5 years for most years of the Plan period.

New Table: Housing Land Supply Position as at 1st April 2024 (Sedgefield Method)

<u>a.</u>	<u>Annual housing requirement</u>	<u>1,296</u>
<u>b.</u>	<u>Shortfall from previous years 2020-2024</u>	<u>1,055</u>
<u>c.</u>	<u>Dwellings per annum from shortfall (1,055 / 5)</u>	<u>211</u>
<u>d.</u>	<u>Annual housing requirement including shortfall as per Sedgefield method (1,296 + 211)</u>	<u>1,507</u>
<u>e.</u>	<u>Number of dwellings required for five years 1 April 2024 to 31 March 2029 (1,507 x 5)</u>	<u>7,535</u>
<u>f.</u>	<u>20% buffer to address past under delivery</u>	<u>1,507</u>
<u>g.</u>	<u>Total number of dwellings required for five years 1 April 2024 to 31 March 2029 (e + f).</u>	<u>9,042</u>
<u>h.</u>	<u>Estimated supply of deliverable sites for five years 1 April 2024 to 31 March 2029</u>	<u>9,341</u>
<u>i.</u>	<u>Surplus over requirement (h – g)</u>	<u>299</u>
<u>j.</u>	<u>Annual housing requirement (g / 5 years)</u>	<u>1,808</u>
<u>k.</u>	<u>Number of years supply (h / j).</u>	<u>5.16 (5.2) years supply</u>

New paragraph: The council's applied method is the Sedgefield approach to address the past backlog of under delivery in the next five years. With improvement in future delivery and commitments, the overall supply position will improve, so that the council will be able to demonstrate a rolling 5YHLS.

Housing Allocations

5.15 A systematic assessment of a range of sites was carried out in order to identify draft housing allocations. The sites were identified through the Strategic Housing & Economic Land Availability Assessment (SHELAA 2022). Sites capable of accommodating 5 or more units or that had an area

of 0.25 hectares and above were considered and appraised before being allocated-. The sites were assessed for their suitability, availability and achievability, with a reasonable prospect that they will come forward for development at specific points in time within the plan period.

~~5.16 The non-strategic allocations are listed in Appendix 6.~~

Policy Ho01. Housing Allocations

New housing will be delivered within the Local Plan on sites as identified **below and on the Policies Map** ~~in Appendix 6.~~

Housing proposals will be supported where they:

- a) Provide an appropriate mix of housing as identified in Policy Ho03
- b) Provide affordable housing in accordance with Policy Ho04
- c) Provide infrastructure required to support the proposed development in accordance with Policy DI01
- d) Achieve high quality design as set out in Policy DQP01 and other design policies
- e) Respect the character of the area in compliance with the environmental, design and heritage policies in the Local Plan

f) Deliver Biodiversity Net Gain in accordance with Policy NE02


- ~~f) g)~~ Address **the constraints and mitigations for each site set out below** ~~site specific issues as set out in the Site Allocations document~~


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>15</u>	<u>Land to south of St Augustine Road/west of Duns Lane</u>	<u>2.02</u>	<u>349</u>	<u>Approved permission for 349 student units (20221898)</u>




Site constraints and mitigations:

- The River Soar is designated as a Local Wildlife Site and a key ecological corridor. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.
- A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses trees that align the site boundary at Narborough Road, St Augustine Road and the Old River Soar which act as a buffer from the roads and encourage wildlife. These boundary trees and other landscape features on the site are expected to be retained in the first instance. Where loss of trees is needed for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Small areas of the site are in Flood Zone 3b, and are susceptible to surface water and fluvial flood risk. A Flood Risk Assessment is required to be submitted with any application to address these sources of flood risk and identify safe access points (CCFR06).
- The site is within an air quality management area, so an Air Quality Assessment will be required setting out necessary mitigations for the air quality impacts of the development, in line with Policy T02.
- As there is evidence of some cemetery and settlement archaeology present in this area, an Archaeological Assessment and Heritage Impact Assessment will be required to assess the likely impacts of development on any such remains and identify any design or other mitigations needed to preserve or enhance their significance, in line with Policy HE01.
- The design of the site should consider impacts on surrounding uses including the leisure centre and events spaces, in line with Policy DQP01.
- A Transport Assessment will be required showing two access points and addressing the transport implications of development, including on both the safety and capacity of the surrounding road network.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
19	<u>Velodrome, Saffron Ln</u>	<u>1.38</u>	<u>38</u>	<u>Approved permission for 38 Dwellings</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>As this site falls within a critical drainage area, which is a surface water hotspot and Saffron Brook Culvert is near to the site, a Flood Risk Assessment will be required that complies with Policy CCFR06.</u> • <u>The site lies adjacent to Saffron Lane AQMA and within a 250 metre buffer from Sturgess Body Craft Coating/Vehicle. Therefore, an Air Quality Assessment will be required that addresses these impacts and set outs appropriate mitigations, as per Policy T02.</u> • <u>The site is adjacent to a Local Wildlife Site, therefore, an Ecological Assessment will be required to establish any adverse impacts on biodiversity and identify ecological mitigation measures, in line with Policy NE01.</u> • <u>Adjacent uses include an athletics stadium and railway line, so the design should consider appropriate landscape or development buffers between these uses and future residential uses on the site.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>190</u>	<u>Lanesborough Road - Former Allotments</u>	<u>2.3</u>	<u>37</u>	<u>Approved permission for 37 Dwellings.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>The site lies adjacent to Melton Brook so some flood risk and potential runoff is present on the site. Therefore, a Flood Risk Assessment and Drainage Strategy will be required that adequately addresses the potential flood risk on the north west side of the site and potential runoff into the Melton Brook, in line with Policy CCFR06.</u> • <u>There is a Local Wildlife Site on northwestern section of the site, with mature trees and indications of protected species present. Any proposal for development of the site must seek to protect the Local Wildlife Site and protected species, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.</u> • <u>A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the tree groups across the site. These trees and other landscape features on the site are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Sandringham fuel station is within 250m of the site and there is some historic landfill within the site. A Contamination Assessment will be required that considers and appropriate buffer for these constraints.</u> • <u>The Public Right of Way across the north-western part of the site should be retained and incorporated into the proposed layout and design for development.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
219	<u>Land rear of Rosedale Avenue/Harrison Road allotments</u>	<u>1.83</u>	<u>53</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>Site has some surface water flood risk, which will require a Flood Risk Assessment to identify suitable mitigations, and a Sustainable Drainage Strategy, in line with Policy CCFR06.</u> • <u>The site is a former Biodiversity Enhancement Site, which is proposed to be de-designated as part of its allocation for housing. Any impacts on biodiversity will need to be assessed through an Ecological Assessment, with offsite enhancements provided in order to achieve a BNG in line with Policy NE02.</u> • <u>A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the value of tree groups to the northwest of Rosedale Avenue and other trees across the site. These trees on the site are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Access to the site would be via Wyvern Avenue, which also provides access to Wyvern Primary School. Therefore, a Transport Assessment will be required to ensure access can be achieved whilst maintaining safe access to the school.</u> • <u>The site lies adjacent to Harrison Road allotments. Development should consider impacts on the allotments through design, layout and landscaping, in line with Policy DQP01.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
222	<u>Evington Valley Road (Former Dunlop Works) (PS09b18) (Northern half of PSO area)</u>	<u>2.37</u>	<u>48</u>	<u>Floodzone 3b discounted from site</u>


development area (around 30%). Standard development ratio of 82.5% applies on remaining site area (70%, or around 1.66Ha) at 35dph.



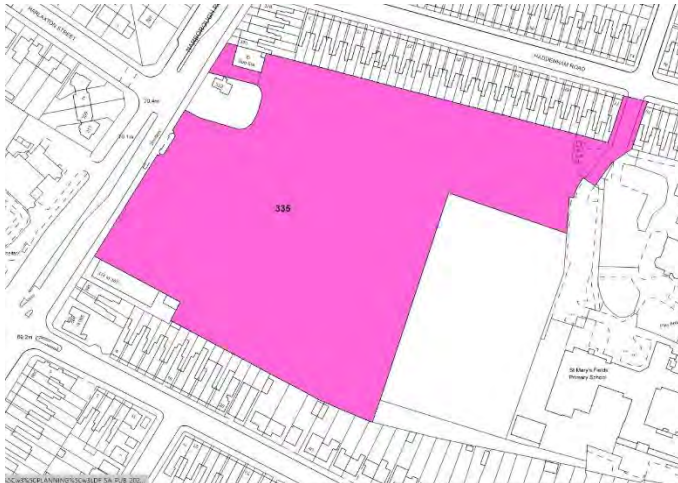
Site constraints and mitigations:

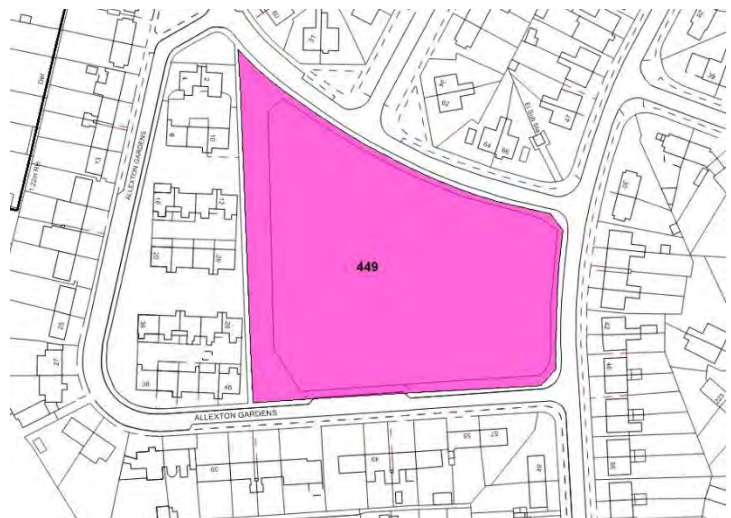
- As around 30% of the site is within Flood Zone 3b, a Flood Risk Assessment is required that demonstrates a reduction of flood risk on site to comply with Policy CCFR06, particularly from Ethel Brook. This has been factored into the overall site capacity, and it is expected that there would be no development on this part of the site.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of boundary trees bordering on to Evington Valley Road and Gwendolen Road and the tree subject to the TPO in the north west of the site. These trees on the site are expected to be retained in the first instance, particularly the tree protected by a TPO. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- The Former Dunlop Works is a locally listed building which would need careful consideration, with appropriate mitigation measures required to be identified through an Archaeological Assessment and Heritage Impact Assessment (In accordance with Policy HE01).
- The design of development should take account of existing employment uses and nearby sports pitches, as per policy DQP06.

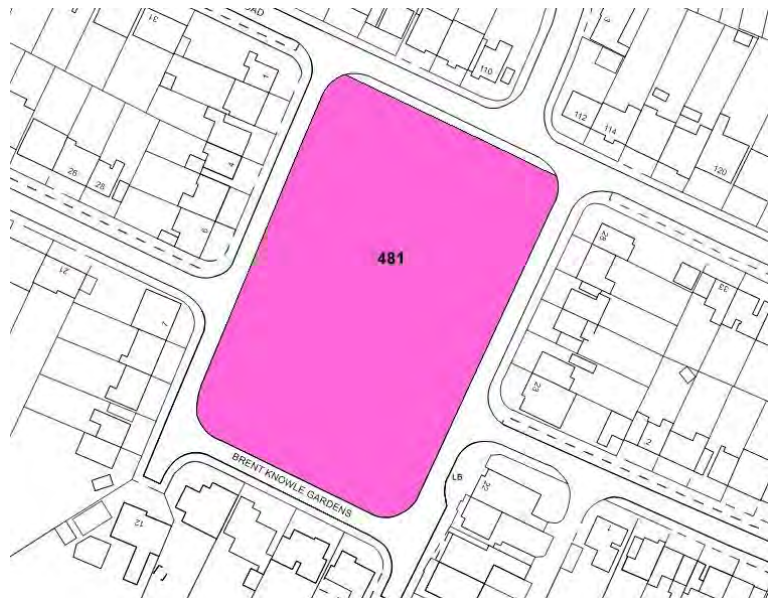
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
240	114-116 Western Road	0.14	5	Development of site at 35dph.
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> <u>Around 12.5% of the site is within Flood Zone 3a and there is a risk of some surface water flooding. To comply with Policy CCFR06, a Flood Risk Assessment and Drainage Strategy will be required that show that the River Soar will not be impacted or impact on development.</u> <u>The site has been cleared and now scrubbed over. There is a Local Wildlife Site in the northeastern corner of the site, towards the River Soar catchment, with notable species. Any proposal for development of the site must seek to protect the Local Wildlife Site and notable species, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment and be in accordance with Policies NE01 and NE03.</u> <u>Great Central Bridges, a Locally Listed building is to the north of the site. A Heritage Impact Assessment should be submitted which considers any impacts of development on this non-designated heritage asset and how these would be mitigated through the design of the scheme, as per Policy HE01.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
297	<u>Sturdee Road - The Exchange</u>	<u>0.7</u>	<u>20</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>The Public Right of Way on site should be incorporated into the design and layout through a Landscape Plan prepared in line with Policy DQP04.</u> • <u>A Heritage Impact Assessment will be required to consider the impact of development on the Locally Listed St Hugh's Church to west of site to ensure that the setting and visibility of this asset is not adversely affected. This should be completed in accordance with Policy HE01.</u> • <u>Sustainable Drainage Systems will be needed as part of the design.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>307</u>	<u>Mary Gee Houses - 101-107 Ratcliffe Road</u>	<u>1.37</u>	<u>40</u>	<u>Development of 82.5% of total site area at 35dph.</u>
<p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of the trees across the site and the group of trees subject to TPOs in the north east of the site. These trees are expected to be retained in the first instance, particularly the group of trees protected by a TPO. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Site is within Stoneygate Conservation Area and adjacent Grade II listed buildings. A Heritage Impact Assessment will be required to consider the effects of the proposed development on the heritage significance of these assets and identify measures to avoid or mitigate harm, in accordance with Policy HE01.</u> • <u>If the existing buildings are to be demolished as part of any future development of the site, appropriate mitigations should be put in place to ensure minimal adverse impacts on neighbouring properties and the Conservation Area.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
335	<u>Manor House Playing Fields - Narborough Road</u>	<u>2.24</u>	<u>14</u>	<u>Development of only 0.4ha at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> <u>Only 0.4Ha of the site fronting onto Narborough Road should be developed. The remainder of site should be retained and enhanced as open space to serve St Mary's Fields Primary School.</u> <u>Any loss of sports fields associated with St Marys' Fields Primary School should be mitigated by enhancements to nearby sports facilities, such as at Braunstone Park.</u> <u>The locally listed Tram Shelter on Narborough Road should be retained and the effects of development on its setting considered as part of a Heritage Impact Assessment to be submitted with any planning applications, in line with Policy HE01.</u> <u>Field study and evaluation are required as part of an Archaeological Assessment to ensure any impacts to the Roman Road to west of the site are assessed and avoided or mitigated, in line with Policy HE01.</u> <u>Vehicular access is likely to be achieved via Narborough Road or Compton Road which shares access with the school. A Transport Assessment will be required to show that safety access to the school for all forms of transport would be maintained.</u> <u>There would be some surface water flood risk arising from the development of greenspace and consequent loss of surface water drainage capacity. A Flood Risk Assessment and Drainage Strategy is required to be submitted with any planning applications to show that development would not increase the risks of flooding elsewhere.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
449	<u>Allexton Gardens Open Space</u>	<u>0.86</u>	<u>25</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>As housing development on this site is close to locally listed New Parks Reservoir to immediate south and Western Park to east (which contains the Grade II Listed Pavilion and Open-Air School), a Heritage Impact Assessment will be required to consider and mitigate as necessary the impact of development on their settings and views, in accordance with Policy HE01.</u> • <u>An Archaeological Assessment is also required to assess the likely effects on the Roman Road on the south-western corner of the site, and identify measures to mitigate adverse impacts.</u> • <u>Offsite enhancements to nearby open spaces will be required, including Western Park, to mitigate the loss of informal open space on this site.</u> • <u>A Transport Assessment will be required to determine the means of access to the proposed development and identify any mitigation measures required.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, including mature trees and a street tree group to the west of the site. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
481	Brent Knowle Gardens	0.68	12	<u>Development of only 0.34ha at 35dph.</u>
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> • <u>Partial development of site, with only half of the site to be developed, and the remainder to be retained and enhanced as informal open space.</u> • <u>A Drainage Strategy will be required to be submitted with any planning applications, to address and mitigate the loss of surface water drainage capacity from the development of open space, through SuDS measures.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, particularly the trees in the south west, which have moderate ecological value. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>As no direct vehicular access is available to Brent Knowle Gardens, a Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity.</u> 				

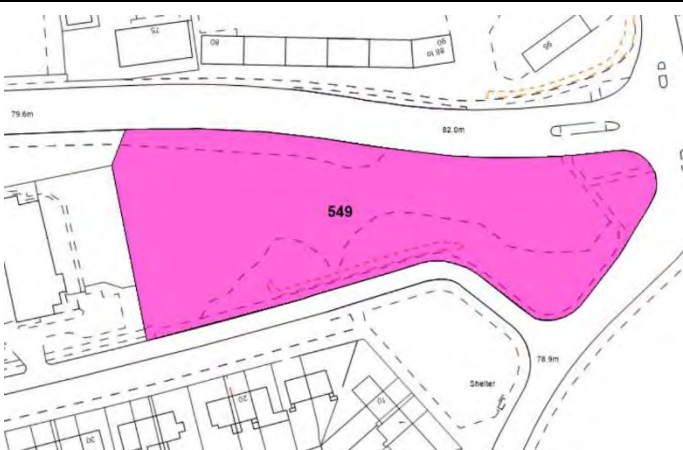
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
501	<u>Croyland Green</u>	<u>0.51</u>	<u>9</u>	<u>Development of only 0.25ha at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>Partial development of site, with only half of the site to be developed, and the remainder to be retained and enhanced as informal open space. Consideration should be given to off-site enhancements to nearby play provision.</u> • <u>A Drainage Strategy will be required, to be submitted with any planning applications to address and mitigate the loss of surface water capacity from the development of open space, through SuDS measures, in line with Policy CCFR06.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. These trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Development has potential to impact on views of the Locally Listed Willowbrook Primary School, so a Heritage Impact Assessment should be submitted with any planning applications, to consider the effects of the proposed development on the heritage significance of this asset and identify measures to avoid or mitigate harm, in accordance with Policy HE01.</u> • <u>As no direct vehicular access is available to Croyland Green, a Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity.</u> 				

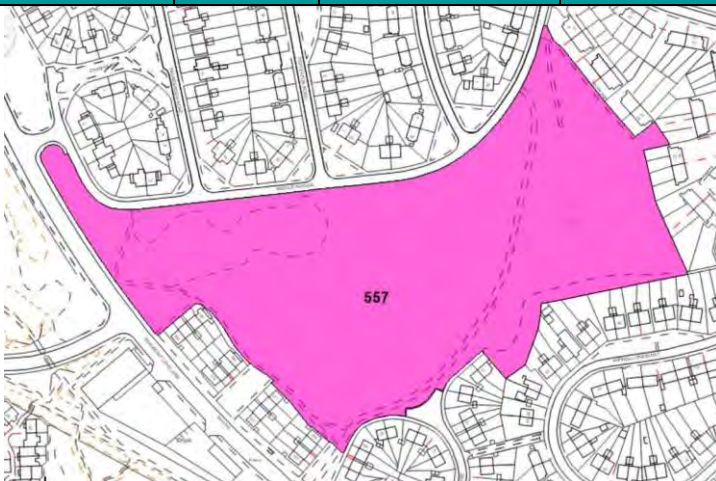
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>505</u>	<u>Dorothy Road/ Linden Street/ Constance Road</u>	<u>1.07</u>	<u>31</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>There is potential for surface water flood risk in the south-eastern part of the site. Therefore, a Flood Risk Assessment should be submitted with any planning applications with flood resilience and protection measures to be implemented and a Drainage Strategy that demonstrates the development would not increase flood risk elsewhere, in line with Policy CCFR06.</u> • <u>There are locally listed buildings nearby - the Former Heel Factory and 55 Linden Street. To comply with Policy HE01, a Heritage Impact Assessment should be submitted that considers and provides mitigations for any impacts to their settings. An Archaeological Assessment is also required to evaluate potential remains on the south east part of the site.</u> • <u>A management plan for pollution mitigation measures will be required considering the proximity of the site to an area of pollution control due to processing of waste oil.</u> • <u>A Transport Assessment will be required to establish where a safe point of access to the site can be achieved, and determine any increase in traffic arising from residential development, its effects on the operation and safety of the highway network, and appropriate sustainable transport mitigation measures.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
525	Fulford Road Open Space	2	58	Development of 82.5% of total site area at 35dph.
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> • <u>A drainage strategy is required, with inclusion of SUDs and design for exceedance.</u> • <u>A Local Wildlife Site is present on the northern part of the site with possible protected species, including Great Crested Newts. Any proposal for development of the site must seek to protect the Local Wildlife Site and protected species, and adequately mitigate and compensate for any harm. This should be informed by a Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.</u> • <u>A number of landscape features are present on the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees and other landscape features on the site are expected to be retained in the first instance. In particular, the group of trees protected by a TPO in the north of the site, the trees that align Scudamore Road and the pond. A green buffer along Scudamore Road between housing and industrial units will be required, to encourage biodiversity linkages and minimise noise and air pollution. Where loss of any other landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>An Air Quality Assessment is required considering the quantity of residential development and adjacent industrial uses, in line with Policy T02.</u> • <u>Access options will need to be adequately considered via a Transport assessment, which should also ensure sustainable transport options to reduce the need for car journeys. Direct access from Scudamore Road should be avoided due to heavy good vehicles and road safety.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
529	<u>Glovers Walk Open Space</u>	<u>2.36</u>	<u>34</u>	<u>Development of 82.5% of 1.18Ha (half of the site) area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> <u>Only half of the site is to be developed (around 1.18Ha), with the rest of the site retained for open space. The play area on the northern part of the site should be retained and enhanced, ensuring surveillance and safety as good design practice, in line with Policy DQP01. The remainder of the site should be informal open space to be retained and enhanced.</u> <u>A number of landscape features are present on the site, including trees and mature hedgerows, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees and other landscape features on the site are expected to be retained in the first instance. In particular, trees and mature hedgerow towards the centre and on the eastern edge of the site should be prioritised for retention due to their strong biodiversity value. Trees and hedgerow around the play area to the north should also be retained to provide good design. Where loss of any landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> <u>The potential impact of development on the setting to Listed buildings Beaumont Leys House and Home Farm should be considered through a Heritage Impact Assessment, in line with Policy HE01.</u> <u>Existing highways access via Tilling Road spur may need to be enhanced. A Transport Assessment should be submitted, to demonstrate safe access can be achieved and to consider sustainable transport measures.</u> <u>A Flood Risk Assessment and Drainage Strategy are needed to address some surface water flood risk, in line with Policy CCFR06.</u> 				


Site	Address/Description	Site	Indicative	Capacity ev-
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No.		Size (Ha.)	capacity (Units)	idence
549	Hockley Farm Road Open Space	0.66	8	Development of 0.22Ha of site at 35dph.
	 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> • <u>There is a surface water flood route through the site. Therefore, a Drainage strategy and Flood Risk Assessment will be required, to be submitted with any planning applications, that mitigates the loss of surface water drainage capacity, to ensure no increase in flooding elsewhere, in line with Policy CCFR06.</u> • <u>As a large proportion of the site is made up of a group of street trees, it is expected that only around 0.22Ha of the site is developed which fronts onto Hockley Farm Road. A Landscape Plan should be submitted with any planning applications, accompanied by an Arboricultural Assessment which assesses the trees across the site. All trees are expected to be retained in the first instance, particularly to the north of the site to provide a green buffer against Hinckley Road to minimise noise and air pollution and encourage biodiversity linkages. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>An Ecological Assessment is required to assess potential impacts on habitats and protected species on the site and identify mitigations, in accordance with Policy NE01.</u> • <u>A Heritage Impact Assessment is required to assess the effects of development on the site on the setting to Locally Listed Braunstone Park nearby and identify any design mitigations, as set out in Policy HE01.</u> • <u>The site is adjacent to an Air Quality Management Area along Hinckley Road which constrains the site to the north. Therefore, an Air Quality Assessment will be required to address these impacts, in accordance with Policy T02.</u> • <u>A Transport Assessment will be required to demonstrate a safe access to the site and assess the need for any off-site highway works to address traffic impacts.</u> 			

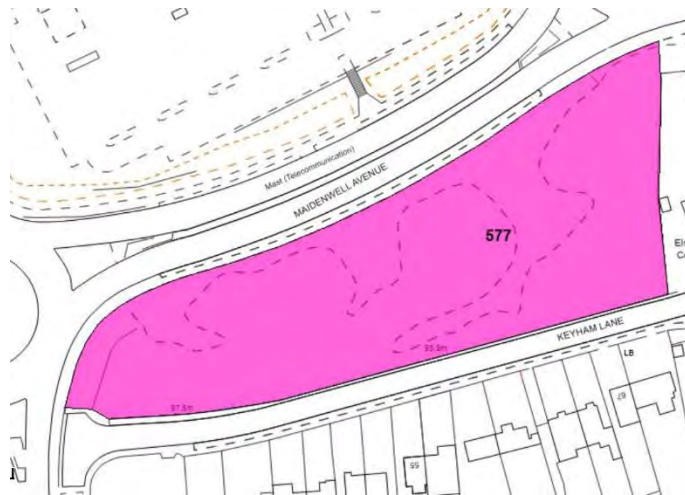
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
557	Ingold Avenue Open Space	3.69	54	Development of 62.5% of 2.46Ha (half of the site) area at 35dph.
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> • <u>Only two thirds of the site (2.46 ha) should be developed. The remainder of the site should be retained and enhanced as informal open space, including the existing play area, which should be enhanced to improve surveillance.</u> • <u>There is a surface water flow route from the eastern to the western boundary. To accord to Policy CCFR06, a Flood Risk Assessment to be submitted that addresses this flood risk, and recommends suitable mitigation measures as part of the development.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. All trees are expected to be retained in the first instance, particularly to the west of the site to encourage biodiversity linkages and retain larger groups. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Ecological value and connectivity on site should be assessed through an Ecological Assessment, to accord with Policy NE01.</u> • <u>The small sports pitch on site should be retained, unless its loss can be mitigated by contributions to enhance other nearby sports facilities.</u> • <u>Access to be achieved off Beaumont Leys Close or along Ingold Avenue. Appropriate Transport Assessment will be required to ensure that access is acceptable in highway safety terms.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
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559	Judge Meadow Community College Open Space	0.54	13	Development of 0.28Ha of site at 35dph.
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> • <u>Development of 0.28Ha of the site only, as the western part of the site to be safeguarded for a potential route for the Eastern District Distributor Road to connect Stoughton Lane and Biggin Hill Road.</u> • <u>A Drainage strategy required that considers greenfield runoff rate and Sustainable Drainage Systems in the design of the scheme, in line with Policy CCFR06, with runoff into Evington Brook to be considered.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment, which assesses the boundary trees both along Biggin Hill Road and Stoughton Lane. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>As the allocation of the site for housing will de-designate its status as part of the Evington green wedge, green infrastructure improvements will be required to mitigate the loss of green wedge and ensure that the wider green infrastructure network is maintained.</u> • <u>The site is adjacent to the Evington Village Conservation Area and Listed Church of St Denys, so a Heritage Impact Assessment should be submitted with any planning applications, to consider the effects of the proposed development on the heritage significance of these assets and identify measures to avoid or mitigate harm, in accordance with Policy HE01.</u> • <u>As the site is close to historic village centre of Stoughton and associated earthworks, a full Archaeological Assessment will be required, in line with Policy HE01.</u> • <u>A Transport Assessment should be submitted with any planning applications, which ensures any new access maintains highway safety and capacity, in particular with regard to the adjacent school.</u> • <u>Development of the site may result in loss of sports pitches, and, if so, the loss must be adequately mitigated.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
569	Krefeld Way, Darenth Drive Open Space	1.13	33	Development of 82.5% of total site area at 35dph.
 <p>Site constraints and mitigations:</p> <ul style="list-style-type: none"> <u>The site contains a small area of modelled surface water flood risk in western part. In accordance with policy CCFR06, a Flood Risk Assessment will be required that provides adequate mitigations for this. A Drainage Strategy should be submitted which provides adequate drainage for the site.</u> <u>Some amenity grassland and woodland species of lower ecological value are present on the site. A Biodiversity Assessment will be required to provide mitigation against any adverse impacts.</u> <u>A Landscape Plan should be submitted with any planning applications, in particular regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree groups on the northern boundary of the site facing onto Krefeld Way. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> <u>Landscape Plan and design should take account of the Public Right of Way running through the site from south west to north of the site and the bund that faces onto Krefeld Way.</u> <u>As this is within an area of pollution control, an Air Quality Assessment will be needed that addresses the impact of nearby printing manufacturing, in line with policy T02.</u> <u>Noise from Krefeld Way should be mitigated in the design and layout to avoid any impacts to new residents, in line with Policy DQP06.</u> 				

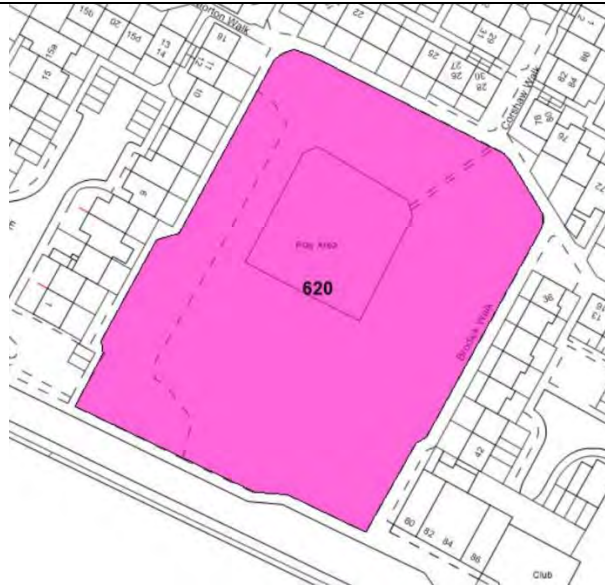
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
577	Land Adjacent to Keyham	0.8	23	Development of 82.5% of

**Site constraints and mitigations:**

- As development would result in loss of open space, contributions to enhancing nearby open spaces is expected.
- A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.
- Due to evidence of potential Roman Field system on northern part of the site, an Archaeology Assessment will be required to provide potential mitigations, in line with policy HE01.
- Access to the site to be established from Keyham Lane, Maidenwell Avenue or Hungarton Boulevard. A Transport Assessment should assess potential access options and associated impacts.
- A Drainage Strategy is required which considers greenfield runoff rates. This should include SuDS and design for exceedance to make allowance for the loss of permeable surface during development.
- A flood risk assessment will also be required, which is to address surface water flooding near the site, in line with Policy CCFR06.

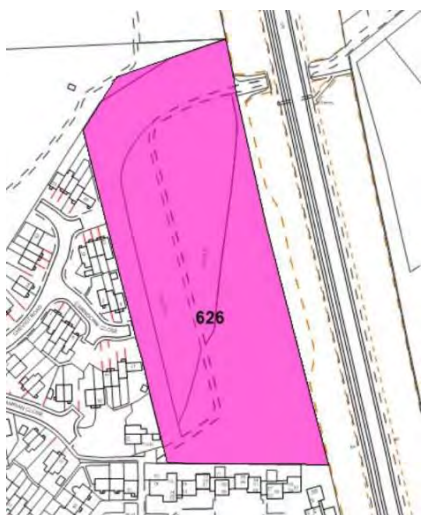
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
589	<u>Land to East of Beaumont Leys Lane</u>	<u>1.18</u>	<u>34</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>An Ecological Assessment will be required to establish the habitats and species present on the site and will be expected to provide mitigations necessary to protect them.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree groups on the boundary to Beaumont Leys Lane, including mature trees. A green buffer from the employment area opposite should be considered. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>A drainage strategy will be required for the site this should include SuDS and design for exceedance. A flood risk assessment will also be required to comply with Policy CCFR06, with mitigations for drainage and surface water flooding issues.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
620	<u>Morton Walk Open Space</u>	<u>0.76</u>	<u>9</u>	<u>Development of 0.25Ha of the site at 35dph.</u>

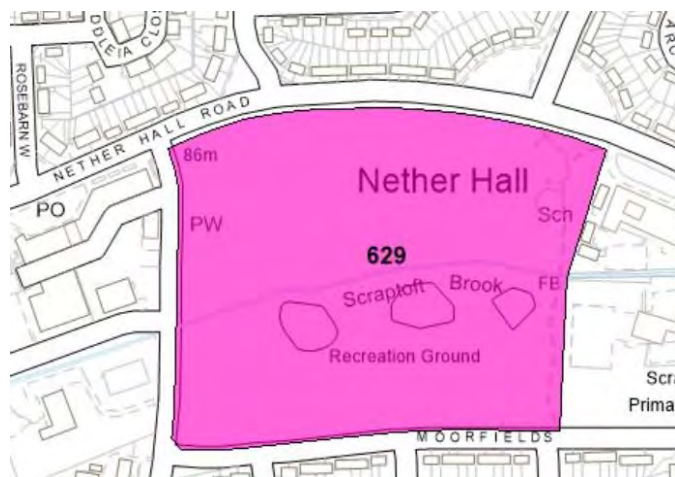


Site Constraints and Mitigations:

- **Only 0.25Ha fronting onto Hastings Road should be developed, in order to minimise the loss of open space.**
- **Development should retain and enhance the existing play area on the site, and be designed to provide improved access arrangements and natural surveillance to it, in accordance with Policy DQP01.**
- **A Drainage Strategy will be required to be submitted with any planning applications for the site to address and mitigate the loss of surface water capacity from the development of open space, to include SuDS and design for exceedance, in line with Policy CCFR06.**
- **As the site is opposite an industrial area, design should consider a landscape buffer along Hastings Road, to ensure any future residents are not adversely impacted and comply with Policy DQP06.**

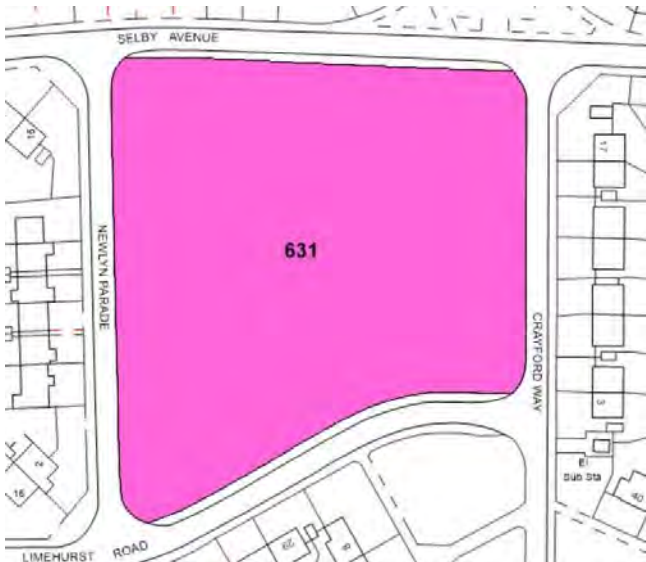
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
626	<u>Neston Gardens green space/Mud Dumps</u>	<u>1.63</u>	<u>47</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Development will result in a loss of open space in an area with sufficiency. However, some open space should be provided as part of the remaining non-developed capacity (on at least 17.5% of the site area) as well as enhancing connections to nearby open spaces.</u> • <u>Road access to the site would have to be established for development to be brought forward. A Transport Assessment is required to provide detail of access points and any necessary highway safety mitigations.</u> • <u>A Public Right of Way connects from Cairngorm Close to Knighton Lane East. This footpath should be retained and enhanced as part of the design, in accordance with DQP01.</u> • <u>As the development would de-designate land as a Biodiversity Enhancement Site, an Ecological Assessment will be required that provides mitigations for the impacts on grassland species, to ensure a Biodiversity Net Gain in line with Policy NE02.</u> • <u>Due to the loss of greenfield land, a Drainage Strategy will be required, with inclusion of SUDs and design for exceedance to mitigate for the runoff from the development.</u> • <u>A Flood Risk Assessment will be required to address surface water flow routes and associated drainage, in accordance with Policy CCFR06.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
629	<u>Netherhall Road Open Space</u>	<u>7.06</u>	<u>77</u>	<u>Development of 62.5% of 3.48Ha (half of the site) area at 35dph.</u>




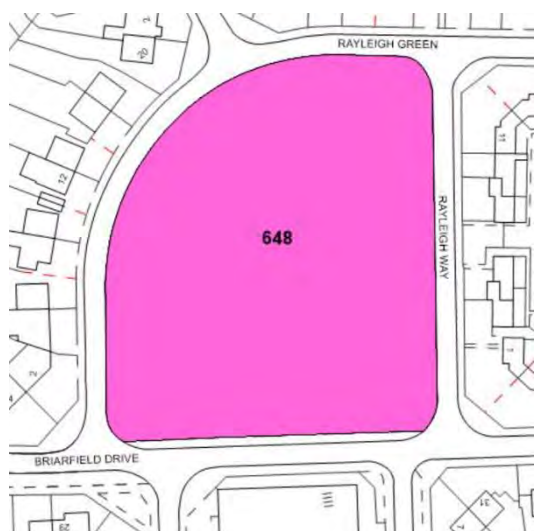
Site Constraints and Mitigations:

- **Development should take place on only the half of the site, with the remainder to be retained as part of the informal open space provision for the ward. As part of this, the outdoor play area on Netherhall Road should be retained and enhanced.**
- **A number of landscape features are present on the site, including a number of trees and Scraptoft Brook which runs through the centre of the site, so a Landscape Plan should be submitted with any planning applications. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, particularly tree groups around the brook and boundary trees. Development around Scraptoft Brook should have mitigations to protect the brook from any harm from development and encourage renaturation of the channel to provide a wildlife buffer and prevent flood risk. The trees and other landscape features on the site are expected to be retained in the first instance. Where loss of any landscaping features is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **A Flood Risk Assessment and Drainage Strategy should be submitted with any planning applications to assess the impact of development on the Scraptoft Brook, inform where surface water runoff should be directed, and mitigate for the reduction in natural surface water drainage capacity resulting from the development of open space, through measures such as Sustainable Drainage Systems.**
- **Existing Public Rights of Way through the site should be retained and enhanced through good quality design, in line with Policy DQP01.**
- **Remnant Ridge and Furrow are present on the southern part of the site. Therefore, an archaeological field evaluation is required to be submitted with any planning applications to inform the design of development to mitigate any adverse effects on this, in line with Policy HE01.**

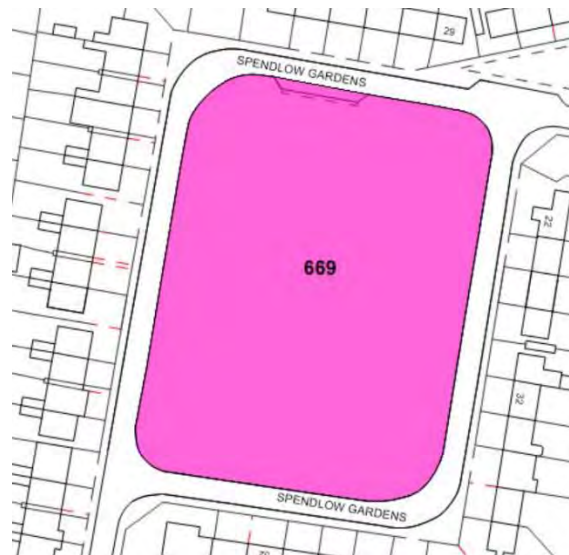
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>631</u>	<u>Newlyn Parade/ Crayford Way</u>	<u>0.72</u>	<u>13</u>	<u>Development of 0.36ha of the site at 35dph</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Only half of the site (0.36 ha) is expected to be developed for new housing, with the remainder to be retained and enhanced as informal open space.</u> • <u>The site is within a critical drainage area, so a Drainage Strategy will be required, to be submitted with any planning applications, to include SuDS and design for exceedance, in order to mitigate for surface water runoff created by the development, in line with Policy CCFR06.</u> • <u>In accordance with Policy HE01, an Archaeological Field Evaluation is required to establish the effects of development on remnant ridge and furrow within the site, and wider archaeological landscape.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
646	<u>Rancliffe Gardens</u>	<u>1.8</u>	<u>52</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Development of the site will result in loss of green space. Sufficient provision is provided nearby in Braunstone and Western Park.</u> • <u>Site is currently listed as a Biodiversity Enhancement Site. An Ecological Assessment will be required to establish the mitigations for loss of habitats including hedges and trees. This should demonstrate the enhancement of important ecological corridor along railway line. It is expected that Policy NE01 is considered within this site.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>A Drainage Strategy for the site is required to mitigate for the increased runoff created by development. This should include SuDS and design for exceedance.</u> • <u>As some surface water flooding is present on the site, a Flood Risk Assessment should provide mitigations for this, in accordance with Policy CCFR06.</u> • <u>An Archaeological Desk Based Assessment and Field Evaluation should be undertaken to establish how development may impact nearby Neolithic and Iron Age settlement site and any other historic assets. This should be considered in accordance with Policy HE01.</u> • <u>A Transport Assessment is required to inform appropriate road access to the site.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
647	<u>Ranworth Open Space</u>	<u>1.23</u>	<u>36</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Site development will result in loss of open space although there's sufficient alternative provision locally.</u> • <u>Hedgerow and trees on site as well as mature scrubland have potential ecological value. An Ecological Assessment is required to be submitted with any planning applications to establish the impacts of development on species and habitats, and to recommend mitigation measures to ensure Biodiversity Net Gain, with regard to Policies NE01 and NE02.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, including mature street tree groups and scrubland in the western side of the site. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>As the east of the site is in a surface water hotspot, a Flood Risk Assessment, compliant with Policy CCFR06, is required to be submitted with any planning applications to provide mitigations for flood risk. A Drainage Strategy is required to be submitted with any planning applications, informed by the recommendations of the Flood Risk Assessment, to mitigate for runoff created by the development, including SuDS and design for exceedance.</u> • <u>Archaeological Field Evaluation is required to be submitted with any planning applications to establish archaeology present in the vicinity and necessary protections from the impacts of development, in line with Policy HE01.</u> 				

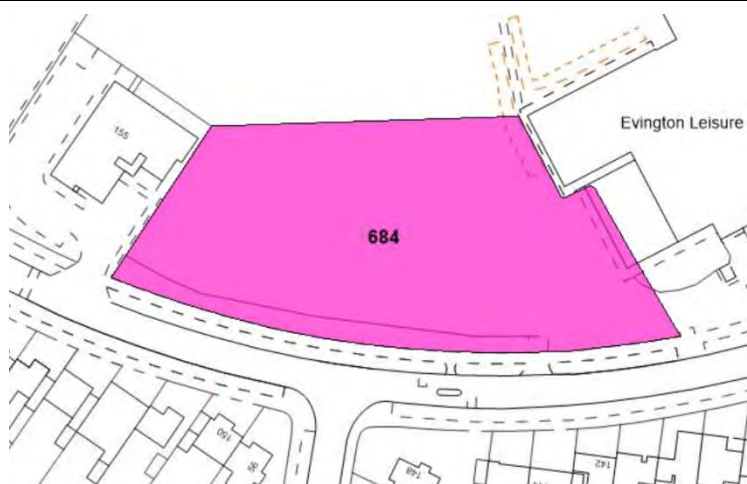
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
648	<u>Rayleigh Green</u>	<u>0.64</u>	<u>18</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Site is proposed for full development of green space. Sufficient open space of this type and overall open space in this area of the city. Half of the open space at site 629 is proposed to be retained and enhanced as part of the development which will provide an alternative open space provision. Any development would need to be in compliance with Policies OSSR02 and OSSR03.</u> • <u>A Drainage Strategy is required to be submitted with any planning applications to mitigate the runoff created by the development, including Sustainable Drainage Systems and design for exceedance.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, in particular on the northern part of the site. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Due to Iron Age and Medieval landscape features in close proximity, an Archaeological Field Evaluation is required to establish whether there are archaeological remains present within the site that need to be protected from the effects of development, as set out in Policy HE01.</u> 				

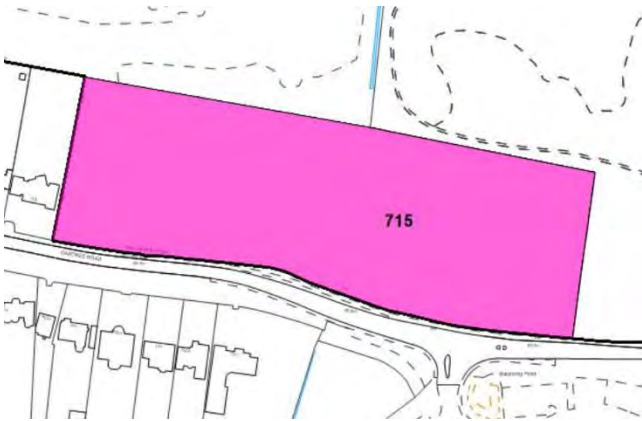
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
669	<u>Spendlow Gardens</u>	<u>0.61</u>	<u>11</u>	<u>0.3ha to be developed</u>



Site Constraints and Mitigations:

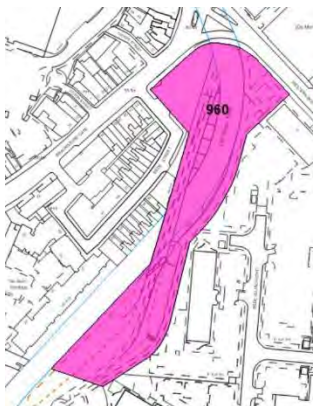
- **Only half of the site (0.3 ha) is expected to be developed for new housing, with the remainder to be retained and enhanced as informal open space.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees across the site, including mature trees. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **A Flood Risk Assessment will be required, to be submitted with any planning applications, to consider surface water flood risk to the north west of the site and appropriate mitigations, in line with Policy CCFR06.**
- **A Drainage Strategy is required to mitigate for the runoff caused by the development. This should include SuDS and design for exceedance, in accordance with Policy CCFR06.**

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
684	<u>Land adjacent to Evington Leisure Centre</u>	<u>0.5</u>	<u>15</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Site development will result in loss of open space in an area of sufficient alternative provision. Design should account for the land to the rear of the site to be retained as accessible open space.</u> • <u>A Drainage Strategy will be required to mitigate against the runoff from the development. This should include SuDS and design for exceedance.</u> • <u>Transport Assessment should be submitted which appropriately sets out highway's mitigations on site.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
715	<u>Land North of Gartree Road</u>	<u>2.36</u>	<u>35</u>	<u>1.2ha to be developed at 35dph</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Only part of the site (around 1.2Ha) is developable due to restrictive covenants.</u> • <u>Partial development of the site for housing will result in the loss of land from the larger Evington Green Wedge. Therefore, development will be expected to integrate new green infrastructure into the design to help mitigate the loss, in accordance with Policy NE03.</u> • <u>The site is part of a Local Wildlife Site. An Ecological Assessment will be required to establish the location of any protected species and habitats on site and to identify appropriate mitigations. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, the Ecological Assessment, and be in accordance with Policies NE01 and NE03. Mitigations should include the retention and enhancement of boundary hedgerows and improved ecological connectivity between the undeveloped area of the site and the remainder of the Local Wildlife Site.</u> • <u>A Gas pipe buffer runs through the site. Design will have to take into account an easement required for accessing the gas mains.</u> • <u>An Archaeological Impact Assessment, including Desk Based and Field Evaluations will be required to establish the extent of archaeological remains within and around the site, including the Roman Road running through it, and to establish the measures to avoid or mitigate harm to these heritage assets being caused by development.</u> • <u>The site is within close proximity of Evington Village Conservation Area. Therefore, a Heritage Impact Assessment should be submitted with any planning applications to consider the potential for harm through setting and identify suitable mitigations to be incorporated into the design of the development, as required by Policy HE01.</u> • <u>A transport assessment will be required to establish options for vehicular access to the site. Due to the site access likely being from highways land within Oadby and Wigston Borough Council area, county highways should be con-</u> 				

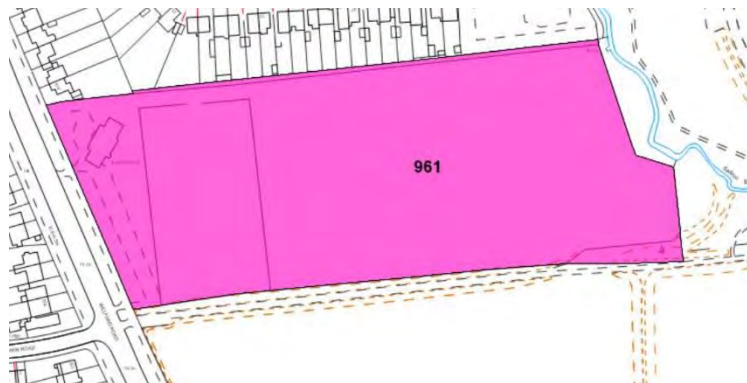
sulted on this.

- A Drainage strategy will be required to include SuDS and design for exceed-
ance to mitigate for the loss of surface water drainage capacity and increased
runoff from the partial development of the site.
- A Flood Risk Assessment should inform how development can be protected
against flood water from nearby Evington Brook, as stipulated in Policy
CCFR06.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
960	<u>Land West of Bede Island Road (Braunstone Gate)</u>	<u>0.85</u>	<u>20</u>	<u>Development of 0.15Ha of the site only. Capacity based on pre-application indicative capacity.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> <u>Partial development of 0.15Ha of the site only, with the remaining 0.7 ha to be retained and enhanced as public open space.</u> <u>The River Soar runs directly through the site. Where this runs through the site, the area is in Flood Zone 3b. The majority of the rest of the site is within Flood Zone 2. A Flood Risk Assessment is required to inform the mitigations for flooding on this site, in compliance with Policy CCFR06. It is expected that development would only take place on land adjacent to the River Soar or the existing viaduct structure and an easement from the river is provided.</u> <u>A Flood Resilience & Protection Strategy and Drainage Strategy will be required to be submitted with any planning applications, with inclusion of SuDS and design for exceedance.</u> <u>The Great Central Railway Bridge over the River Soar is locally listed. Development would be expected to preserve and enhance the railway arches, in accordance with Policy HE01. A Heritage Impact Assessment should be submitted with any planning applications, which identifies mitigation measures to preserve and enhance this and other nearby heritage assets.</u> <u>Requirement for an Archaeological Assessment and Desk Based Assessment to be submitted with any planning applications, which take account of assets including the Great Central Way scheduled monument. This should provide mitigations for adverse impacts of development on the assets.</u> <u>The River Soar catchment is a Local Wildlife Site, which forms part of a larger ecological river corridor. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, an Ecological Assessment, and be in accordance with Policies NE01 and NE03.</u> <u>Any impacts to the existing open space at Bede Park should be considered as part of the scheme design. As this is an area of open space deficiency, en-</u> 				


hancements may be required for local open spaces.

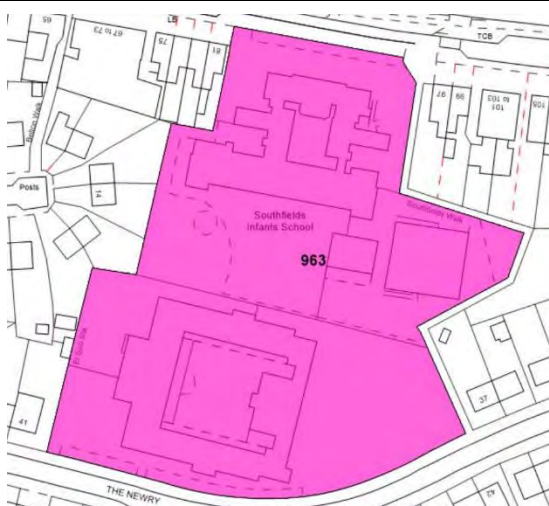
- Design should take neighbouring uses including a leisure centre, events venue and office park into account, as per Policy DQP01.
- A Transport Assessment should be submitted with any planning applications to inform the access options for the site and specify mitigations for associated impacts of development on highway safety and operation.

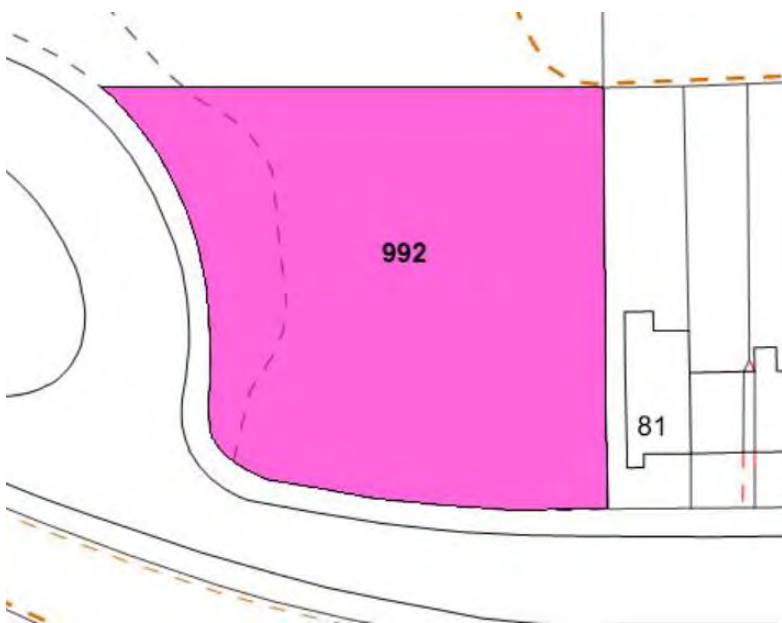
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>961</u>	<u>Welford Road Playing Fields, After 614 Welford Road</u>	<u>3.8</u>	<u>14</u>	<u>Development of 0.5Ha at 35dph</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Partial development site, with only 0.5Ha fronting Welford Road to be developed. The remainder of the land to be retained and enhanced as informal open space or for sports use. Potential for improvements to, and reopening of, existing outdoor sports facility and replacement of the existing pavilion.</u> • <u>Part of the site is within Flood Zones 3a and 2, a Flood Risk Assessment will be required for mitigations around development in these flood zones, in line with policy CCFR06. A Flood Resilience & Protection Strategy is required to inform mitigations against flooding from nearby Saffron Brook</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly trees protected by a TPO which line the site boundary on Welford Road. Where loss of trees is needed for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>The site borders onto Knighton Park which is proposed to be de-designated as a Biodiversity Enhancement Site. Green infrastructure will be required that enhances the ecological network (in accordance with policy NE03) and a Biodiversity Assessment undertaken which provides mitigations for development impacting on this biodiversity.</u> • <u>An Archaeological Assessment and Desk Based Assessment needed that takes account of the Ridge and Furrow and all other archaeological assets on site. This should provide any necessary mitigations in line with policy HE01.</u> • <u>This site allocation will de-designate a small portion of the Knighton Green</u> 				


Wedge. It is expected that green infrastructure should be incorporated into development design to help retain some of the function of this green wedge, in compliance with policy NE03.

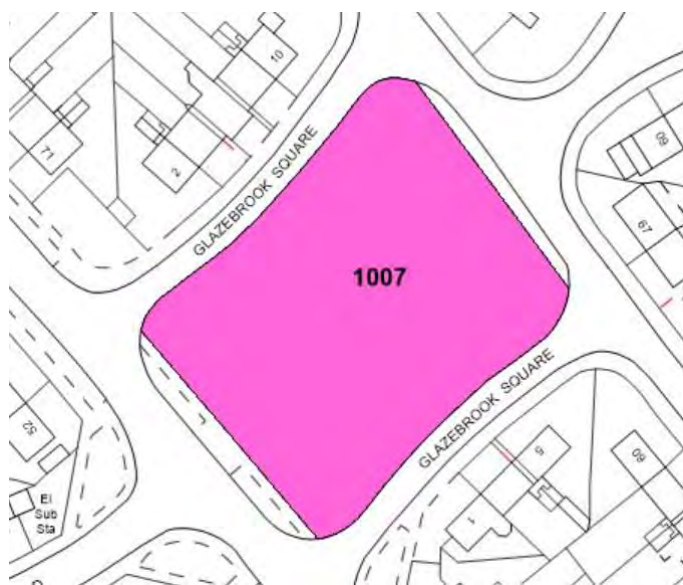
- A Transport Assessment is also necessary to inform options for vehicle access to the development.
- A Drainage Strategy is required, with inclusion of SuDS and design for exceedance

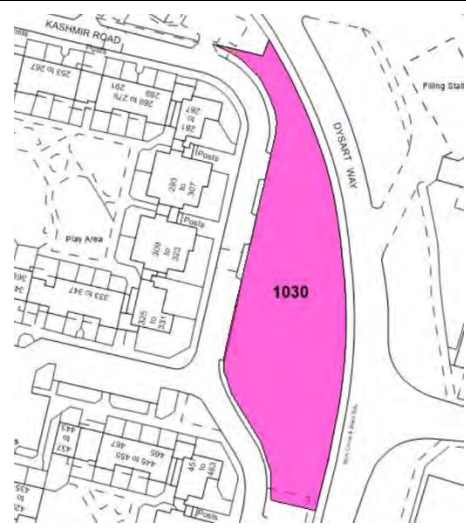
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>962</u>	<u>Amenity Land Between Coleman Road and Goodwood Road (East of Hazelnut Close and Ellwood Close)</u>	<u>0.26</u>	<u>9</u>	<u>Development of all of site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Development on the portion of the site fronting Goodwood Road will need to be set back to provide space for improvements to existing road infrastructure, as part of the Eastern District Distributor Road.</u> • <u>A Drainage Strategy is required, with measures to mitigate the loss of surface water drainage capacity, including SuDS and design for exceedance.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site, including mature trees, a large street tree group and the trees to the western boundary of the site which are subject to TPOs. All trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>The north western part of the site contains a Biodiversity Enhancement Site, which is notable for broadleaf woodland and some priority habitats. An Ecological Assessment is required to establish what protected species or priority habitats may be present on the site and to identify the mitigation measures necessary to avoid adverse harm arising from the development, in line with Policy NE01.</u> • <u>An Air Quality Assessment is required in compliance with Policy T02, with measures to mitigate the effects of the development on air quality, as Goodwood Road is an Air Quality Management Area.</u> • <u>A Heritage Impact Assessment is required to establish the effects of the development on any nearby heritage assets and any measures necessary to mitigate harm to heritage significance, as set out in Policy HE01.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
963	<u>Southfields Infant School and Newry Specialist Learning Centre</u>	<u>1.2</u>	<u>53</u>	<u>Approved permission for 53 Dwellings.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>A Drainage Strategy is required for the site to mitigate for runoff from the development. This should include SuDS and design for exceedance.</u> • <u>The site has some risk of pluvial flooding, a flood Risk Assessment, which complies with Policy CCFR06 is required to demonstrate how impacts to flooding are mitigated. A Flood Resilience & Protection Strategy is required.</u> • <u>A Heritage Impact Assessment is required to establish what heritage assets are present in the vicinity and how these can be protected from the impacts of development, in line with Policy HE01.</u> • <u>An Air Quality Assessment is required for the site as Atlee Way adjacent is an Air Quality management Area. This should inform how impacts of the development on air quality can be mitigated, in accordance with Policy T02.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
992	Woodstock Road	0.15	5	Development of all of site area at 35dph.
 <p>The diagram is a site plan showing a pink-shaded rectangular area labeled '992'. To the left of this area is a curved road. To the right is a building footprint labeled '81'. A dashed line indicates a boundary or path within the pink area. The entire plan is enclosed in a black border.</p> <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>Site development will result in loss of open space. However, adequate alternative provision locally at Ingold Avenue Open Space and Hefford Gardens.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>A Drainage Strategy is required, this should include of SuDS and design for exceedance. The site is adjacent to a surface water flow route and the Drainage Strategy should mitigate the impacts of surface water from the development.</u> • <u>A Transport Assessment is required to assess options for vehicle access to the site.</u> 				

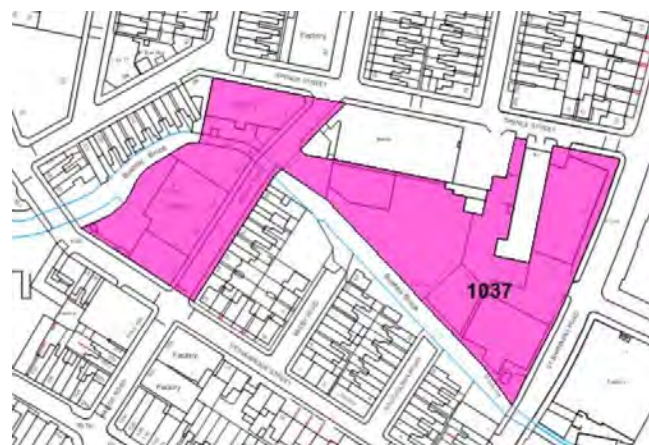
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>1001</u>	<u>Phillips Crescent</u>	<u>0.14</u>	<u>5</u>	<u>Development of all of site area at 35dph.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Site development will result in loss of open space. However, alternative provision is available nearby at Astill Lodge Park.</u> • <u>A Drainage Strategy is required for the site including SuDS and design for exceedance to mitigate for runoff from the development.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the tree subject to TPO to the east of the site and street tree group on the northern section. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Public Rights of Way to be considered in the Landscape Plan, to comply with Policy DQP04.</u> • <u>Mitigation should be made if development exacerbates any issues with of the nearby landfill.</u> • <u>Transport Assessment to be submitted which appropriately assesses and provides mitigations for the impact of development on both highways and footway access.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1007	<u>Glazebrook Square</u>	<u>0.33</u>	<u>12</u>	<u>Development of all of site area at 35dph.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> • <u>Development will result in loss of open space although there's sufficient alternative provision locally, including at Stokeswood Park and Western Park.</u> • <u>A Drainage Strategy is required, this should include SuDS and design for exceedance to mitigate runoff from the development.</u> • <u>An Archaeology Desk Based Assessment and evaluation is required due to an indicative medieval park in the area. This should be done in compliance with Policy HE01.</u> • <u>A Transport Assessment is required to inform how vehicle access to the site will be provided.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1030	<u>Land the to the west of Dysart Way</u>	<u>0.25</u>	<u>9</u>	<u>Development of all of site area at 35dph.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> <u>A Drainage strategy is required, with measures to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.</u> <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the trees across the site. The trees are expected to be retained in the first instance, particularly trees which are on the eastern section of the site, which border Dysart Way to provide a noise and pollution buffer from employment uses opposite. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy QDP04.</u> <u>An Air Quality Assessment is required for the site, in accordance with Policy T02, as Dysart Way is in an Air Quality Management Area, This should inform how the impacts of the development on air quality should be mitigated and how the development should be designed to mitigate pollution from air quality.</u> <u>Development of the site will result in a loss of amenity open space in area of deficiency. However, alternative provision available at Kamloops Crescent Open Space. Proposals should include measures to mitigate the loss of open space.</u> <u>Access to be determined by a Transport Assessment, to be submitted with any planning applications in accordance with Policy T03, with appropriate mitigations incorporated into the design of the development.</u> 				


Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1034	<u>Forest Lodge Education Centre, Charnor Road</u>	<u>0.91</u>	<u>33</u>	<u>Application for 33 dwellings.</u>
 <p><u>Site Constraints and Mitigations:</u></p> <ul style="list-style-type: none"> <u>Demolition of the existing building needed as per an approved planning permission.</u> <u>The site has some surface water flood risk. Therefore, a Flood Risk Assessment is required which addresses mitigation for flood risk, as set out in Policy CCFR06.</u> <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance, particularly the street tree group in southern section of the site. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> <u>An Ecological Assessment and associated habitat surveys are required to establish any species that need conservation, in accordance with Policy NE01.</u> <u>New Parks Way lies within short proximity east of the site and is an Air Quality Management Area. An Air Quality Assessment is required which should inform how impacts of the development on air quality can be mitigated, as set out in Policy T02.</u> <u>A desk based Archaeological Report should be submitted which outlines any future works to be completed, to ensure archaeological remains have appropriate mitigations during development, in line with Policy HE01.</u> 				

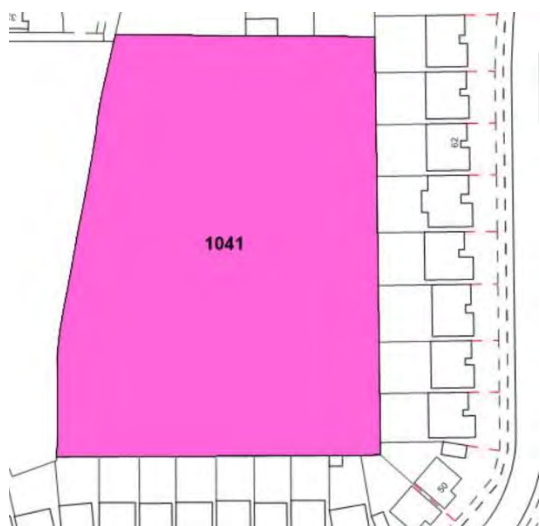
Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1037	<u>Spence Street</u>	<u>1.12</u>	<u>22</u>	<u>Development of 82.5% of</u>



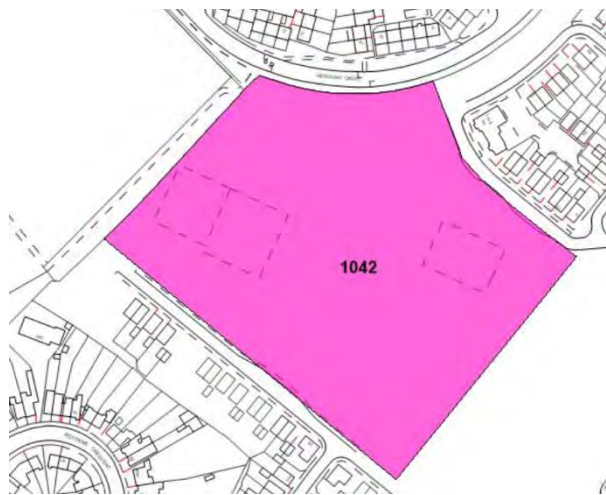
Site Constraints and Mitigations:

- Partial development of the site, due to restrictions of Flood Zone 3 alongside the Bushby Brook and on western section of the site. A Flood Risk Assessment is required to inform mitigation from flooding from Bushby/Willow Brook, to address Policy CCFR06. This should include a flood plan and evacuation procedures where appropriate in consultation with the Environment Agency.
- A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SUDS and design for exceedance, as well as exploring the potential naturalisation of the Brook.
- A Biodiversity Assessment should be provided which considers the ecological corridor on the Willow/Bushby Brook corridor with necessary mitigations to accord with Policies NE01 and NE03.
- A Heritage Impact Assessment is required to establish the effect of development on the setting of nearby adjacent heritage assets, and how these should be mitigated through design and layout, in accordance with Policy HE01.
- An Air Quality Assessment is required for the site as Uppingham Road, which is to the north of the site, is an Air Quality Management Area. This should inform how impacts of the development on air quality can be mitigated, in compliance with Policy T02.

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
1039	<u>Bisley St/Western Rd</u>	<u>0.6</u>	<u>17</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p><u>Site constraints and mitigations:</u></p> <ul style="list-style-type: none"> • <u>A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SUDS and design for exceedance.</u> • <u>A Flood Risk Assessment is required which takes into account the surface water flow route running through the site. This should meet the requirements of Policy CCFR06.</u> • <u>The former Ivanhoe Line is to the rear of the site. This is an operational railway line currently used only for freight transport. Appropriate noise and air quality buffers will be required. This should be considered through Noise and Air Quality Assessments.</u> • <u>The railway line is also an ecological corridor and the effects of development on this should be assessed through an Ecological Assessment and mitigated through a potential green buffer, in line with Policy NE03.</u> • <u>To comply with Policy T02, an Air Quality Assessment will also be required for the site as nearby Narborough Road is an Air Quality Monitoring Area. This should inform how impacts of the development on air quality can be mitigated.</u> • <u>Transport Assessment needed to establish site access and suitable mitigations.</u> • <u>The site has some potential contaminative uses, so development should not have any pollution risk to the water environment. A Contamination Risk Assessment should be submitted that outlines these issues and provides any relevant mitigations.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>1041</u>	<u>Land off Hazeldene Road Adj. Kestrel's Field Primary School</u>	<u>0.74</u>	<u>21</u>	<u>Development of 82.5% of total site area at 35dph.</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>A Drainage strategy is required with measures to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.</u> • <u>A Landscape Plan should be submitted with any planning applications, in particular with regard to trees and hedgerows on site. This should be accompanied by an Arboricultural Assessment which assesses the value of the trees on the site. The trees and hedgerows are expected to be retained in the first instance, particularly the street tree group on the western boundary of the site and trees subject to TPOs in the west. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.</u> • <u>Due to adjacent land having known Late Iron Age and Roman settlement activity, an Archaeological Assessment including a Desk Based and Field Evaluation is required, in accordance with Policy HE01.</u> • <u>An Air Quality Assessment is required to assess likely effects on local air quality arising from the development of the site and identify suitable mitigation measures.</u> • <u>Site access to be determined by a Transport Assessment and suitable mitigation included to ensure no harm to highway safety.</u> 				

Site No.	Address/Description	Site Size (Ha.)	Indicative capacity (Units)	Capacity evidence
<u>1042</u>	<u>Land off Heacham Drive (Phase 2) (former playing fields)</u>	<u>2.3</u>	<u>53</u>	<u>Development of 62.5% of total site area at 35dph.</u>



Site Constraints and Mitigations:

- **A Drainage strategy is required to mitigate the effects of development on surface water runoff, including SuDS and design for exceedance.**
- **A flood Risk Assessment is also required for the site to inform how the site will be protected from surface water flooding, to comply with Policy CCFR06. This should include a flood resilience and protection strategy.**
- **A Landscape Plan should be submitted with any planning applications, in particular with regard to trees on site. This should be accompanied by an Arboricultural Assessment which assesses the value of trees on the site. The trees are expected to be retained in the first instance. Where loss of trees is unavoidable for development to progress, appropriate justification will be required with mitigations set out in the Landscape Plan, in line with Policy DQP04.**
- **An integrated approach is needed with the delivery of Phase 1 of the Heacham Drive development in regard to infrastructure, including green infrastructure as outlined in Policy NE03.**
- **The site is part of a medieval Deer Park. Therefore, an Archaeological Assessment is required to establish the necessary mitigations for development impact. This needs to be completed in accordance with Policy HE01.**



Housing at Ashton Green

Housing Development on Unallocated Sites

5.17 Other sites such as infill and backland development sites have not been allocated for residential development in the Local Plan but will come forward as windfall development sites. Over the last few years an average of 214 dwellings per year has been provided on such sites.

5.18 Housing development may be supported on sites that are not identified as allocations in the Local Plan where they are considered to be suitable and contribute towards meeting the city's housing need.

Policy Ho02. Housing Development on Unallocated Sites

The council will support proposals in accordance with Spatial Strategy Policy SL01 which contribute towards meeting the local development needs. Planning permission will be granted for new residential development on unallocated sites where:

- a) The proposals comply with relevant policies in this ~~P~~lan and **take account of the guidance contained in** any relevant supplementary planning documents
- b) The proposals will be supported by existing infrastructure or provide new infrastructure as part of the development **in compliance with Policy DI01.**
- c) The proposals are in accordance with **the** design principles set out in Policy DQP01, **and** other design policies in the plan, and **take account of relevant** design guides/codes **which may be published as supplementary planning documents.** in order to provide a high-quality living environment and create sustainable communities
- d) **The proposal respects** Respect the character of the area in compliance with the **Plan's** environmental, design and heritage policies

Meeting a Range of Housing Needs

5.19 In order to meet the variety of needs in the city, a range of housing must be provided. This includes affordable housing, student housing, older people's housing, houses in multiple occupation (HMOs), self-build/custom build housing and accessible housing **as evidenced by the up to date Local Housing Needs Assessment produced by the Council.**

Housing Mix

5.20 The Local Plan seeks to achieve a mix of balanced communities through the provision of a range of housing mix and types to ensure that new housing development meets the current and future needs of the city's population. A range of homes including family homes, student housing, **older persons' housing,** supported living and self-build/custom-build will be supported through the Local Plan policies.

Table 2 shows the recommended mix of market housing and affordable housing for the city. Table 3 shows the housing mix as percentages.

Table 2: Overall need for Market and Affordable Dwellings excluding impact of Right to Buy Sales (including affordable home ownership products) by property size

Number of bedrooms	Affordable Dwellings Unable to afford market rents	Able to afford 50% First Homes, but not 70% First Homes	Able to afford 70% First Homes	Total Affordable Housing	Total Market Housing	Total Housing
1 bedroom	1,702	95	521	2,318	1,948	4,266
2 bedrooms	4,231	200	587	5,019	4,782	9,800
3 bedrooms	7,312	262	599	8,173	13,076	21,249
4+ bedrooms	2,276	56	29	2,361	1,431	3,792
DWELLINGS	15,522	613	1,736	17,871	21,237	39,108
C2 Dwellings	-	-	-	-	316	316
LHN	15,522	613	1,736	17,871	21,- 23,7553	39,424

Source: ORS Housing Model July 2022 – Note: Figures rounded up.

Table 3: Overall need for Market and Affordable Dwellings excluding impact of Right to Buy Sales (including affordable home ownership products) by property size as percentages

Number of bedrooms	Affordable Dwellings Unable to afford market rents	Able to afford 50% First Homes, but not 70% First Homes	Able to afford 70% First Homes	Total Affordable Housing	Total Market Housing	Total Housing
1 bedroom	9.5%	0.5%	2.9%	13.0%	9.0%	10.8%

2 bedrooms	23.7%	1.1%	3.3%	28.2%	22.2%	24.9%
3 bedrooms	40.9%	1.5%	3.4%	45.9%	60.7%	53.9%
4+ bedrooms	12.7%	0.3%	0.2%	13.2%	6.6%	9.6%
DWELLINGS	86.9%	3.4%	9.7%	100.0%	98.5%	99.2%
C2 Dwellings	-				1.5%	0.8%
LHN	86.9%	3.4%	9.7%	100.0%	100.0%	100.0%

Source: ORS Housing Model July 2022 - Note: figures rounded up.

Accessible and Adaptable dwellings

5.21 For many years the council had sought a proportion of new affordable housing to be built to its own wheelchair accessible standard, a standard which allows for immediate occupation by a wheelchair user. It currently seeks a proportion of new affordable housing dwellings to be built to the nationally described wheelchair accessible standard.

Nationally described accessibility standards.

5.22 These are split into three levels – M4(1), M4(2) and M4(3):

- Standard M4(1) is the default level and is the standard that every new home across the country should be built to, unless an individual council decides to adopt a higher standard
- Standard M4(2) is similar to the Lifetime Homes standard and was previously included in the city council's Core Strategy (2014). It requires homes to be designed in a way that makes them accessible and inclusive to meet the changing needs of the user over their lifetime for example, by ensuring step-free access
- Standard M4(3) is a wheelchair accessible standard able to either be adaptable for occupation by a wheelchair user, or fully accessible for use immediately by a wheelchair user ~~(M4(3) (2)(b) wheelchair accessible~~

5.23 Government guidance states that where an identified need exists, councils should clearly state in their local plan the proportion of new dwellings which should comply with these requirements. **The council acknowledges the split between M4(3)a and M4(3)b standards needs, however this will be dealt with on a site by site basis.**

New Paragraph

To seek a balanced mix of housing to meet the needs of the community the council intends to apply the housing mix policy to all residential development, except the requirement of at least 10% affordable housing which will be expected to meet the M4(3) technical standards.

Policy Ho03. Housing Mix

The Local Plan will seek to achieve a mix of house types, tenures and sizes, taking into account the evidenced needs, market conditions, viability, site specific circumstances and the housing mix as identified in Table 2 and Table 3, or in any future update of housing mix evidence **published by the council**.

- a) Proposals for residential development should seek to provide an appropriate mix and size of dwellings to meet the needs of current and future households in the city including family housing, extra care and accessible housing, **and self-build / custom-build plots** having regard to the latest evidence of housing need **published by the council**
- b) Proposals for supported living including retirement homes, sheltered homes and care homes will be supported and expected to meet the technical standard for access of Building Regulations 2015 Part M4(2) or any subsequent revisions
- c) Proposals for wheelchair accessible dwellings will be expected to meet the technical standard for access of Building Regulations 2015 Part M4(3), or any subsequent revisions. At least 10% of affordable housing will be expected to meet the M4(3) technical standards. All homes will be expected to be **meet** accessible and adaptable standards (M4(2) technical standards)

Affordable Housing

5.24 **The** NPPF requires that affordable housing should be sought from all major schemes (10 dwellings or more) which should be provided on site. Only in exceptional circumstances will off-site contributions be acceptable. **The exceptional circumstances are likely to be limited. They are likely to occur in two particular situations. Firstly, where there are very small parcels of affordable homes. These can be less attractive to housing associations than larger parcels. Rather than forego provision it is preferable to collect a commuted sum towards off site provision. This can be aggregated to facilitate the delivery of affordable housing elsewhere – for example in the CDA. Secondly, in flatted schemes, particularly schemes of specialist older peoples housing that may be subject to significant levels of service charges. Service charges do not sit comfortably in the affordable sector. As above, rather than forego**

provision it is preferable to collect a commuted sum towards off site provision. This can be aggregated to facilitate the delivery of affordable housing elsewhere.

5.25 The Local Housing Needs Assessment 2022 states that Leicester has a total affordable housing need of 1,117 dwellings per annum for the period 2020-36 (17,871 affordable homes over the plan period). The LHNA also notes that Leicester has a notably high level of overcrowded, concealed and shared households.

5.26 The Local Plan will seek to achieve an affordable housing mix in accordance with the housing mix policy, or any subsequent evidence update, as mentioned in the housing mix section above.

5.27 In line with government requirement, we will require 25% of affordable housing to be first homes. The remaining 75% will be for social/affordable rent as informed by the evidence or any future supplementary planning documents. The council will also achieve the affordable housing target through the delivery of schemes through private registered providers and the council's own delivery programmes.

Commuted Sums

5.28 The preference is for affordable housing to be delivered on-site in line with the NPPF. However, it is sensible for councils to also set out how a commuted sum would be calculated to provide transparency and clarity to developers. **Commuted sums are considered in the Whole Plan Viability Study (EB/DI/3). The study concluded that NPPF Para 63 is clear that off-site provision or financial contribution in lieu 'can be robustly justified'. On this basis, the calculations provide a sound basis for determining a commuted sum figure. The council will work to a published 'standard commuted sum payment' of £100,000/unit payment per affordable unit not delivered on-site on greenfield sites and £58,000/unit on brownfield sites. Separate guidance will be prepared as part of the Affordable Housing SPD setting out the amount of commuted sums payable taking into consideration any changes in viability. This will be prepared within 6 months of the Plan adoption.** ~~Separate guidance will be prepared setting out the amount of commuted sums payable taking into consideration any changes in viability. Until such time as the guidance is prepared, the council will calculate the commuted sum in line with current evidence (Affordable Housing SPD 2011) on a scheme-by-scheme basis.~~

- a) The council will require 30% affordable housing of the total number of dwellings to be provided on all greenfield sites involving a major scheme (10 dwellings or more).
New criterion: On brownfield sites involving a high-density major scheme In the south east and **the brownfield elements of the** Ashton Green areas shown on diagram 3, the Council will require 10% affordable housing of the total number of dwellings to be provided ~~on brownfield sites involving a high-density major scheme.~~
- New criterion:** The council will expect ~~this~~ **the above** requirements to be met. Any proposal below the percentage indicated will need to be fully justified through clear evidence set out in a viability assessment produced by the applicant. This assessment will need to demonstrate that grant funding sources have been fully explored.
- b) The type and mix of affordable housing sought will reflect Policy Ho03 or any other subsequent housing needs evidence. Each site will be expected to provide 10% of the affordable housing requirement to fully wheelchair accessible standards. **C2 dwellings will not require affordable housing contributions.**
- c) Developers should not circumvent this policy by artificially subdividing sites and are expected to make efficient use of land. If a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.
- d) Affordable housing should be provided on site and only in exceptional circumstances will contributions to make an equivalent provision elsewhere be acceptable. Affordable housing should be available to those in housing need in perpetuity.
- e) The council will seek to achieve 25% of the overall affordable housing target as First Homes in compliance with the national policy. Remaining 75% should be provided as social rent or affordable rent, in line with the evidence most recently published by the city council.

Diagram 3. Affordable housing

Housing Densities

5.29 In considering the most appropriate and efficient density for a site, it will be necessary to consider the site and the context of the surrounding area. The use of innovative design and layout can enable higher density housing to be achieved without compromising the overall quality of the scheme. In seeking to achieve higher densities developers must have regard to creating good quality environments in accordance with Policy DQP01.

5.30 The city council will be looking to achieve a higher density in the Central Development Area (CDA) of 75+ dwellings per hectare. Outside of the CDA, we will be seeking to achieve a minimum density of 35 dwellings per hectare. Schemes over 55 dwellings per hectare will be considered as high density. However, it is recognised that the achievable density of development proposals may vary, depending on site environmental and other constraints and therefore they will be assessed on their individual merits.

Policy Ho05. Housing Densities

The city council will support proposals that reflect the existing character of the areas, as well as which meet the locally identified needs of the city. The following density targets will be expected to be met:

Central Development Area – minimum of 75 dwellings per hectare

Rest of the city – minimum of 35 dwellings per hectare

New Policy HoXX. Older Persons' Housing

Older persons' housing will be supported and encouraged as evidenced by the Local Housing Needs Assessment or any subsequent updated evidence produced by the Council. The proposals for older persons' housing will need to be in compliance with Housing Mix Policy Ho03 and other policies of the plan.

Self-build/Custom Build

5.31 Custom build housing is where a developer with a site undertakes most of the design and building work in order to create a 'custom built' house on behalf of an individual. Self-build is where a private individual acquires a plot of land and organises the design and construction of their own home, either building it themselves or contracting a builder to undertake the work.

5.32 Local authorities are now required to keep a register of individuals and groups who are seeking to acquire serviced plots of land in order to build houses for both of these house types. A self-build/custom build register has been established in order to provide evidence of demand. The city council will support self-build and custom-build housing as evidenced by the local housing needs study. Sites proposed for 100% affordable housing will be exempt from the provision of self-build/custom-build.

Policy Ho06. Self-build/Custom Build

The council will support self-build and custom build developments for residential accommodation to deliver high quality development and to meet housing needs.

Where sites provide for 10 or more homes consideration should be given to including **the provision of** either ~~provision of~~ serviced plots for self or custom builders, and/ or the provision of custom homes by other delivery routes ~~subject to viability considerations and site-specific circumstances.~~ **Where plots have been made available and marketed appropriately for at least 12 months without being sold, the plots can be reverted back to deliver general market housing.**

Internal Space Standards

5.33 The council recognises the importance of decent space standards to enable homes to be fully fit for purpose. For many years the council set out its own minimum floor areas for new build affordable housing.

5.34 In March 2015 the government introduced a new Nationally Described Space Standard (NDSS) which deals with internal space within new dwellings regardless of tenure. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. Details of the space standards can be found on the Government website.

5.35 Evidence demonstrates that some new homes that have been built in the city have been very small (some rooms providing as little floorspace as 13 sqm). To ensure good quality homes the council requires all new dwellings (Use class C3) to meet the National Described Space Standards, including conversions and change of use . New dwellings should provide a satisfactory environment for occupants and will be expected to meet the Government's standard unless there is clear evidence to demonstrate that this would not be viable or technically feasible, and that a satisfactory standard of accommodation can still be achieved.

Policy Ho07. Internal Space Standards

All proposals for new dwellings (Use Class C3) must meet the Nationally Described Space Standard (NDSS) as a minimum. **This requirement will come into force 3 months after the Plan adoption.**

Purpose Built Student Accommodation (PBSA)

5.36 Leicester is home to two major universities, De Montfort University (DMU) and the University of Leicester (UoL). The universities and their students have a positive impact on the local economy, boosting Leicester's national and international profile, providing local companies with skilled graduates and seasonal/part-time workers as well as purchasing local goods and services. ~~To address the needs of the students the Local Housing Needs Assessment 2022 identifies a further need of 4,800 bedspace to be provided over the plan period. However,~~ **The 2022 LHNA Addendum indicates a reduced demand but an ongoing need for purpose built student accommodation, albeit** the full impact of Covid and Brexit on **precise quantum of** ~~future student housing need~~ is not yet known.

The Summit, student accommodation, Eastern Boulevard.

5.37 The construction and occupation of student accommodation also creates employment opportunities, supports local businesses and can deliver physical regeneration on disused sites and buildings. In recent years there has been a growth in the amount of purpose-built student accommodation (PBSA) schemes completed in the city. Evidence suggests that second and third year students (as well as first years) are now more likely to stay in PBSA. In general, there tends to be less disturbance to local residents reported (due to noise and litter) from purpose-built accommodation than student accommodation in Houses in Multiple Occupation (HMO's).

5.38 The council seeks to meet the housing needs of both the student population and local residents. High-quality purpose-built accommodation provides an alternative to the Houses in Multiple Occupation (HMO's) that students have traditionally occupied and releases it to the general housing stock. This continues to form an important element of the council's housing policy. However, if PBSA is to continue to be successful in the longer term, it needs to be in appropriate locations which will remain attractive to students and are sustainable. **Purpose built student accommodation should be built to the same standards expected for other housing types.**

5.39 The main facilities e.g. temporary work, shops, bars and public transport interchanges that will be accessed by students are generally in the city centre and at the two main university campuses. To encourage sustainable travel new purpose-built student accommodation PBSA should be located within walking distance of the city centre and at least one of the campuses, or on a major public transport route which accesses these locations. A walkable neighbourhood typically has a range of facilities within a 10-minute walk, around 800m. However, this is only a general guide and has potential to be extended where good quality pedestrian or cycle routes are

available.

DM Policy Ho08. Student Residential Accommodation Development

New student development will be supported where:

- a) It is accessible by sustainable means from the city centre and is within reasonable walking and cycling distance of at least one of the two main university campuses (**Policy** ST01)
- b) It lies outside and does not abut an Article 4 direction area, controlling HMO conversions
- c) A travel plan manages beginning/end of term traffic
- d) A parking management plan specifies the level of parking provision which is acceptable for all forms of vehicles including bicycles and powered two wheelers (**Policy** T07)
- e) It includes communal facilities which are appropriate to the scale of development
- f) A mix of uses is encouraged on the ground floor

~~Where necessary~~ **Occupation** will be limited to students in perpetuity.

5.40 The council has sought to protect existing family accommodation across the city for which there is an identified need and regulate the over provision of HMOs in any one area. This has been by setting up Article 4 direction areas to restrict further HMOs within it. To ensure that PBSA contributes positively towards maintaining sustainable communities, the council will encourage student accommodation to be in appropriate locations outside of Article 4 direction areas.

5.41 Achieving well-managed student accommodation can help to minimise potential negative impacts on surrounding neighbourhoods. The council will therefore expect all new student accommodation to have a robust management plan, along with a car parking management plan and a travel plan that addresses issues such as the beginning and end of term traffic.

Retention of Family Housing

5.42 It is the council's aim to retain good quality existing family housing. This will be informed by the Local Housing Needs Assessment 2022 or any future update to housing need evidence. Where the proposal is for the conversion of a residential property, which has 2 or 3 bedrooms to flats the council will not support the proposal subject to the new evidence provided by the study.

Policy Ho09. Retention of Family Housing

Planning permission will not be granted for the conversion of 2 or 3 bedroom houses into flats.

Conversion of any properties with 4 or more bedrooms will be assessed on the following basis:

- Outside Article 4 HMO Control Areas, proposals will be assessed on their individual merits subject to compliance with Local Plan policies
- Within any Article 4 HMO Control Areas, proposals for conversion of family housing into flats will not be supported

Houses in Multiple Occupation (HMO's) Class C4

5.43 Conversion to shared houses for between 3 and 6 unrelated people, known as smaller HMOs currently has permitted development rights except in the defined areas of the city where an Article 4 Direction applies and permission will be needed. The ~~current~~ extent of the **Article 4 Direction** areas **can be seen in Appendix XX of this Plan and can also be viewed** ~~is shown~~ on the council's website.

5.44 In all areas, planning permission is required for all shared houses for more than 6 unrelated people, known as large HMOs. There continues to be a demand for HMOs and problems can arise when HMOs become concentrated in any one area, especially when combined with other existing non-family housing. This can detract from the amenity of neighbouring residential properties and have an adverse impact on the balance of the community.

Policy Ho10. Houses in Multiple Occupation (HMOs)

Planning permission will be granted for houses in multiple occupation if:

- a) The proposal will not have an adverse impact on the character of the area and a mixed and balanced community can be maintained
- b) The existing proportion of HMOs and other non-family housing within the area in which the proposed development is located does not amount to a significant concentration

Large HMOs

In addition, for larger HMOs, conditions will be imposed on planning permissions so that the number of occupants cannot be increased without a further consent.

5.45 There are other issues that cannot be addressed directly by planning policy, such as policing matters or environmental nuisance. The city council will therefore continue to work with the shared housing landlords and local residents, the Universities and student accommodation providers to try to manage any conflicts between various sections of the community.

Hostels

5.46 There continues to be an occasional need for new hostels. Within the powers available to it, the city council aims to facilitate the provision of a range of accommodation to meet the special housing needs of all city residents. However, problems can arise when hostels become concentrated in any one area of the city.

5.47 The following policy is aimed at protecting the residential character of an area and the amenity of neighbours, whilst providing a suitable living environment for occupiers.

Policy Ho11. Hostels

Planning permission will be granted for new hostels and extensions to hostels provided that:

- a) This would not result in a concentration of such uses to the detriment of the character of the area, depending on the range of housing available, and there would be no unacceptable impact on the amenity of neighbouring residential properties
- b) Special consideration is given to the construction and internal arrangement of the premises to minimise potential noise disturbance to and from adjacent properties
- c) Adequate accommodation, including garden and amenity space is provided to meet the needs of the residents
- d) A suitable management plan is included as part of the proposal

Gypsies and Travellers and Travelling Showpeople

~~5.48 In helping to provide decent residential accommodation for all, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople.~~

5.49 The Government's Planning Policy for Gypsy and Traveller Sites (PPTS 2015 **2023**) indicates that the council, in preparing their Local Plan, should:

- Set pitch targets for gypsies and travellers and plot targets for travelling show people, which address the likely permanent and transit site accommodation needs of travellers in their area
- Identify and update annually a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets for travelling showpeople
- Identify a supply of specific developable sites, or broad locations for growth for years 6 to 10 and where possible for years 11-15

5.50 The ~~Joint~~ Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017 **2024**(~~Joint~~ GTAA 2017 **2024**) provides the evidence base for current and future need for gypsy, traveller and travelling showpeople accommodation in the city. **The study was undertaken due to the change in planning definition of “Gypsies and Travellers” in the government guidance “Planning Policy for Traveller Sites”, December 2023 (PPTS 2023).**

5.51 An Addendum Report (September 2019) to the 2017 study has been undertaken for Leicester to review the outcomes of the main report and provide an update in respect of transit provision and the need for gypsy and traveller sites.—

5.52 These assessments identified the accommodation needs in the city as shown in Table 4.—

Table 4. Gypsy and Travellers: Identified need for additional gypsy and traveller households broken down by potential delivery method

Site Status	GTAA	-	-	-	HNA	-	-	-	TOTAL
-	2016-21	2021-26	2026-31	2031-36	2016-21	2021-26	2026-31	2031-36	-
Met Planning Definition (+25% Undetermined)	4	1	2	0	0	0	0	0	7
Did not meet Planning Definition (+75% Undetermined)	0	0	0	0	9	3	4	5	21
-	-	-	-	-	-	-	-	-	28

5.53 The table above sets out the total need and the number of pitches that will need to be addressed for gypsies and travellers that meet or are likely to meet the “planning definition” and for those who do not meet or are unlikely to meet the “planning definition”.—

5.54 We need to plan to accommodate 7 permanent gypsy and traveller pitches in the city over the plan period to 2036. A site has been identified on Western Park Golf course in accordance with Policy SL02 to accommodate this need.—

~~5.55 There is a need for 21 pitches coming from gypsy and traveller households that did not meet or are unlikely to meet the planning definition, but these needs will be assessed through the Plan Policies, to deliver on the Local Housing Needs Assessment.~~

Gypsy and Traveller – Permanent provision

New Table: Need for Gypsy and Traveller households broken down by Local Plan Policy Type

<u>Delivery status</u>	<u>Gypsy & Traveller Policy</u>				<u>Total</u>
	<u>24-28</u>	<u>29-33</u>	<u>34-36</u>	<u>37-38</u>	<u>24-38</u>
<u>Meet Planning Definition</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>7</u>
	<u>Housing Policy</u>				
<u>Do not meet Planning Definition</u>	<u>17</u>	<u>4</u>	<u>5</u>	<u>2</u>	<u>28</u>
<u>Total</u>	<u>20</u>	<u>6</u>	<u>6</u>	<u>3</u>	<u>35</u>

New Paragraphs:

The new table above shows that in the first five years (up to 2028/ 29) there is a total need for 20 pitches. This need is made up from 3 Gypsy and Traveller households that “meet” the 2023 PPTS planning definition and 17 that “do not meet” the planning definition. Over the Local Plan period to end of 2036 the total need increases to 32 pitches. This consists of 6 Gypsy and Traveller households that meet the planning definition and 26 that do not meet the planning definition. The table also covers the GTAA study period (up to 2038/ 39), which shows an overall need of 35 pitches. No pitches are required to meet the needs of “undetermined” households.

The Planning Policy for Traveller Sites, 2023 states that “in producing their Local Plan, local planning authorities should identify and update annually, a supply of deliverable sites sufficient to provide 5 years’ worth of sites against their locally set targets”. The Strategic Site allocation for Western Park Golf Course (Policy SL02) includes provision for a permanent Gypsy and Traveller site of 7 pitches. This leaves a shortfall of 13 pitches in the first five years.

The Western Park Golf Course allocation in the Local Plan makes partial provision for the identified need from the GTAA 2024 for Gypsy and Traveller permanent pitches in the next 5 years. The council has committed to undertake an immediate review of the Local Plan. The council will address the remaining need for pitches in the city through considering options

to intensify, reconfigure or expand existing sites, or whether a new public site/s would be needed through this review process.

5.56 For planning policy purposes, the definition of “gypsies and travellers” is set out in Annex 1 of the PPTS 2015 Planning Policy for Transit Sites, 2023.

~~Table 5. Travelling Showpeople: identified need for additional plots~~

Type	2016-21	2021-26	2026-31	2031-36	TOTAL
Travelling	0	0	0	0	0
Unknown	0	1	1	1	3
Non-travelling	0	0	0	0	0
TOTAL	0	1	1	1	3

Gypsy and Traveller - Transit Sites

5.57 Transit sites help to address the level of unauthorised encampments in a local authority area. They are for short stays, contain a range of facilities and there is normally a limit on the length of time residents can stay. The 2017 GTAA **2024** identified a current need for a transit site with a minimum of 12 caravan spaces (or managed equivalent) in Leicester City. ~~The 2019 Addendum Report reviewed this need and confirmed support for the recommendation in the 2017 study.~~ The council will also consider temporary seasonal arrangements to meet any additional transit needs during the summer months.

5.58 Two sites have been identified **allocated** that are capable of accommodating **can each accommodate** the **identified** need for a transit site that could accommodate a site of up to 12 caravan spaces. These are the strategic site at Beaumont Park (See **Policy** SL06) and a smaller non-strategic site at Thurcaston Road/Hadrian Road open space (See **Policy** E01). Both the sites are also allocated for employment uses but it would also be possible to deliver transit sites within these allocations.

5.59 ~~In summary, the evidence base shows an identified need for:-~~

- ~~• Seven permanent gypsy and traveller pitches over the plan period (up to 2036)~~
- ~~• A minimum of 12 caravan spaces (or managed equivalent) in respect of transit provision~~
- ~~• Two additional show people plots (over 10 years)~~

5.60 The city council will review the level of need periodically during the plan period.

New table: Travelling Showpeople

<u>Delivery status</u>	<u>Travelling Showpeople</u>				<u>Total</u>
	<u>24-28</u>	<u>29-33</u>	<u>34-36</u>	<u>37-38</u>	<u>24-38</u>
<u>Meet Planning Definition</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>6</u>
<u>Undetermined</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>
<u>Do not meet Planning Definition</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>5</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>8</u>

New Paragraphs:

The new table above shows that in the first five years (up to 2028/ 29) there is a total need for 5 plots. This is made up from 4 travelling showpeople households that “meet” the 2023 PPTS planning definition and 1 “undetermined” household that they meet the planning definition. Over the Local Plan period to end of 2036 the total need increases to 8 plots. This consists of 6 households that meet the planning definition and 2 “undetermined” households that may meet the planning definition. The table also covers the GTAA study period (up to 2038/ 39), which shows an overall need of 8 plots. There were no travelling showpeople households that did not meet the planning definition.

The level of need identified in the new 2024 GTAA increases the need for additional travelling showpeople plots from 3 plots identified in the previous 2017 and 2019 GTAA’s to 8 plots.

Through the Local Plan review the council will seek to determine if it is possible to intensify, reconfigure, or expand the existing yard at Bath Lane to accommodate the increased need. If necessary, the council will consider other options to meet this need as part of the review.

5.61 The criteria below will be applied to all applications for new Gypsy, Traveller and Travelling Showpeople sites, **including those who are in need of culturally appropriate housing but do not meet the planning policy definition of Gypsy and Travellers or Travelling Showpeople (as set out in Annex 1 of Planning Policy for Travellers Sites 2024).** This includes applications for temporary stopping places and transit sites, which will still be required to meet all of the criteria, although the level of facilities provided on site should be appropriate to the type of site proposed. Other relevant policies in this plan will also apply.

~~Policy Ho12. Gypsy, Traveller and Travelling Showpeople~~

~~Proposals for new gypsy, traveller and travelling showpeople sites will be supported where they meet the following criteria:-~~

- ~~a) The site should provide a safe environment for intended occupants and adequate on-site facilities should be provided for parking and vehicle manoeuvring, storage, play and amenity space~~
- ~~b) Sites should be provided with an appropriate level of essential services including access to drinking water, refuse collection and sewage disposal~~
- ~~c) There should be safe and convenient pedestrian and vehicular access to the site~~
- ~~d) There should be convenient access to schools, shops and other local facilities, preferably by walking, cycling or by public transport~~
- ~~e) Appropriate landscaping should be used to maintain visual amenity and provide privacy for occupiers~~
- ~~f) There should be no significant detrimental impact upon the amenity of nearby residents, businesses or the local environment (DQP06)~~

New Policy. Gypsy, Traveller and Travelling Showpeople Accommodation

Proposals for new Gypsy, Traveller and Travelling Showpeople sites including for those who are in need of culturally appropriate housing but do not meet the planning policy definition of Gypsies and Travellers or Travelling Showpeople (as set out in Annex 1 of Planning Policy for Traveller Sites) will be supported where they meet the following criteria:

- a. The site should be located where it would have**
 - i. safe access to the road network**
 - ii. access to basic services such as schools, shops, pharmacies, health and other local facilities, preferably by walking, cycling or public transport.**
 - iii. access to the public transport network.**
- b. The site should not be located in:**
 - i. areas at high risk of flooding from all sources.**
- c. The site should:**
 - i. provide a safe environment for intended occupants;**
 - ii. provide adequate on-site facilities for parking and vehicle manoeuvring, storage, play and amenity space;**
 - iii. be provided with an appropriate level of essential services including access to drinking water, refuse collection and sewage disposal;**
 - iv. have safe and convenient pedestrian and vehicular access to the site;**
 - v. use appropriate landscaping to maintain visual amenity and provide privacy for occupiers;**
 - vi. address the effect of local environmental quality (such as noise and air quality, pollution, contamination) on the health and well-being of any occupants and provide appropriate mitigation measures; and**
 - vii. where possible, be located on previously developed land.**

- d. Proposals for new Gypsy, Traveller and Travelling Showpeople sites will also be supported where they satisfactorily address:
- i. the amenity of nearby uses, including residents, businesses, and the local environment (policy DQP06); and
 - ii. the impact of proposals on amenity, the natural environment, heritage assets and local infrastructure, which will be assessed against the relevant policies in the Plan.

Climate Change and Flood Risk

Evidence Base

6.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Energy and Sustainable Design & Construction Study (2022)
- Leicester Carbon Neutral Roadmap and Evidence Base (2022)
- ~~Leicester Climate Emergency Strategy (2020-2023)~~ **Climate Ready Leicester Plan (2023-2028)**
- ~~Leicester City Council's Climate Emergency Action Plan (2020-2023)~~
- Strategic Flood Risk Assessment (2021)
- Water Cycle Study (2022)
- **Leicester Transport Plan 3 (2011-2026)**
- Draft Leicester Transport Plan **4 (2022-2036)**

Background

6.2 Climate change represents a grave threat to humanity and biodiversity requiring concerted action both to mitigate the level of future change and to adapt to the changes already taking place. The planning system has a key role in achieving both these goals.

6.3 The 2008 Climate Change Act (as amended) commits the UK government to delivering a 100% reduction in carbon dioxide emissions and other targeted greenhouse gases by 2050 in order to help mitigate future climate change. Energy use from the built environment accounts for a significant proportion of the UK's total carbon emissions.

6.4 Leicester City Council declared a climate emergency in 2019. **A Climate Ready Leicester Plan was adopted in 2024 and includes an updated strategy for responding to the climate emergency and a set of actions to implement the strategy.** ~~It has since developed a Climate Emergency Strategy and an accompanying Action Plan to play its part in tackling climate change.~~ The city council's ambition is for Leicester to become **net zero (as set out in the Climate Ready Leicester Plan)** ~~carbon neutral by 2030 or sooner~~ and to adapt to the climate change that is already happening. However, climate change is not just a city problem. It also affects the wider Leicester Urban Area with more frequent intense rainfall events, heatwaves and drier summers

are predicted across the region. A growing population and a need for substantially more housing will also put pressure on the environment. In view of this, the city council will look to work strategically with authorities in the Leicester Urban Area to find joined up solutions to climate change.

6.5 The policies in this chapter are aimed at addressing climate change. However, to be most effective they must be applied alongside policies in other relevant policy areas **chapters of the Plan** such as housing, transportation, the natural environment, open space, sports and recreation, and health and wellbeing which also seek to mitigate and adapt to climate change.

6.6 It is anticipated that policies will be assessed and strengthened at the next plan review, to consider progressively increased levels of greenhouse gas reduction, culminating in a net zero emissions requirement as soon as possible and in alignment with national regulation.

Energy and Carbon Reduction in Development

6.7 The city council's ambition is for Leicester to achieve net zero carbon emissions **by 2030 as quickly as realistically possible, with the necessary government support.** ~~which~~ **This** requires greenhouse gas emissions to be reduced as much as possible, with minimised annual and peak energy demand, and net zero carbon future proofed development. Building design will be expected to apply the energy strategy set out in ~~points~~ **stages i) – iv) of Policy CCFR01. The** ~~energy strategy takes a 'fabric first' approach, so that, as far as possible, development 'locks in' low carbon performance.~~ **In 2021, the Government introduced an interim uplift in energy efficiency standards for new domestic and non-domestic buildings. The interim uplift is to act as a stepping-stone to the Future Homes Standard and the Future Buildings Standard. The uplift means that CO2 emissions from domestic buildings must be 30% lower than the standard set in the 2013 Building Regulations and emissions from non-domestic buildings must be 27% lower. The approach taken in Policy CCFR01 is that achievement of this uplift should firstly look to reduce energy demand. Therefore, the policy requires that for domestic buildings, the first 10% of the uplift should be achieved through energy efficiency measures alone and the remaining 20% may be achieved through other measures to reduce carbon emissions, e.g., renewable technologies, connection to a low carbon heat source. Similarly, for non-domestic buildings the policy requires that the first 20% of the uplift should be achieved through energy efficiency measures alone and the remaining 7% may be achieved through other measures.**

Policy CCFR01. Sustainable Design and Construction

All development should be designed, constructed, and maintained to minimise operational energy use and carbon emissions, while also preventing overheating. It should:

- i)** Minimise energy use, manage demand, and prevent overheating during operation. This should be achieved through passive design measures including optimised site layout, building orientation, form factor, massing, daylighting and control of solar gain, minimised heat loss from the building fabric through reduced U-values and thermal bridges, and increased air tightness; followed by utilising energy efficient lighting and services, including consideration of heat recovery and demand management technologies
- ii)** Further reduce carbon emissions through the use of zero and/or low emission decentralised energy, prioritising connection to district heating and cooling networks and utilising secondary heat sources
- iii)** Further reduce carbon emissions by maximising opportunities to produce and use renewable energy on site, utilising storage technologies
- iv)** Monitor, verify and report on energy performance

All new residential development should achieve a minimum 10% and all new non-residential development should achieve a minimum 20% reduction in carbon emissions beyond the requirement of Part L of the Building Regulations 2013 through passive, fabric, and energy efficient design measures alone. ~~Alternative targets to these will be provided once new National Regulations are adopted.~~ **If new targets relating to the energy efficiency of new development are set at the national level, development will be expected to achieve the higher of either the targets set in this policy or the new national targets.**

Calculation methodology details and those uses which are included as exceptions will be detailed in a supplementary planning document.

All new residential development will meet the Optional Standard of 'Part G' of the Building Regulations 2013 (or equivalent future legislation) which is a maximum of 110 litres per person per day. All new non-domestic development will meet the maximum credits available under BREEAM Wat 01 or an equivalent best practice standard.

Measures to address the energy strategy and carbon emissions reduction target should be incorporated at the earliest stage of a development and maintained throughout its design, construction, and operation.

The energy strategy requires that energy performance is monitored and verified. Developers should include a section in the Energy Statement which details how monitoring and reporting will be undertaken. Details and advice on monitoring, verifying, and reporting on energy performance will be provided in a supplementary planning document.

6.8 As well as reducing carbon emissions, development should be adapted to expected changes

in Leicester's climate. It should be designed to be resilient to the increased risk of flooding, including measures to sustainably manage drainage from the development, and to the increased likelihood of hotter, drier summers and heatwaves. Application of the energy hierarchy strategy should be used both to prevent overheating and to reduce carbon emissions, with the need for air conditioning avoided or kept to a minimum. Leicester is within an area of serious water stress as determined by the Environment Agency in their report 'Water stressed areas – final classification 2021'. Reducing water use in new development is therefore necessary which is why Policy CCFR01 adopts the optional requirement for water efficiency for new dwellings as set in Part G of the Building Regulations 2013 and requires new non-domestic development to meet the maximum credits under BREEAM Wat 01 or an equivalent best practice standard should also be minimised.

6.9 The city council supports reducing the contribution that Leicester's existing buildings make to the city's carbon emissions. Energy efficient retrofitting measures can play a significant role in meeting this reduction. Such measures can include external or cavity wall insulation, loft or roof insulation, solid or suspended floor insulation, and even extend to total retrofit of buildings and their systems. However, any proposed retrofit measures to existing domestic building stock will be considered against the criteria of the design and heritage policies in the Local Plan.

Energy Statement

6.10 Applicants should demonstrate how their proposal will meet the standards set out in policies relating to energy efficiency, overheating prevention, renewable energy generation, and carbon emissions reduction. ~~Energy Statements ensure development follows the energy hierarchy and responds to any other energy and carbon related policy set by the city council.~~ A supplementary planning document will specify the level of detail expected to be included in an Energy Statement for different types and sizes of development. As a minimum, Energy Statements should contain the following information:

- Calculation of the energy demand and carbon emissions covered by the Building Regulations
- Proposals to reduce carbon emissions beyond Building Regulations through the energy efficient design of the site, buildings and services, including passive heating and cooling measures, and a calculation of carbon emission reductions from these actions
- Proposals to further reduce carbon emissions through the use of zero or low-carbon decentralized energy where feasible, and use of local secondary heat sources
- Proposals that connect to or create new heat networks should include details of the design and specification criteria and standards for their systems
- Proposals to further reduce carbon emissions by maximizing opportunities to

produce and use renewable energy on-site, utilizing storage technologies where appropriate, including details of the size/capacity of the systems and the estimated CO2 savings that will be achieved

- Proposals for demand-side response, such as the installation of smart meters, minimising peak energy demand and promoting short-term energy storage, as well as consideration of smart grids and local micro grids where feasible
- Cumulative estimated carbon emissions savings from stages i), ii), and iii) of the energy strategy contained in Policy CCFR01
- Actions to reduce whole life-cycle carbon emissions. Larger scale development should calculate and demonstrate compliance through the use of a nationally recognized whole life-cycle carbon emissions assessment

Policy CCFR02. Energy Statement ~~Whole Life-Cycle Carbon Emissions~~

All major development proposals will be required to provide an Energy Statement as described in the supplementary planning document. All other proposals can opt to either submit an Energy Statement or include a relevant section in the Design and Access Statement addressing the relevant policy areas. All developments shall identify and pursue opportunities to minimise whole life cycle carbon emissions. The Energy Statement will include details of the energy demand reduction and overheating prevention measures proposed and details of the low and zero carbon energy technologies included. Carbon emissions reduction achieved from each stage of the energy strategy (parts i) to iv) of Policy CCFR01) must be reported. The following criteria should be considered when aiming to minimise whole life-cycle carbon:

- a) Operational Energy – Developments should achieve high levels of energy efficiency, use low carbon heating sources, and be powered by renewable energy generated on site where possible, to minimise operational carbon emissions
- b) Embodied Carbon – Developments should ~~meet~~ adopt best practice ~~targets~~ approaches for reducing embodied carbon. Materials should have a reduced level of embodied carbon, for example through the re-use or recycling of materials, and be designed to be disassembled and re-used or recycled (rather than demolished) in accordance with circular economy principles

e)

Developments above 1,000 m² or 100 dwellings must calculate include in the Energy Statement a calculation of the whole life-cycle carbon emissions and demonstrate methodology compliance through a nationally recognised Whole Life-Cycle Carbon Emissions assessment, e.g. BS EN 15978 Sustainability of Construction Works – Assessment of Environmental Performance of Buildings – Calculation Method

~~CCFR03. Energy Statement~~

~~All major developments will be required to provide an Energy Statement as described in the supplementary planning document. All other applications can opt to either submit an Energy Statement or include a relevant section in the Design and Access Statement addressing the relevant policy areas. The Energy Statement will include details of the energy demand reduction and overheating prevention measures proposed and details of the low and zero carbon energy technologies included. Carbon emissions reduction achieved from each stage of the energy hierarchy must also be reported along with embodied carbon emissions reductions evidenced through a whole life-cycle carbon emissions assessment.~~

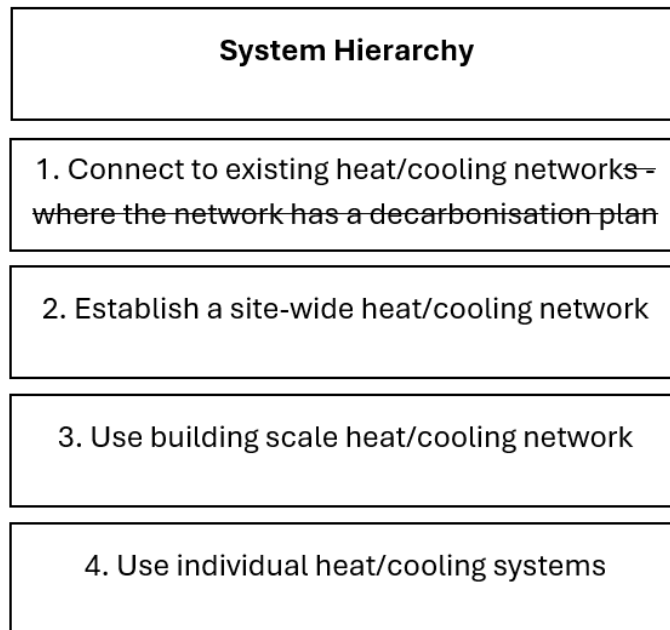
Low Carbon Heating and Cooling

6.11 In order to meet Leicester's heating and cooling needs using low and zero carbon energy it is essential to increase the amount of decentralised and renewable energy technologies within the city. Providing on-site and decentralised energy systems can help to increase the supply of low carbon energy, improve the resilience of the energy network, and decrease pressures on grid infrastructure.

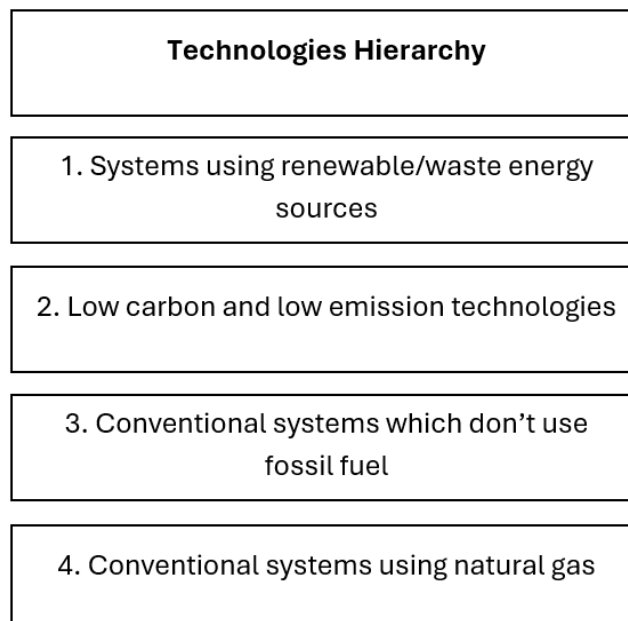
6.12 Figure 3 sets out a heating and cooling hierarchy which prioritises the establishment and integration of future-proofed energy efficient and low carbon heating and cooling systems and technologies. For all major developments, applicants must apply the hierarchy, firstly, to identify the most appropriate heating/cooling system (ordered 1-4, from most preferable to least preferable), and secondly to identify the most appropriate heating/cooling technology (ordered 1-4, from most preferable to least preferable). Applicants will be expected to set out in the Energy Statement how the hierarchy has been applied and to justify the design decisions made in light of this.

Figure 3. Heating and Cooling Hierarchy

First: apply the System Hierarchy

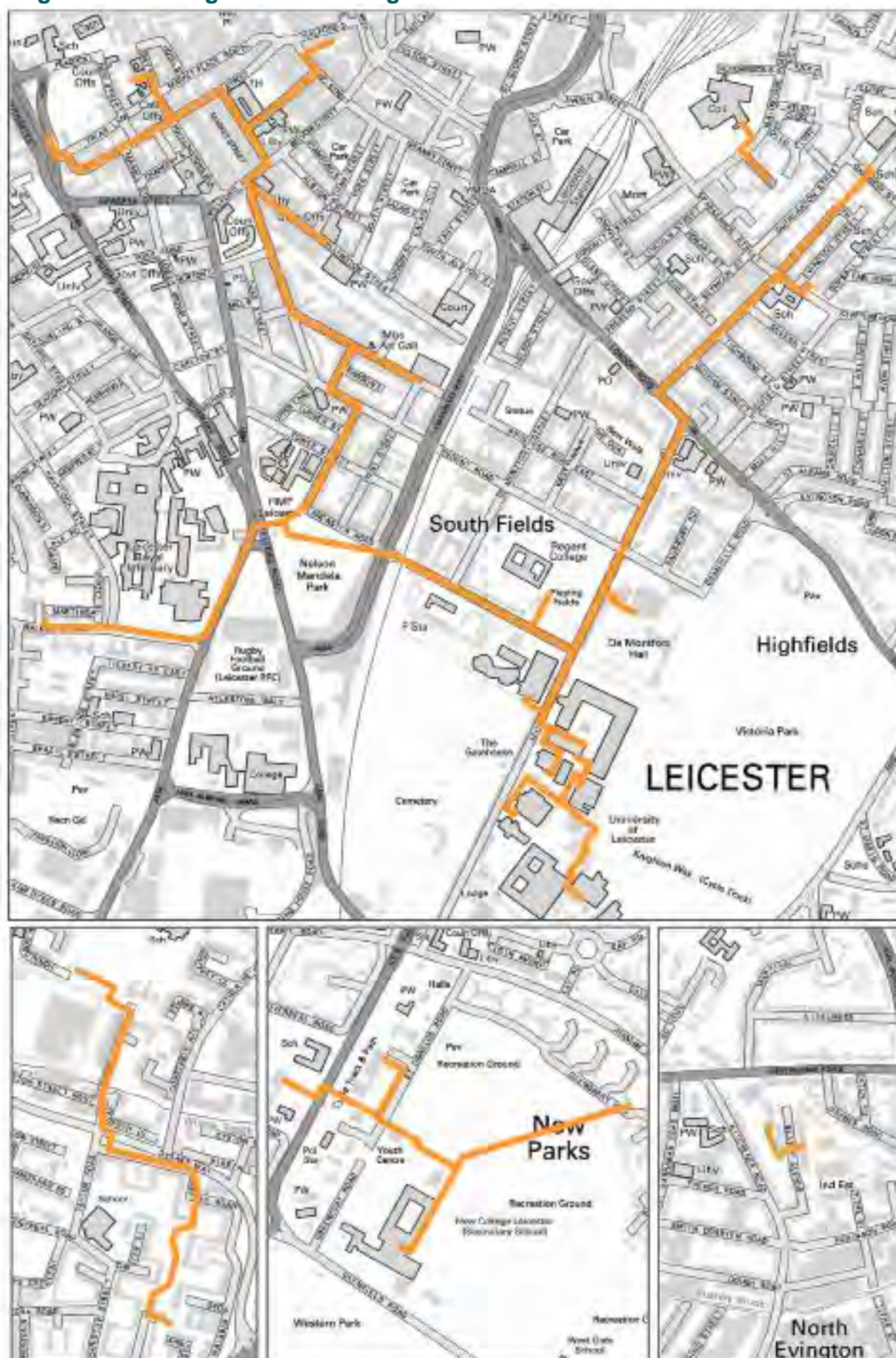


Next: apply the Technologies Hierarchy



6.13 Major development will be expected to connect to both existing and planned district heating networks (See Diagram 4 for ~~Leicester's existing district heating network~~). If connection to a district heat network is not possible, developers will need to provide evidence as to why this is the case. **Where connection to a district heat network has been demonstrated to not be possible or appropriate, other methods of low carbon heating (e.g., heat pumps) will be expected to be incorporated through the energy strategy set out in Policy CCFR01.** Where a suitable district heating network is planned or under construction, but it is currently not possible to connect to it, development should be future proofed so that it is capable of connection to the network once it is operational.

Diagram 4. Existing District Heating Network



6.14 To reach net zero carbon it is essential to remove fossil fuels as far as is possible. Fossil fuels are not a compatible source of energy in a zero-carbon economy. For this reason, avoiding installation of gas heating is preferred. Efficient electric heating is capable of becoming net zero carbon as the grid is decarbonised and brings added benefits in the form of improved air quality and avoids the need for future wholesale system changes. Direct electric heating is compatible with a low carbon future, but the relatively high operating costs make it a less suitable option than electric technologies offering a high level of energy efficiency, such as heat pumps. It is therefore appropriate only for very low heat demand applications, or where, for technical reasons, more efficient electric options are not feasible. Applicants should provide justification for its use instead of more energy efficient systems such as electric heat pumps.

6.15 Guidance detailing the methodology and ~~providing~~ advice for applicants will be provided in a supplementary planning document.

Policy ~~CCFR04~~ CCFR03. Low Carbon Heating and Cooling

To ensure ~~that~~ the most appropriate selection of a heating/cooling system for a development, targeting the lowest carbon emissions possible, all major developments must incorporate low or zero carbon heating in accordance with the system and technology hierarchies described in Figure 3.

Where it has been clearly demonstrated that connection to existing heating/cooling networks are not feasible and/or viable (e.g. due to lack of heat & hot water demand and/or lack of heat network capacity), development near (within 500m of a city council pre-identified network priority zone) existing or planned heat networks should be designed to allow for cost-effective connection at a later date by including the following features:

- a) Provision of centralised heating/cooling distribution in the form of a single accessible energy centre/plant room
- b) Suitable distribution, control systems and operating temperatures
- c) Safeguarded access routes for future external pipework through the site and into the energy centre/plant room
- d) Space within the energy centre/plant room for a future heat substation

Building systems must comply with CIBSE CP1: Heat networks: Code of Practice (latest revision).

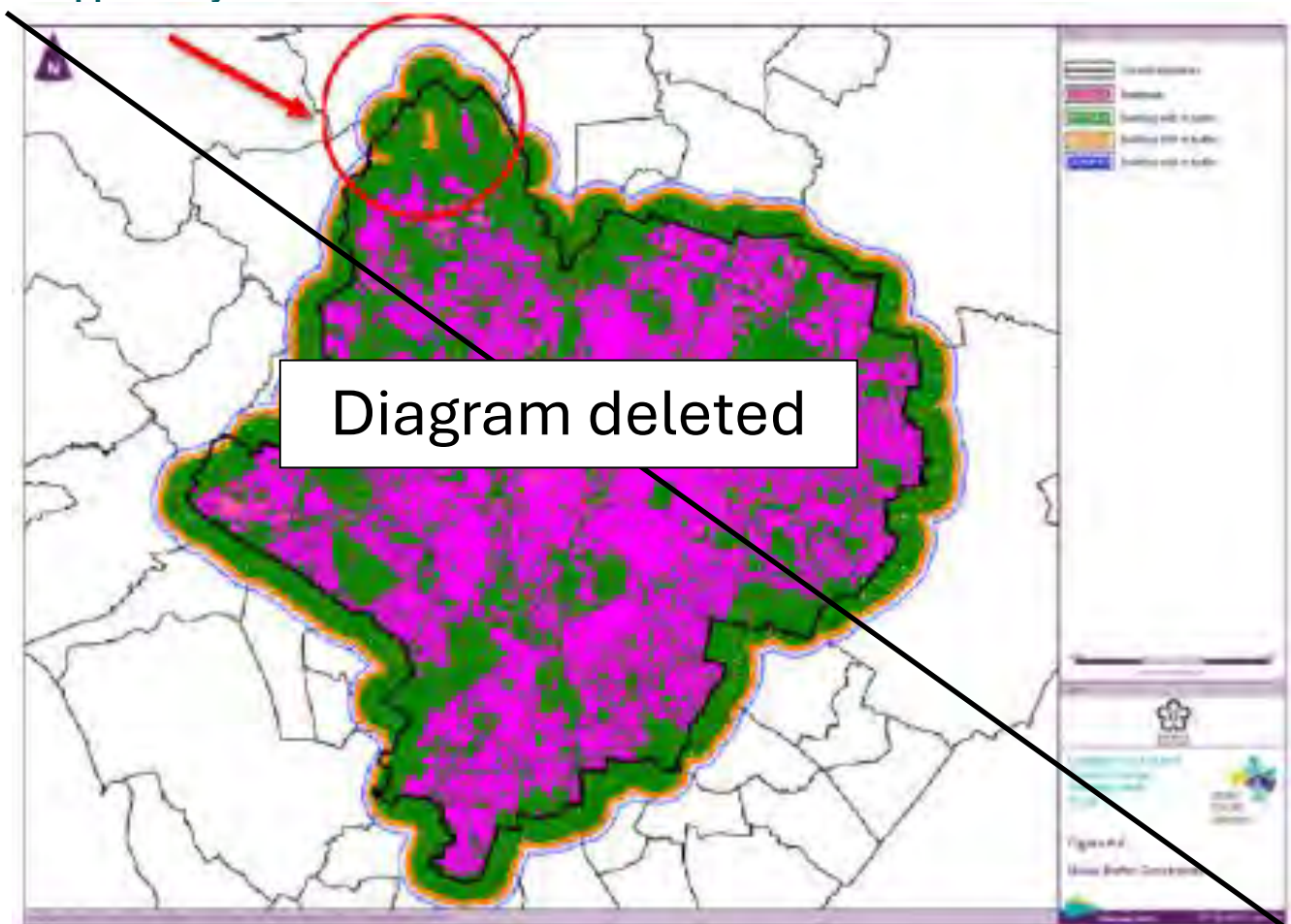
Low Carbon Energy Projects

6.16 Leicester City Council will support renewable and low carbon energy projects, including community led initiatives.

6.17 Whilst wind turbines and biomass combustion technologies aren't suitable in certain built-up areas, these technologies should not be ruled out entirely. The north-west of the city and surrounding area has been identified as a potentially suitable location for wind energy development proposals. Any wind energy **development** proposals in this area would be subject to a site-specific feasibility assessment.

6.18 Any **Wind energy development** proposals should be designed to avoid compromising the development potential of nearby site allocations. **A detailed wind opportunity assessment will be required to appraise** potential visual, noise and other environmental impacts, including application of appropriate buffer zones, in the form of a detailed wind opportunity assessment.

Diagram 5. Map showing buffer zones around residential properties, for the purpose of a wind opportunity assessment



(Source of Image © Amec Foster Wheeler, 2015 Climate Change Evidence Base)

Policy CCFR05 CCFR04. Delivering Renewable and Low Carbon Energy Projects

Proposals for new renewable and low carbon energy projects will be supported ~~subject to the following~~ **unless the project would have adverse impacts on:**

- a) ~~Impacts on~~ the historic environment, local character, appearance, and landscape
- b) ~~Impacts on~~ ecology and biodiversity, including protected species and designated and non-designated wildlife sites (**Policy** NE01)
- c) ~~Impacts on~~ residential amenity, including air quality, noise, traffic, recreation, and access (**Policy** DQP06)
- d)

For any proposals for wind turbine projects, consideration should be given regarding air traffic movement and safety, and impacts on electromagnetic transmissions, including radio, television, and phone signals

The Water Environment

Flooding

6.19 Flooding is a natural process that plays an important part in shaping our natural environment. However, flooding can cause damage, disruption and in extreme circumstances, loss of life. The risk of flooding is increasing due to climate change and urbanisation and surface water flood risk in Leicester is of a significance that is recognised nationally. A Local Flood Risk Management Strategy (LFRMS) has therefore been established for Leicester and is available on the Leicester City Council website. The City Council also has a dedicated Flood Risk Studies (leicester.gov.uk) webpage. These webpages are regularly reviewed and updated with the latest information, and content will remain up to date throughout the Local Plan period.

Local Flood Risk Management Strategy (LFRMS)

6.20 There are many sources of flooding, such as from fluvial, pluvial, sewer, groundwater, and reservoir sources. Fluvial flooding relates to flooding from rivers such as the River Soar and its tributaries. Pluvial flooding relates to flooding from surface water runoff. Leicester City Council as the Lead Local Flood Authority (Ordinary Watercourses, Pluvial and Groundwater) will work closely with its partners (Environment Agency, Severn Trent and private developers) to manage flood risk across the city.

6.21 The Environment Agency provides the most up to date information for flood risk. **Mapping of flood zones** within Leicester **can be found on the Policies Map or on the Environment**

Agency's flood map for planning, whichever is the most up to date. This information is published by the Environment Agency and can be found at the website below. Using this information, a Strategic Flood Risk Assessment (SFRA) has been produced and used to sequentially test development sites within this Local Plan. For some sites, a high level 'exemption test' analysis has also been carried out.

Environment Agency link: www.flood-map-for-planning.service.gov.uk.

6.22 Where new development is proposed on sites which lie in flood zones 2, 3a or 3b and where the site has not been allocated in the Local Plan, the sequential test for flooding will need to be undertaken. The purpose of this is to direct development to areas with the lowest probability of flooding, but not to the exclusion of all other planning concerns. The test is carried out by the local authority and is based on evidence provided by the applicant to demonstrate why the development cannot be located in an area at lower risk of flooding.

6.23 If the sequential test can be passed then, for some forms of development, an exception test will also need to be undertaken. Where required, a developer must demonstrate that their scheme passes both the sequential and exceptions tests. Responsibility for determining whether the sequential and exception tests have **been** passed, lies with the city council. Where applicable, planning application reports written by the city council, will address whether the proposal passes the sequential and exception tests, for development in Flood Zones 2, 3a and 3b.

6.24 Developers must also consider how their schemes would function during a flood event.

6.25 The Planning Practice Guidance **Annex 3 of the NPPF** outlines flood risk vulnerability classification by development type. **Table 2 in Planning Practice Guidance on flood risk and coastal change describes which flood risk vulnerability classifications are incompatible with** and which is permitted for each flood zone. The decision on the vulnerability classification of a particular development lies with the local authority. **If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed.**

Sustainable Drainage Systems (SuDS)

6.26 Leicester is at a particularly high risk from surface water flooding. The Surface Water Management Plan (SWMP) addresses this in more detail and its findings have been used in the production of the Local Flood Risk Management Strategy (LFRMS).

6.27 Topography, the drainage characteristics of the soil and how they lend themselves to SuDS, should be considered at the outset of the design process for all new development. SuDS mimic natural drainage, slow the rate of surface water runoff, improve water quality, provide visual amenity and biodiversity benefits, and have low maintenance requirements. SuDS guidance can be found on the city council's website.

6.28 Information shall be provided as to how the existing site is drained and how surface water runoff from the proposed development will be discharged once it has left the site. The aim should be to discharge surface run-off higher up the drainage hierarchy by using a combination of methods, including infiltration, a surface water body, surface water sewer/other drainage system, or a combined sewer.

6.29 In order to prevent increasing flood risk from urban runoff, new areas of parking constructed between the principal elevation of a dwelling and the highway should be built using SuDS techniques if the area exceeds 5 square metres.

Policy ~~CCFR06~~ CCFR05. Managing Flood Risk and Sustainable Drainage Systems (SuDS)

In assessing development, the following principles will be applied:

- a) Development shall be ~~directed away from areas with the highest risk of flooding~~ **steered to areas with the lowest risk of flooding from any source** in accordance with the **flood risk** sequential and ~~exception~~ tests. **Mapping of flood zones within Leicester can be found on the Policies Map or on the Environment Agency's Flood Map for Planning, whichever is the most up to date.** Developments which fall into the following categories must be accompanied by a Flood Risk Assessment:
- **Any developments in Flood Zones 2 and 3**
 - Greater than 1 hectare in Flood Zone 1
 - **Land which has been identified by the Environment Agency as having critical drainage problems**
 - **Land identified in a strategic flood risk assessment as being at increased flood risk in future**
 - **Land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use**
 - ~~Changes of use of less than 1 hectare in Flood Zone 1 and where it could be affected by sources of flooding other than rivers and sea~~
 - ~~Any developments in Flood Zones 2 and 3~~
- b) **The application of the flood risk exception test should be informed by a site-specific**

flood risk assessment. To pass the exception test, it should be demonstrated that:

- **The development would provide wider sustainability benefits to the community that outweigh the flood risk; and**
- The development must be safe for its design lifetime **taking account of the vulnerability of its users** and not increase flood risk elsewhere. This is achieved by implementing a sequential approach on site and/or by implementing flood mitigation measures to address any remaining flood risk. It should be noted that the use of temporary and demountable defences is not appropriate for new developments. Where possible the development should also reduce flood risk overall

#) Development requiring a flood risk assessment (identified at a) above) should demonstrate how flood risk will be managed now and over the development's lifetime, taking climate change into account. Further information on the detail needed in a flood risk assessment can be found in Environment Agency guidance.

#) Development should not reduce the storage capacity of the floodplain or alter flood flow routes in a manner which would increase flood risk elsewhere.

#) Development should identify and pursue opportunities to reduce flood risk both on- and off-site. This may be through reconfiguration of an existing developed site, enhancement of blue-green infrastructure, or installation of SuDS. Opportunities for working in partnership with the Flood Risk Management Authorities should be explored.

- c) For all development, SuDS are expected to be used to reduce surface water runoff and deliver other benefits, such as improving water quality, providing visual amenity, contributing towards achieving biodiversity net gain and having low maintenance requirements. It shall be demonstrated that the proposed SuDS will be managed and maintained throughout the lifetime of the development
- d) Opportunities for the enhancement, including de-culverting, of watercourses for biodiversity should be realised wherever possible, such as in parks and public open spaces
- e) Adequate provision for safe access (including vehicular) to watercourses and flood defence structures must be provided to allow for maintenance and emergency works to be carried out by the relevant authority
- f) New opportunities should be taken to provide access to a watercourse and its setting for recreational purposes

Planning permission will not be granted for development in Flood Zone 3b, except where it is for water-compatible uses, or essential infrastructure, or where it is on previously developed land and it will bring an overall reduction in flood risk when compared to the existing situation. All of the following criteria must be met:

- It will not lead to a net increase in development above the footprint of the existing building
- It will not lead to a reduction in flood storage (through the use of flood compensation

measures on a level-by-level and volume-by-volume basis)

- It will not lead to an increased risk of flooding elsewhere
- It will not put any future occupants of the development at risk



Sustainable urban drainage scheme at Ashton Green

Water Quality and Wastewater Treatment

6.2930 There must be sufficient wastewater (including sewage treatment capacity) and water supply infrastructure available to serve all existing and proposed development. ~~As a consequence of an increased population there may be a requirement for the expansion and/or upgrading of current sewage treatment works.~~ **Growth in Leicester during the Plan period is likely to be served entirely by Wanlip Wastewater Treatment Works (WwTW) to the north of Leicester. Investment is being planned by Severn Trent Water to ensure there is sufficient capacity at Wanlip WwTW to accommodate future development and a strategy will be implemented to ensure that capacity will not be reduced during the construction period and development will not be prevented from coming forward.** Appropriate infrastructure should be put in place to effectively transfer and treat any increase in wastewater prior to development. Growth should not cause a deterioration in water quality or Water Framework Directive (WFD) status and must prevent deterioration in the status of aquatic ecosystems. Growth should not result in increasing the frequency or duration of spills within the network from Combined Sewer Overflows (CSOs) which would impact upon the water quality of watercourses. During the period of construction of new developments, surface water runoff from the site must not be allowed to have a detrimental impact on the water quality of any watercourses. This may require a scheme for the removal of suspended solids (and any other ~~contaminates~~ **contaminants**) to be put in place.

Health and Wellbeing

Evidence Base

7.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- ~~Joint Health and Wellbeing Strategy and Action Plan 2019~~
- **Leicester's Health, Care and Wellbeing Strategy 2022-2027**
- **Living in Leicester – Joint Strategic Needs Assessment (2023)**
- **Living in Leicester – Infographic Summary (2023)**
- Leicester Food Plan (2021 – 2026)

Background

7.2 Health and wellbeing are positive attributes that enable individuals and communities to thrive, rather than simply being an absence of illness. Land use can be associated with significant health impacts on a local population, as well as exacerbating the existing problems of ill health in a community, including average and healthy life expectancy; levels of premature deaths owing to heart-related and respiratory conditions; levels of child poverty; levels of childhood obesity; levels of physically inactive; levels of social isolation and reported quality of life for those aged 65+.

7.3 This is a cross cutting topic which covers policy areas such as design, employment, transport, air quality, climate change, housing, the historic and natural environment.

Health and Wellbeing Strategy

7.4 One of the five themes of the ~~Leicester Joint Health and Wellbeing Strategy and Action Plan 2019-2024~~ **Leicester's Health, Care and Wellbeing Strategy 2022-2027** is 'Healthy Places', with the ambition 'To make Leicester the healthiest possible environment in which to live and work'. There are ~~four objectives~~ **key issues** attached to this ambition, all of which are supported in this plan:

- Influence the environment to make healthier choices more accessible
- Ensure decent homes are within the reach of all citizens
- Improve air quality
- Develop and encourage healthy neighbourhoods and a sense of community

7.5 There are many other land use relevant objectives issues in the four other themes.

7.6 The Strategy and Action Plan emphasises that the local areas in which people live, work and play, can support improvements in physical, mental health and wellbeing by affecting the degree to which people are able to access healthy lifestyles and enjoy happy, productive and satisfying lives.

7.7 In addition there is a recognition that healthcare and other supportive infrastructure proportionate to the level of need generated by new and expanded developments, should be supported via adequate funding and good early stage planning and implementation.

7.8 Building places and spaces that offer easy access to good quality green, blue and open spaces which apply 'Active Design' and sustainability principles in local area design and are purpose-developed for the communities they serve, help to transform physical locations into communities, where the spaces, places and amenities become collective assets. A key principle is to make healthy behaviours the easier option.

7.9 Healthy functional design also supports and delivers accessible, healthy and sustainable food choices and food growing opportunities. This contributes to greater social cohesion and community support systems, with residents both feeling and being safer. It also provides positive work and educational opportunities particularly through allocation of land for employment in areas of socio-economic deprivation and low employment. There are greater opportunities for incidental physical activity and other life-enhancing leisure activities. Also, functional design reduces the risks of infectious illnesses and exacerbation of long-term conditions that are due to overcrowding and cold/damp environments.

7.10 Allotments, orchards and community gardens can play an important role in enabling small-scale local food production, community engagement, educational benefits, supporting local biodiversity and providing a wildlife resource. By providing regular outdoor activity food growing can also help to improve health and reduce health inequalities (Leicester Food Plan 2021 - 2026).

7.11 Climate change has become, and will increasingly become, an issue of central importance to the health and wellbeing of our local communities. However, actions to mitigate climate change would also help mitigate health inequalities. For instance, increasing physical activity through active travel, making nutritious and sustainable food readily available and improving air quality and housing will reduce the risk of obesity, cardiovascular and respiratory disease, and will also contribute positively to the climate crisis (See Chapter 6: Climate Change and Flood Risk).



Bridge at High Cross Shopping Centre

7.12 The primary health care needs of the city are being looked at as part of the Local Plan Infrastructure Assessment.

Policy HW01. A Healthy and Active City

The city council is committed to reducing health inequalities, increasing life expectancy, improving quality of life and encouraging physical activity. ~~by:~~ **Therefore, it will support development in Leicester that provides for healthy lifestyles, contributes to the creation of healthier communities and helps reduce health inequalities.**

The council will seek to maximise the potential health gains from development proposals and ensure that any negative impacts are mitigated. All major development proposals must be supported by a Health impact Assessment (HIA) to demonstrate that full consideration has been given to health and wellbeing and the principles of active design (Policy HW02).

The Local Plan will promote Health and Wellbeing by:

- ~~a) Assessing major developments for their health impact. This will include how the development will contribute to improving health and reduce health inequalities. Where adverse impacts are identified, the development will be expected to demonstrate how it will address or mitigate these impacts (HW02)~~
- b) Improving pedestrian and cycle access, to green and open spaces (**Policies** DQP01, OSSR03 & T03)
- c) Improving access for all, to the city's health facilities and services; to leisure, sport and

- recreation facilities; and to protect and enhance where appropriate (see chapters 13 and 18)
- d) Promoting high levels of regular exercise through active travel by making the public realm and pedestrian and cycle routes safer and more attractive and by promoting fifteen-minute neighbourhoods (**Policy** T03)
 - e) Good design including inclusive design (**Policies** DQP01, DQP03 and Chapter 16)
 - f) Seeking to improve air quality by tree planting and other methods (**Policies** T02 and DQP04)
 - g) Encouraging opportunities for access to fresh food e.g. through the retention and provision of allotments, community gardens, orchards and innovative spaces for growing food, such as green roofs; particularly where there is demand for food growing space in the vicinity of the application site. This includes the temporary use of vacant or derelict land, the use of incidental open space in housing areas, and other open spaces where this does not conflict with other policy objectives or land use priorities
 - h) The inclusion of productive trees (including fruit trees) and plants, in landscaping proposals for new developments where appropriate (**Policy** DQP04).
- ~~h) The inclusion of productive trees (including fruit trees) and plants in landscaping proposals for new developments where appropriate (DQP04)~~

Health Impact Assessments (HIA)

7.13 A Health Impact Assessment (HIA) is a useful tool in determining planning applications where there are expected to be significant impacts on health and wellbeing. They should be used to reduce adverse impacts and maximise positive impacts on the health and wellbeing of the population, as well as assessing the indirect implications for the wider community.

7.14 HIA's are usually forward looking and can be carried out at any stage in the development process but are best undertaken at the earliest stage possible. As a minimum, they should form part of the material submitted to support the relevant planning application. Any HIA's that are submitted will be quality assured by the council's public health team.

7.15 However, whenever possible, they should be prepared earlier to ensure that health and wellbeing is considered fully at the outset of the development planning process. Where development sites are near administrative boundaries the HIA will need to consider appropriate cross boundary issues.

Policy HW02. Health Impact Assessments (HIA)

- a) In conjunction with policy HW01 all major development proposals will be required to demonstrate that they would have an acceptable impact on health and wellbeing. This should be demonstrated through a:
- HIA where significant impacts on health and wellbeing would arise from that proposal; or
 - HIA Screening Report which demonstrates that the proposed development would not overall give rise to negative impacts in respect of health and wellbeing
- b) Where a development has significant negative or positive impacts on health and wellbeing the council may require applicants to provide for the mitigation or provision of such impacts through planning conditions and/or financial/other contributions secured via planning obligations and/or the council's Community Infrastructure Levy (CIL) charging schedule

For clarity, major development is defined as:

All forms of development where:

- **The number of houses provided is 150 or more; or**
- **The site area is 5 ha or more and it is not known whether the development falls within sub paragraph 1(i)**

All forms of urban development (not involving housing) where:

- **The area of development exceeds 1 ha; or**
- **In the case of industrial development exceeds 5 ha**

Waste development

~~7.16 However, whenever possible, they should be prepared earlier, to ensure that health and wellbeing is considered fully at the outset of the development planning process. Where development sites are near administrative boundaries the HIA will need to consider appropriate cross boundary issues.~~

~~7.17 Major development proposals are more likely to have significant impact in terms of health and wellbeing, which is recognised by national guidance. As such a HIA will be required to support developments defined as follows:-~~

~~All forms of residential development where:-~~

~~The number of houses provided is 150 or more; or~~

~~The site area is 5 ha or more and it is not known whether the development fall within sub-paragraph 1(i)~~

~~All forms of urban development (not involving housing) where:-~~

~~The area of development exceeds 1 ha; or~~

~~In the case of industrial development exceeds 5 ha~~

~~Waste Development~~

Delivering Design Quality

Evidence Base

8.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Townscape Analysis and Design Guidance - Evidence for Character Areas (2022)

Tall Development in Leicester (2022)

Building for a Healthy Life (2020)

National Design Guide (MHCLG) (2021)

National Model Design Code (MHCLG) (2021)

Background

8.2 Places affect us all – they are where people live, work, and spend their leisure time. Good design ensures that new buildings and spaces function in a manner which is socially, economically, and environmentally acceptable. A place is made up of buildings, landscape and infrastructure, some of which is likely to endure longer than the buildings themselves.

8.3 Well-designed places should be inclusive and available for people to enjoy as they spend time in them, improve their health & wellbeing and to create feelings of safety, belonging and community cohesion. They should be visually attractive and sympathetic to local character and history. Places should be able to last for many years and accommodate a range of uses and activities that support the people of Leicester's everyday lives. Good design is fundamental to the creation of well-designed, attractive, successful and sustainable places and to the quality of life for us all.

8.4 To achieve this, new development must understand and respond to Leicester's unique and locally distinctive context to integrate effectively into the built, natural and historic environment. It should promote the image of Leicester as an exciting modern city and improve the quality of life and health of the city's residents. Landowners and developers must undertake effective and meaningful engagement with communities and other interest groups.

8.5 The use of design codes, briefs and masterplans will be supported to help deliver high quality design. The council will seek to work pro-actively with landowners and developers in the preparation of design documents to meet the council's spatial objectives and design policies. In the absence of these, the National Model Design Code and National Design Guide will be used to

assess development proposals. The council will require specifications for materials and construction sections and plans at planning application stage. This is to agree a quality benchmark and avoid a later diminished quality of materials and design.

8.6 To ensure high design standards and good place making, all proposals for 10 or more dwellings must demonstrate, through a design statement, how they have been designed to meet Building for a Healthy Life (or any subsequent standard) and the 10 characteristics of well-designed places as outlined in the National Design Guide. If 'Building for a Healthy Life' or the National Design Guide is superseded or replaced, then the council reserves the right to require compliance with any future standard. This would be fully addressed either as part of future plan review, or supplementary planning documents (SPDs) for the avoidance of doubt.

8.7 The council will produce a series of SPDs which will expand upon the policies within this chapter to set our design visions and expectations for achieving well- designed places. These include but are not limited to:

Urban Design SPD

Tall Development SPD

Character Areas SPD

Parking Standards and Design SPD

Policy DQP01. Design Principles

Development will be permitted subject to consideration of the following design principles:

#) The site and its wider context, including the area's local character. New development should help create a new character if one does not exist already. Development should integrate well into their surroundings, be informed by analysis and based upon a clear and robust design rationale.

#) It contributes positively to its context in terms of its design whilst ensuring that development is comprehensive and co-ordinated, making the most efficient use of land. It will be expected to create or strengthen the sense of space, making the area easily navigable for all.

#) It provides routes, where feasible, for all modes of transport ensuring connections to the wider area and future development proposals. New routes should be clear to all users which prioritise walking and cycling as well as for those who have limited mobility.

#) It provides adequate, conveniently located parking for all vehicles, particularly cars and cycles, which is well-integrated with the development and has suitable landscaping.

#) It contributes to the creation of a vibrant and safe public realm which makes the best use of existing and new landscaping. It provides active frontages and high quality public spaces where feasible.

#) It provides an appropriate mix of uses including a mix of homes, tenures, types and sizes

inline with needs set out in policy Ho03 housing mix.

#) It provides well-designed and integrated solutions layout, internal and external spaces, for services, utilities and waste management.

#) It uses high quality materials which are made to last.

#) Buildings are able to be designed to be adaptable for both the changing needs of their owners and also to changing social, technological and economic conditions. Homes should be adaptable to allow homes to grow with their occupiers.

Development proposals for 10 or more dwellings will be assessed against the principles of the Building for a Healthy Life design tool and the characteristics of well-design places in the NDG. Design and Access Statements should explain how schemes have been designed to reflect these principles and characteristics

Further guidance is contained within ~~adopted which are outlined more fully in the National Design Guide and National Model Design Code~~ and any development should reflect the requirements contained in these documents as well as any future replacements.

~~Context, Character and Identity~~

- ~~a) Respond positively, informed by analysis, to the site and its local and wider context including its history and heritage, setting of heritage assets, townscape and streetscape, key views, natural and landscape features, site orientation and features to conserve and enhance~~
- ~~b) Respond positively, informed by analysis, to an area's local character, distinctiveness and identity at all levels and scales, including typical characteristics and pattern of housing and streets to distinctive and prevailing features~~
- ~~c) Create or contribute to a new character and identity where an existing place has limited positive qualities~~
- ~~d) Integrate well into their surroundings, so they relate well to them and contribute positively physically, visually and socially~~
- ~~e) Provide a clear and robust design rationale, informed by the above, for the design concept and how it has evolved into the design proposal~~

Built Form

- ~~a) Contribute positively to its context in terms of scale, height, amount, massing, urban form, layout, siting, appearance, façade design and roofscape including fenestration, detailing and materials. Development which fails to respect and improve an area will be resisted~~
- ~~b) Create or strengthen a sense of place and make it easy for everyone to find their way around and through the pattern or arrangement of development blocks, streets, buildings and spaces to create memorable features, recognisable places and a coherent form of development~~
- ~~c) Consider development comprehensively and in a co-ordinated way to enable the efficient and most effective use of land, to allow a sustainable amount and mix of uses to support local facilities and transport networks—across multiple sites where possible—~~
- ~~d) Where needed to respond to the context, their townscape role and the need to increase densities, well designed bespoke home types will be required~~

Movement and Connections

- a) Provide, maintain or improve the network of routes for all modes of transport within and through the development site ensuring connections to the wider area, taking into account existing communities and defined future development proposals whilst recognising the need for privacy and security in new development
- b) Provide a clear and connected layout of different types of streets and spaces, a street hierarchy, to add to a sense of place and help people find their way around. Incorporate green infrastructure to create character, improve air quality and contribute to biodiversity. Create streets which are designed as social spaces that encourage low vehicle speeds where the pedestrians and cyclists come first rather than simply as routes for cars and vehicles to pass through
- c) Prioritise and encourage walking and cycling by providing routes that are safe, well-connected, convenient and accessible for all including those with limited mobility
- d) Provide well-integrated, conveniently sited, well landscaped and safe car and cycle parking that contributes positively to place-making and the public realm. It should not dominate the development or have a detrimental impact upon the appearance of the area
- e) Maximise opportunities for improving and extending the existing network of public transport routes, pedestrian and cycling routes in the city

Public Realm

- a) Create high quality public spaces that are appropriately located and connected into a network of routes, feel safe, secure and inclusive, are accessible to all and encourage social interaction
- b) Make the best use of existing and new landscaping, materials, lighting, public art, and street furniture. Public spaces should be versatile to accommodate people with different needs and a range of activities to ensure the spaces are well-liked and well-used
- c) Contribute to a vibrant and safe public realm by providing active frontages including appropriately sized, well-positioned and designed main entrances, lobbies and communal areas. Consideration will need to be given to the types of homes to maximise individual doors to streets. This is to encourage activity and engagement between buildings and spaces and natural surveillance. Developments that incorporate living spaces on the ground floor will need to be well designed to balance the need for privacy and surveillance

Mix of uses

- a) Provide an appropriate mix of uses and facilities within a development to meet the needs of the occupants and the neighbourhood which will support everyday activities and create sustainable and walkable places

- b) Provide a mix of homes tenures, types and sizes to create well balanced, stable and inclusive communities

Homes and buildings

- a) Provide well-designed homes and buildings that relate positively to the private, shared and public spaces and streets around them, contributing to social interaction and inclusion
- b) Provide good quality internal and external environments for their users promoting health and well-being
- c) Provide a clear distinction between public, communal, shared and private spaces with well-designed boundaries and thresholds that are appropriate to the context
- d) Use materials that are of high quality and made to last
- e) Provide homes and buildings with well-designed, well-positioned and well-integrated private or shared external spaces. These need to be fit for purpose, easily accessed to encourage use and appropriate for their required use. Adjacent internal uses need to be safe and secure and consider how environmental factors may affect usability
- f) Consider the relationship between internal spaces, circulation routes and entrances, the need for daylight and ventilation (including integrated mechanical provision), the need for privacy, and the provision of external amenity space to provide high quality buildings
- g) Consider the day to day use and functioning of buildings and places providing well considered design solutions for waste storage and management, services & utilities and cycle storage so that they are unobtrusive, and well-integrated to minimise visual impact and avoid clutter

Resources and Lifespan

- a) Consider in the design at the outset, and provide for future management and maintenance for all areas for the lifetime of the development
- b) Provide a layout, form and mix of uses that reduces the use of resources and follows the energy hierarchy
- c) Create homes and external spaces that can adapt to the changing needs of their users and the way they live over time
- d) Create buildings and spaces that are adaptable and flexible which can respond to changing social, technological and economic conditions. In particular, demonstrate the ability to adapt the size of homes (e.g. from small to larger homes) in higher density developments which contain a high proportion of smaller homes or cluster flats

Building for a Healthy Life and National Design Guide

- a) All proposals for ten or more dwellings, should demonstrate, through a design statement, how they have been designed to meet Building for a Healthy Life standards and the 10 characteristics of well-designed places as outlined in the National Design Guide. Proposals that demonstrate a poor standard of design will not be acceptable

Tall Development

8.8 Well-designed tall developments can make a positive contribution to Leicester, when located in sensible locations and where the context of the surrounding area is properly assessed and addressed. However, tall developments by their nature are very prominent in their context. This has meant that tall development has not taken the form of elegantly proportioned, one off tall buildings, or made a positive contribution to townscape and the image of the city. Tall developments on their own or together can have both significant scale and mass and can form a cluster of buildings.

8.9 What is defined as 'tall' is dependent on the surrounding context. **Leicester is generally of low to mid-rise scale and there is a clear difference in ambient heights across the city. The 'Tall Development in Leicester' Evidence Base Document, dated November 2022, provides a comprehensive understanding of tall development in relation to Leicester.** The general prevailing height of the city centre of Leicester is 4-5 residential storeys. This reduces to residential 3 storeys in the fringe area. Therefore, **taking this into account Policy DQP02** this development plan defines tall development as:

~~A development of any height which is substantially taller than the prevailing height of the surrounding area. This can be defined as 9 metres (broadly 3 residential storeys) taller~~

~~A development where any element of built form is above 24 metres (8 residential storeys)~~

8.10 Tall development in the city centre is defined as above 24 metres and below 45 metres. **There are only a handful of tall developments that exceed 45 metres in height (broadly equivalent to 15 residential storeys) in the city.** Therefore, **buildings in Leicester above 45 metres high, have a potential to significantly impact on townscape. Accordingly** Any development over 45 metres **in height** would be considered to be super tall in Leicester and would have a significant impact on the townscape of city & city centre. Therefore **and** there are very limited opportunities for super tall development at this scale. ~~They would only be allowed in exceptional circumstances as defined by a future supplementary planning document.~~

8.11 Where tall development already exists on a site it should not be assumed that tall development of the same scale, mass and built form is acceptable. In addition, proposals to change the appearance of tall development will be assessed using the same design and locational criteria.

8.12 Leicester City Council will produce a supplementary planning document to provide further

guidance on tall development. This will provide further information relating to specific areas for consideration when proposing taller development in Leicester. It will identify:

- Heritage assets
- Views: including local townscape, local heritage, sky-line and views and vistas of city wide significance
- Significant public spaces and parks
- Transport hubs
- Areas of the city undergoing growth and change (See Character Area and Tall Development in Leicester evidence base)
- Local environment requirements and impacts
- Design quality expectations

8.13 Until the council adopts any supplementary planning documents, the existing character area evidence as defined in chapter 9 of this plan and the associated tall development in Leicester document should be considered.

8.14 The supplementary planning documents will also identify areas in the city which have potential for some tall development. It will also identify areas that are considered to be constrained and there is extremely limited opportunity for tall development.

Policy DQP02. Tall Development

In consideration of planning applications, tall development in Leicester is defined as any development that is substantially taller than the prevailing height of the surrounding area:

- **Within the city centre and character areas as defined on the adopted policies map this is 24 metres and above**
- **Within the rest of the city this is 18 metres and above**
- **Any development over 45 metres would be considered ‘super tall’**

Planning permission will be granted for tall development where it meets the following design and locational criteria:

- a) Responds positively to context, including scale, mass, built form and proportions, composition, urban grain, streetscape, topography, public open spaces and landscape, rivers and waterways
- b) Tall development should be well-proportioned in terms of slenderness when viewed from all frontages with well-design component parts, in particular how it meets the sky (top) and ground (base)
- c) Has a positive impact on local townscape views, local heritage views, Leicester’s skyline and views and vistas of city-wide significance

- d) Will have a positive relationship with public spaces and parks
- ~~e) Any proposal is accompanied by a comprehensive assessment and analysis of considerations as identified in this policy~~
- f) Has an appropriate or no impact on the local environment including microclimate (wind), air quality, night-time appearance, light pollution, overshadowing and the lack of sunlight and daylight within the development itself, and to neighbouring buildings, streets and public realm
- g) Demonstrates adequate levels of privacy between adjacent properties and within the development
- h) Demonstrates that there are no cumulative impacts from existing, consented and proposed tall development and that the arrangement and spacing of tall development will allow the individual built forms in a cluster to be read as one entity, for example, by providing clear visual breaks where the sky is visible, avoiding a merging of built forms to create an overbearing monolithic impact of both significant scale and mass
- i) Will not prejudice the future development potential of adjacent sites
- j) Exhibits an exceptional standard of architectural quality in scale, form, massing, proportion, silhouette and facade materials and detailed surface design and articulation
- k) Exhibits a design that reflects or references human scaled design appropriate to the context, townscape and heritage of Leicester and local street-based qualities
- l) Provides uses and a design at street level that interacts with and contributes positively to its surroundings and context including providing generous, well designed public spaces around the base

#) Includes measures to reduce energy demand and prevent overheating (also see Policy CCFR03.)

#) Any proposal is accompanied by a comprehensive assessment and analysis of considerations as identified in this policy



Jubilee Square

8.15 All buildings must be designed to present active frontages to maximise natural surveillance from buildings over the public realm, thereby reducing the scope for and fear of crime. This will largely be achieved by incorporating the optimum number of doors and windows into buildings at ground level and by ensuring the proposed use of this space allows active frontages.

8.16 The main access points to buildings, especially apartment buildings, must be via high profile and well-designed entrance lobbies positioned within the main façade of a building, which should address the public realm. Primary access points will not normally be allowed, to the side and rear of buildings.

8.17 Incorporating accommodation to the ground floor of apartment buildings that are built up to the public realm can be particularly challenging. Development should be designed to protect the privacy of ground floor residents.

8.18 Street clutter should be avoided through, for example, consideration of the location, numbers, need and design of street furniture and equipment.

8.19 Open space must be designed to a high standard with full consideration given to inclusive design, and to the relationship between the open space and the surrounding buildings. It must be located where it can be accessed safely and conveniently.

Inclusive Design

8.20 For Leicester to be a “confident city” our neighbourhoods, buildings, streets and spaces need to be consistently designed to be accessible and inclusive **to all. For design to be inclusive, it must be ensured that people are placed at the heart of the design process, enhancing the quality of the city’s spaces and places, ensuring their continuing relevance and minimising the need for awkward, costly and unsightly alteration in the future. Places and spaces that are convenient and enjoyable for all to use, must be designed with diversity in mind; addressing the specific physical, sensory, cognitive and social needs of people protected by current equalities legislation.** To help achieve this, developers should:

- Adopt the principles of inclusive design from the earliest stages of the development planning process
- Meet the latest inclusive design and access standards and good practice
- Where necessary review and ‘rebalance’ other design priorities to ensure that inclusive design is given sufficient weighting

8.21 This applies to all planning and development schemes, including area-wide initiatives, public realm schemes, transport infrastructure, and both residential and non-residential development. Inclusive design principles should also apply to internal layouts and design.

Policy DQP03. Inclusive Design

New developments should be of inclusive design so that they: **This will be achieved by:**

- ~~a) Can be used safely, easily and with dignity by all so that they are convenient and welcoming with no disabling barriers and all people can use them independently and without undue effort, separation or special treatment~~
- a) delivering safe, legible and logical environments which are places and spaces that are convenient and enjoyable to use for everyone, and bring together the design and management of a development from the outset and over its lifetime. (in line with Policy DQP01)**
- b) Meet the particular access needs of disabled and older people, as well as people with other ‘protected characteristics’ (as required by the Equality Act 2010)
- c) Are designed for likely future demographic trends, particularly in relation to an ageing society and the need for Leicester to be a ‘dementia friendly’ city

Landscaping

8.22 The city council expects to see an integrated approach to the use of soft and hard landscape features. This should involve the use of existing landscape features, topography and areas of planting which have amenity or ecological value, planting and hard landscaping that contributes to the street scene and provision for adequate maintenance to be provided.

8.23 The city council has an established strategy for trees and will seek to protect trees which enhance the public amenity of Leicester by ensuring that development schemes take account of existing trees and by making Tree Preservation Orders where necessary. Any landscaping scheme should meet a high standard of inclusive design.

New Paragraph: In assessing the landscape implications of planning applications the site context, proposed layout, future uses and maintenance all need to be taken into account and detailed in a Landscape Design Statement. The Council will not permit schemes that result in the net loss of landscape features of visual and biodiversity value, and all opportunities for new planting and habitat creation should be fully explored. The Council welcomes landscape design which incorporates principles of sustainability such as use of local materials, low energy consumption for construction and maintenance, local recycling of water through surfaces which increase the permeability of the ground (such as SUDS or multifunctional green infrastructure), good pedestrian/cycle links and facilities to reduce car use.

Policy DQP04. Landscape Design

Development will be expected to:

- a) Retain landscape features such as topography, hydrology and existing vegetation, woodlands, trees and hedgerows
- b) Justify and mitigate the loss of any existing landscape features
- c) ~~Respect and give consideration to the p~~**P**~~rotection and enhancement of irreplaceable habitats such as ancient woodlands and veteran trees~~
- d) Consider aspect and shading, and avoid creating a later pressure for removal of trees and other features
- e) Provide a landscaping scheme which forms part of an integrated design approach, including overall layout, access routes, lighting and street furniture

#) Provide new 'tree lined' roads and streets alongside other appropriate related landscaping.

- f) Provide a landscaping scheme that is designed to a high quality, including to high inclusive

- design standards, and provide a variety of functions, such as SuDS, play space and shading
- ~~g) Provide a landscape design statement to evidence commitment and concepts towards providing high quality landscape proposals~~
 - h) Ensure that the maintenance and management of existing and new landscaping is provided for a minimum of the first five years, including replacing any dead or vandalised stock and demonstrate that satisfactory long-term maintenance and management is secured
 - i) Ensure planting schemes take into consideration how the landscape will mature, seasonal changes and its relationship to biodiversity
- #) Provide a landscape design statement to evidence commitment and concepts towards providing high quality landscape proposals**

Backland, Tandem and Infill Development

8.24 The need to provide new housing and promote sustainability can be met through redevelopment at higher densities and the development of infill and backland plots. These developments can meet elements of the city's housing need and contribute to the supply of housing. They must be well planned to avoid real or perceived harm to the amenity and privacy of existing and future residents, as well as harm to the character of a neighbourhood.

8.25 To assess access and highways requirements, discussion will be required with the local transport authority and/or any subsequent relevant guidance.



Housing at Ashton Green

Residential Amenity and New Development

8.26 With a move towards greater mixing of homes with other land uses the issue of amenity is of particular relevance. It is important to provide residents with a quality living environment.

Policy DQP05. Backland, Tandem and Infill development

Backland, **Tandem and Infill** development for new dwellings will be acceptable subject to the following:

- a) The development potential of adjoining land is not unreasonably prejudiced
- b) Satisfactory access in terms of highway safety, highway function, perceived and actual safety can be provided
- c) Development should minimise the number and frequency of vehicle accesses off an existing highway
- d) Tandem development of single dwellings will not normally be acceptable
- e) The number of dwellings, size, **scale**, design and layout shall allow for space around dwellings, existing and proposed landscaping, car parking arrangements, and take account of the relationship to, and character of, neighbouring property and the area. **Backland development in particular should take into account space around all dwellings, existing and proposed.**
- f) Privacy, light, outlook and residential amenity shall be maintained for existing and new dwellings by careful regard to separation distances, window positions, orientation of dwellings, levels, screening and landscaping
- g) Development shall be designed and assessed to allow for reasonable extensions to dwellings including through permitted development. Development that does not reasonably allow for permitted development will not normally be accepted
- h) **Proposals for** All backland **and infill** development must be adequately drained following SuDS principles with no net increase on green field run off rates
- i) Development will respect the historic environment. In conservation areas, back- land development will seek to ensure that the overall character and urban grain of the area is retained. Any new development will need to be sympathetic in terms of size, scale and design to its specific location

Policy DQP06. Residential Amenity

In determining planning applications, **the agent of change principle will be engaged. Accordingly, proposals should not cause unacceptable harm to the living conditions of existing and future residents and includes situations where the new use is more sensitive than nearby existing uses and could be adversely affected by them.**

~~The following factors concerning the amenity of existing and future residents will be taken into account, both individually and cumulatively with the existing situation:~~

- a) Noise, light, vibrations, smell and pollution (air, water and ground) caused by the development

and its use

- b) Any impact to the visual quality of the area
- c) The management of waste and potential litter problems
- d) Additional parking and vehicle manoeuvring
- e) Privacy, overshadowing, overlooking, overbearing impact and adequate natural light
- f) Safety and security
- g) Access to key facilities by walking, cycling or public transport to ensure adequate accessibility by sustainable methods

Recycling and Refuse Storage and Waste Management

8.27 The location and siting of recycling and refuse bins can create an adverse impact on the visual quality of the street scene, reduce visual surveillance and prevent a means of access to the rear of properties. It is essential that new homes have adequate utility space inside and areas outside for the storage of segregated waste.

Policy DQP07. Recycling and Refuse Storage

- a) Both new development and conversion schemes should have sufficient refuse storage space to allow segregated waste collection. Storage space for refuse bins and the appropriate provision of space for recycling facilities should be integral to the design of new development and, where possible, conversion schemes
- b) Facilities should be secure, their impact on the street scene should be minimised, and access for collection and management should be provided. Where bins can only be stored at the front of properties, provision should be made for them to be screened from the street

8.28 Designs to meet Policy DQP07, should be in line with Leicester City Council's Waste Management Guidance.

Shopfronts and Security

8.29 New shopfronts can enhance the street scene, and a case can sometimes be made for security shutters. The design of the shopfront will be expected to be an integral part of the design of the whole building and avoid crude fittings. If security shutters are necessary, then roller shutter housing should be mounted within the building and the shutter curtain must be well designed and

complement the street scene. Particular care will be taken with applications on listed buildings and in conservation areas.

8.30 External security shutters should be seen as an exception and business owners should consider alternative measures such as internal shutters, demountable grilles, security cameras and alarm systems.

Policy DQP08. Shopfronts and Security

The design of new shopfronts and roller shutters will be expected to be an integral part of the design of the whole building, consistent with it in quality and treatment of materials and proportioned to respond to the lines of the façade of which it forms a part.

In existing buildings, replacement shopfronts and roller shutters will normally be approved only if they:

- a) Maintain or improve upon the quality of the front they are to replace
- b) Relate well to the building they are to occupy and to the street scene in materials, form and proportion
- c) Are designed to be unobtrusive
- d) Shutter curtains provide visibility into the shop when they are in place
- e) Are of an appropriate material, design and finish, applied before installation

Signs and Banners

8.31 Advertisements and signs are practical necessities and can promote the economy of the city and provide visual interest and vitality. The design of signs should be an integral part of the design of the building façade, which are design to respect the vertical emphasis and advertisements which display ingenuity of design and detail will generally be encouraged.

8.32 Over dominant, inappropriately designed and located signs, and those that cause unacceptable light pollution, will not be approved. The council will also control the display of banners, flags, and advertisement boards which cause unnecessary clutter. Particular care will be taken with advertisement applications on listed buildings and in conservation areas. Internally illuminated signage is unlikely to be acceptable on listed buildings. Levels of illumination should be in accordance with the table below.

Table 6. Internally illuminated signs: levels of Illumination

Illuminated area	Zone 1	Zone 2
(Units in Candelas per m ²)	Medium district brightness areas (e.g. small town centres, urban locations).	High district brightness areas (e.g. town and city centres with high levels of nighttime activity).
Up to 10m ²	800	1,000
Over 10m ²	600	600

8.33 Media screens and mesh wraps are relatively new forms of advertising and will not be acceptable where they have an unacceptable impact on visual amenity, highway or public safety.

Policy DQP09. Signs and Banners Advertisement Design and Location

Consent will be given for signs and advertisements ~~unless~~ where they:

- a) ~~Do not~~ Relate well to the building on which they are fixed and to the surrounding area
- b) Do not ~~Have~~ a harmful impact on visual amenity
- c) Do not ~~Cause~~ unacceptable light pollution
- #) Protect the ~~loss of amenity~~ of neighbouring and nearby uses through in regard ~~of~~ excessive glare, light spillage or sky glow
- d) ~~Would have an unacceptable~~ Protect impact on highway safety

Projecting and Fascia Signs

8.34 A maximum of one projecting sign per frontage will normally be permitted. Fascia and projecting signs above the level of first floor windowsills will not normally be permitted.

8.35 The council will also control the display of banners, flags and other types of advertisements which produce an unacceptable cluttered effect on the street scene.

Media Screens

~~8.36 Media screens will be acceptable unless they:~~

- ~~a) Cause an unacceptable impact on visual amenity; or~~
- ~~b) Would have an unacceptable impact on highway safety; or~~
- ~~c) Would be contrary to criteria in relation to advertisement design~~

8.37 Media screens displayed in buildings where they are visible from the public realm should be designed so that they are well proportioned and well integrated within the existing shopfront and streetscape.

8.38 Free standing media screens in the public realm should not contribute to a cluttered environment, taking into account existing street furniture and advertisements.

DQP##. Media Screens

Media screens will be acceptable unless they:

- a) Cause an unacceptable impact on visual amenity; or**
- b) Would have an unacceptable impact on highway safety;**
- c) Would be of poor design which doesn't not relate well to the structure or building they are attached to.**

Mesh wrap advertisements

~~8.39 Mesh wraps that cover buildings, or large parts of buildings, will be acceptable unless they would:~~

- ~~a) Cause an unacceptable impact on visual amenity~~
- ~~b) Would have an unacceptable impact on highway safety~~

DQP##. Mesh Wrap Advertisements

Mesh wraps that cover buildings, or large parts of buildings, will be acceptable unless they would:

- a) Cause an unacceptable impact on visual amenity**
- b) Would have an unacceptable impact on highway safety**

Architectural and Feature Lighting

8.40 The 'Architectural and Feature Lighting Strategy' found on the Leicester City website, for the city sets out an approach for identifying the best lighting opportunities within the city centre in order to enhance the quality of the night time environment in a coordinated way. Lighting proposals should aim to bring out the character of the city, highlight the rich heritage, add visual interest, enhance security and encourage the night time economy.

8.41 The approach to lighting a building should be carefully considered and the various options explored. In general, buildings with interesting architecture should be lit delicately, picking out and enhancing the best architectural features. A successful lighting scheme will have areas that are intentionally left dark and areas which are lit. The dark, light and shadow should all play together in a balanced way.

8.42 Designers are encouraged to discuss their proposals at early concept stage with building owners and planning officers before proceeding with detailed design work.

Advertisement Hoardings

8.43 Advertisement hoardings that screen development sites can provide visual interest and stop derelict or vacant sites being visible from the street scene. However, advertisement hoardings can be detrimental to the street scene and harm the character of an area. The city council has successfully taken enforcement action against inappropriate hoardings. Temporary advertisements would be expected to be in place for a maximum of three years, plus the time taken to construct the development.

Policy DQP10. Advertisement Hoardings

Advertisement hoardings, including digital hoardings, will only be permitted to screen a derelict building or site, subject to the design being appropriate for the timescale of the redevelopment and subject to requirements to remove at a specified date.

Advertisement hoarding signs in other circumstances, or other advertisements unrelated to the site, will not normally be permitted.

Changing Places and Public Toilets.

8.44 The need for public toilets is more prevalent amongst certain groups such as the elderly, disabled, children and people suffering from bladder or bowel conditions. The lack of provision can deter people going out in the community, increasing the risk of social isolation and poor mental health. A changing places toilet provides important sanitary accommodation for people with multiple and complex disabilities who have one or two assistants with them.

8.45 Commercial development proposals are encouraged to assess the local provision of public toilets, and improve on/provide public toilets, including the provision of accessible toilets. Leisure providers are encouraged to provide public toilets or improve the accessibility of existing facilities. These should be in compliance with the following standards.

Policy DQP11. Changing Places Facilities

In addition to standard accessible WCs, 'Changing Places' toilet facilities should be provided in larger buildings and complexes, such as:

- a) Major transport termini or interchanges
- b) Sport, leisure and community facilities, including large hotels
- c) Cultural centres, such as museums, concert halls and art galleries
- d) Stadia and large auditoria
- e) Shopping centres, major supermarkets and shop-mobility centres;
- f) Key civic and community buildings
- g) Educational establishments
- h) Health facilities, such as hospitals, health centres and community practices

Central Development Area

Evidence Base

9.1 There are several background studies that will underpin policies in this plan. The studies for this chapter are published on our website.

Townscape Analysis and Design Guidance – Evidence for Character Areas (2022)

Local Housing Needs Assessment (2022)

Economic Development Needs Assessment (2021)

Central Development Area Capacity Study (2022)

Leicester City Centre Offices Study (2019)

Tall Development Evidence in Leicester document 2022

Background

9.2 The regeneration of Leicester is a key theme of this development plan. Detailed analysis of the central area of Leicester has identified areas which have distinctive characters and different development objectives. Within this central area a managed approach to change will be implemented. This is based on townscape character management (see Diagrams 6, 7 & 8), which seeks to maximise sustainable development opportunities and prioritises brownfield land.

9.3 Major housing growth is planned for the Central Development Area (CDA) with at least 6,286 new homes planned by 2036. This is around 30% of the city's planned housing provision with the majority of this being provided on brownfield land. This area will make a significant contribution to addressing the city's future housing needs.

9.4 Much of the development activity needed to enable restructuring of the economy will occur within and around the city centre, within the Central Development Area. Leicester's future economic prosperity will depend on making sure that it appeals to a skilled and mobile workforce as an attractive place to live and work. The quality of life, environment, housing, jobs and the cultural, leisure and retail offer of the city and central area in particular, will play a major role in this. **Development within the CDA will be required to contribute to making this area as easily accessible via sustainable transport options as possible. This will be achieved by new development contributing towards new cycling and walking infrastructure both in the development itself and the locale, as well as ensuring that connections are improved to**

nearby public transport interchanges as well as the 'ongoing' council led improvement schemes such as Transforming Cities and Connecting Leicester.

9.5 In order for development to come forward successfully, the provision of infrastructure to enable sites to be accessed and serve the existing and new communities is very important. Infrastructure includes education facilities, public realm, highways, and other transport improvements.

Purpose

9.6 The aim of the Central Development Area is to enable the city council to direct, optimise and encourage investment whilst managing development appropriately within a local context. High quality design will be used to help create certainty and developer confidence whilst maximising development on brownfield land.



Orton Square

Diagram 6. Central Development Area and the Character Areas

Policy CDA01. Central Development and Management Strategy

The Central Development Area (CDA) will be the focus of major housing development, employment, and physical regeneration to provide the impetus for economic, environmental, and social investment and provide benefits for existing and future residents **and those who work, visit and learn within the city.**

Within the CDA development proposals will be expected to take into account other relevant policies within this plan including those related to tall development (policy DQP02) and any Supplementary Planning Document the council may choose to produce, post adoption of this plan. New development within the CDA must be comprehensive, well co-ordinated and complement and build on delivery programmes and any additional planning documents. All new development within the character areas will be expected to follow the principles of townscape character management (See Diagrams 6 & 7 and Table 7).

Article 4 directions will be used where appropriate to protect specific uses which are required for the vitality and viability of the CDA.

New development in the Central Development Area will be required to:

- Create well balanced communities by providing a range of high-quality homes and employment opportunities to meet the needs of Leicester and support its goals of prosperity and economic growth
- **Deliver 6,178 homes and a minimum of 40,000 sqm of office space**
- Create high quality residential neighbourhoods which have access to a range of facilities
- Create high quality, well designed, safe, urban environments that provide mixed use buildings and spaces which are based on the principles of townscape character
- Provide improved opportunities for leisure and cultural activity
- Promote continued investment in the major sports stadia and associated facilities including other relevant secondary uses such as hotels
- Promote continued investment in university related projects including university masterplans
- Improve opportunities for walking, cycling and public transport **through new and improved infrastructure provision and separation of modes.**
- Improve accessibility to jobs, homes, services, and connectivity between areas including the riverside and water corridors
- Protect and enhance designated and other heritage assets and where the city council considers appropriate encourage the use of heritage-led regeneration
- Protect existing habitats and enhance or create new areas for wildlife
- Be comprehensive and co-ordinated, complementing and building on delivery programmes and supplementary planning documents

Defining the Character Areas

9.7 Following comprehensive assessment of the Central Development Area, the city council has divided the area into 14 distinct areas. These includes 9 Character Areas and 5 other Regeneration Areas. These areas reflect the individual context of the area and are based on the area's defining characteristics. (See Diagram 6).

9.8 The 9 Character Areas include:

Railway Station
 Mansfield Street
 St. Margaret's
 Wharf Street
 Belgrave Gateway
 LRI and DMU
 St. George's Cultural Quarter
 Old Town

New Walk

Other Regeneration Areas

Waterside

Abbey Meadows and Pioneer Park

Leicester City Football Club

University of Leicester

Walnut Street

Character Areas - Policy Basis and the role of Future Guidance

9.9 These areas all have distinctive characteristics which the city council expects development to protect and enhance. The expected uses in each of the 14 areas are set out in the individual policies below.

9.10 Within the character areas change is expected to be managed, depending on its character as is shown in Table 7 and Diagrams 7 & 8.

Character Area Evidence Base Documents

9.11 The policies contained within this chapter are shaped by and build on the individual character area assessment evidence base documents which set out the council's aspirations for these areas. A web link to each character area document can be found at the end of each policy.

Future Supplementary Planning Documents

9.12 After the Local Plan is adopted the council will produce supplementary planning documents which will develop these areas further. Priority will be given to those areas that will undertake significant change during the plan period.

9.13 For each of the character areas, supplementary planning documents will set out the following:

- A vision for the area
- A masterplan
- Relevant special policy areas and development areas, where the council will work positively with landowners to deliver specific interventions
- Specific design codes - These will be developed in collaboration with key stakeholders and communities. They will consider context, movement, nature, built form, identity, public space, uses, homes and buildings as set out in the National Model Design Code June 2021 and set

clear expectations for achieving well designed places

9.14 These documents will establish the relevant townscape management options attributed to a particular area (that is described in the following pages) and will provide the basis to develop policies, objectives and clear guidance for development that is tailored to the circumstances and context of each character area. The documents will also focus on directing and prioritising development, provide townscape guidance specific to each character area, building heights, and identifying pro-active aims and interventions. This includes public realm, transport, heritage, and streetscapes.

Townscape Character Management

9.15 Each character area will be managed based on the following principles depending on the overriding character of the area:

- Respect and protection of heritage assets
- Evolution without significant change
- Developing an area's character
- Intensification by increased density and higher density building types
- Redevelopment

Table 7. Character Area Management Options

Character Area management options	Respect and protection of heritage assets	Evolution without significant change	Developing an areas character	Intensification by increased density and higher density building types	Redevelopment
New Walk	X	X			
Old Town	X	X			
St. George's	X	X	X		
LRI and DMU	X	X			
Belgrave Gateway			X		



New Walk and Museum

Diagram 8. Character Area Development and Management Plan

Criteria to Guide New Development in the Character Areas

9.17 To successfully manage development within these areas, the following criteria are important for any development.

1. Character and Identity

Development should enhance the character, identity and sense of place by considering the built, natural, and historic context, responding to it ecologically, socially and aesthetically. All development should contribute to the unique character of the area by protecting and enhancing existing heritage assets and achieving creative re-use, while ensuring that they will continue to make a significant contribution to the area as it undergoes change. All development should celebrate the Character Area's local distinctiveness and create memorable places that are visually attractive and offer a unique experience to its users.

2. Cohesive, Vibrant and Inclusive Neighbourhoods

Ensure everyone's health, safety, and quality of life creating buildings, streets and spaces that encourage people of all ages, backgrounds, and abilities to meet and mix. All development should use the appropriate built form, layout, scale, and mixture of uses and tenures to create a welcoming and attractive place for people to live work and visit. There should not be any differentiation between the quality of market and affordable housing.

3. Diversity

Within each Character Area variety, choice, and design sensory richness should be provided in keeping with local distinctiveness. Development should promote and create mixed-use communities through providing a diverse range of facilities, activities, and residential typologies

with good access to public transport.

4. Ease of Movement

Ensure, improve, and promote ease of movement, accessibility, and connectivity within the Character Area and to the surrounding neighbourhoods. The use of creative and innovative solutions for reducing car-dominated streetscapes should be considered to promote safe and welcoming pedestrian and cycle movement. This is to allow direct and convenient access to existing and new local services, facilities, and open spaces. Active frontages and doors on streets, especially along main and secondary pedestrian connections will maximise natural surveillance over the public realm.

5. Legibility and Permeability

Ensure that each Character Area can be properly understood and easily navigated. There should be a positive relationship between the fronts and backs of buildings and structures, together with clearly defined public and private spaces, well-defined block and street pattern and distinctive townscape markers. Future development should enhance and create a clear and permeable hierarchy of streets, routes, and spaces to provide safe and convenient ease of movement by all users.

6. Public Realm and Landscape

Create a high-quality public realm with well-managed and maintained areas that incorporate natural features and new green infrastructure. Development and future changes within the Character Area should deliver attractive and well-located public realm and landscape features that contribute to a greater cohesion of the streetscape. Places for people to rest, meet and gather, together with the insertion of trees, landscaping and planting will encourage inclusivity and social integration, enhancing people's quality of life and a place's perception.

7. Adaptability and Flexibility

Anticipate the need for change to buildings and outdoor spaces so that they function well today, last for the future and can adapt to changing needs. This includes accommodating the changing dynamics of family life, the needs of older people, the ways residential and workspaces are used, environmental changes and future expansion of the development.

8. Lifespan

Development should be robust, easy to use and to look after. Materials should be chosen in accordance with their function and context, with the ability to be maintained overtime and age well.

Policy CDA02. New Development Within the Character Areas

Within the character areas as identified on the policies map, any new development will be expected to meet the following requirements. Further detail will be provided within subsequent supplementary planning documents:

- New buildings and extensions to existing buildings will be expected to be built to a height in line with the tall buildings policy (**Policy** DQP02 'Tall Development')
- Nationally and locally listed buildings, other identified heritage assets, including the protection of key views will be **preserved** ~~protected~~ and enhanced
- Non-listed buildings which have been identified as making a positive contribution to the townscape should also be retained where possible
- To improve connectivity both within the character area and to surrounding areas, development should seek to create new connections which improve the streetscape and enhance the quality of existing connections for pedestrians and cyclists
- New development should create active frontages which maximise natural surveillance and provide interest for passers-by. This will be of particular importance at ground floor level
- New development should by its design improve the character and appearance of the character area
- New development should be designed to repair the building lines of streets especially on vacant plots to prevent fragmentation within the character areas
- Provide new green infrastructure which makes a significant contribution to the development's place making and adds positively to the aims and objectives of the character area
- **Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed**

Infrastructure required to support development will also be sought. This can be found in Appendix 4.

Uses within the Character Areas and the Other Regeneration Areas

9.18 The central development area will be the focus of major housing development, employment, and physical regeneration to ensure that the city remains a viable and sustainable location and that communities can develop and flourish. This will mean that at least 6,286 additional dwellings will be expected to be delivered within this area.

9.19 To ensure that individual objectives are met within each of the character areas particular land

uses will be encouraged. These are set out in the policy and supporting text below.

9.20 Any new uses which come forward within these areas will need to be able to co-exist with the existing uses, based on the 'agent of change' principle. Development will be expected to provide suitable mitigation before the development has been completed.



Granby Street

The Character Areas

The Railway Station

9.21 The vision for the railway station is for it to be a primary gateway and office destination within the city centre. It will be a vibrant and distinctive place that is easy to find, walk and cycle around. It will reconnect the railway station with the Culture Quarter and strength connections to the city centre.

Railway Station Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver a new railway station entrance that creates a new well designed public space and public

realm and reconfigures the transport hub to strengthen its visual and physical presence
Improve the physical and visual connection between the Railway Station, St. George's Cultural Quarter, and future development to the east of the character area. This will be through improved infrastructure, street and public realm improvements and creating direct legible routes
Allow a mix of uses in order to create an active and vibrant destination
Improve wayfinding and connections from the station to key city destinations to the southwest, including both the Leicester Tigers and Leicester City Football Club stadiums

Policy CHA01. The Railway Station

Within the area defined as the Railway Station Character Area on the adopted policies map, development will be expected to support Leicester City Council's aspirations for high quality office development within this area. **Development should contribute to forming a primary gateway to the city by maintaining and enhancing views of the station.**

This will be achieved by:

- Delivering a minimum of 20,000 sqm of high-grade office space (Class E(g) (i))
- **Ensuring new office development utilizes rainwater in line with Policy CCFR06.**
- Delivery of improvements to this primary city gateway including the creation of new high quality public realm
- Strengthening pedestrian connectivity from the station to the city centre **by closing Station Street to traffic and giving active travellers priority on Fox Street**, improving the infrastructure and transport hub
- Allowing a mix of uses which are ancillary to support the office development, such as hotel, food and drink, and leisure where they do not detract or undermine delivery of this or other nearby character areas
- **Supporting development which improves and maintains views of the new station entrance**
- **Supporting development between the station and the ring road to improve the link between the station and St George's Character Area**
- **Supporting new landscaping to improve the area's green infrastructure**

[Link to character area document](#)

Mansfield Street

9.22 The vision for Mansfield Street is to create an emerging commercial and city living community with Church Gate at its heart. It will be within with easy walking distance to city based services and facilities. Mansfield Street will be a place where the unique historic legacy of Leicester is enhanced and celebrated with a new identity created through the integration of the old and new.

Mansfield Street Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver public spaces through enhancing the streetscape along main pedestrian corridors and streets, with trees, planting, and places for people to rest, meet and gather
- Ensure that Church Gate becomes the 'neighbourhood heart' that has a 'new, healthy and green' street, which gives priority to pedestrians and cyclists as well as providing areas for people to 'dwell'. Trees and planting should be provided along with active frontages to promote natural surveillance and activity
- Ensure that new development encourages the sensitive re-use and improves the setting of currently isolated heritage assets by reconfiguring building lines, opening up connections and improving views to provide clear visual and physical links
- Provide a safe, welcoming and pleasant pedestrian and cycle network that creates a walkable city-living community and reintegrates Abbey Park into the city
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment. (Ho3 'Housing mix & type')

Policy CHA02. Mansfield Street

Within the area defined as the Mansfield Street Character area on the adopted policies map, it is expected that development will be primarily residential led regeneration **centred on Church Gate**, that supports and maintains the ongoing provision of a mix of **residential and commercial** uses in the area. **New development should incorporate heritage buildings into the area's new identity.**

This will be achieved by:

- The provision of high-quality residential development (Class C3)
- Within the area of Mansfield Street that is also within the central shopping core as defined by the adopted policies map, development should be retail focused (Class E(a))
- Within the area east of Abbey Street new development should complement its existing commercial and industrial character of the area through the provision of new business uses (Class E(c) & Class E(g))
- **Introduction of new public realms including landscaping and tree planting along**

Church Gate, Short Street, Sandacre Street, Savoy Street and Abbey Street and giving active travellers priority on Church Gate

- **Supporting redevelopment of surface parking to provide growth of mixed use, create new streets and improve the public realm**
- **Supporting active frontages particularly along primary pedestrian thoroughfares**
- **Encouraging development adjacent to the ring road to improve the connection between the neighbourhood and neighbouring St Margaret's Character Area**

Development should safeguard the following Key Views within (or impacting upon) the Mansfield Street Character Area:

- **Looking east down Causeway Lane towards Great Meeting House**
- **Looking Northeast up Belgrave Gate towards St Mark's Church**

[Link to character areas document](#)

St. Margaret's

9.23 The vision for St. Margaret's is to create a mixed-use neighbourhood, with homes for rent and sale. The area will have a new heart and will reconnect and enhance the historic setting of St. Margaret's Church with its local industrial heritage. It will be a welcoming and well-connected place that celebrates its waterfront location and improves connectivity with Abbey Park and the city centre, making it a walkable destination for all.

St Margaret's Character Area objectives are to:

- Ensure a comprehensive approach to development by delivering an area-wide masterplan that sets out a deliverable and cohesive vision
- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve connections between Abbey Park and the city centre through legible gateways, enhanced and safe pedestrian and cycle routes and network of green spaces
- Provide well-designed public spaces adjacent to the canal to connect people with the water and create active frontages and enclosure to Abbey Park
- Enhance Foundry Square as St. Margaret's 'neighbourhood heart' creating a civic space for the whole community. Elevate the square's townscape presence through improved enclosure, public realm and changing the building lines to reinstate prominence of St. Mark's Church
- Create a network of diverse public spaces along main pedestrian routes, while enhancing the existing ones (St. Margaret's churchyard, Corah Green, Foundry Square)
- Create new east-west connections through the currently impenetrable and illegible former Corah

works urban block

- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')

Policy CHA03. St. Margaret's

Within the area defined as the St Margaret's Character Area on the adopted policies map it is expected that development will be masterplan lead regeneration **particularly of the waterfront,** based around the creation of a new residential neighbourhood. **Development should support a welcoming neighbourhood that's both well connected and walkable.**

This will be achieved by:

- Delivering a balanced mix of residential types and tenures including housing where feasible (Class C3)
- Allowing offices (Class E (g)i) and leisure uses where they are subordinate to residential development **and utilise rainwater in line with Policy PCCFR06**
- Improving the connectivity with Belgrave Road/Golden Mile and east–west across the area and continuing to improve connectivity and footfall to Abbey Park from the city centre
- Achieve creative reuse of underused industrial architecture and heritage assets
- **Supporting phased development**
- **Supporting development to further enclose Foundry Square and improve views of St Mark's Church**
- **Supporting development giving priority to active travel and minimising private vehicle use and new landscaping and green infrastructure to better connect Abbey Park with the city**
- **Supporting the development of active frontages to create a safer and more welcoming public realm**

Development should safeguard the following Key Views within (or impacting upon) the St. Margaret's Character Area:

- **Looking East along Sanvey Gate towards St Margaret's Church**
- **Looking Northeast along Canning Place past 11 Canning place and St Margarets Churchyard towards the Corah Building**

[Link to character areas document](#)

Wharf Street

9.24 The vision for Wharf Street is to create a growing mixed-use neighbourhood that connects the city centre to surrounding communities. It will be a well-served, well-connected place, with a city living, neighbourhood identity and a new heart. Development will be expected to enhance local heritage and to establish its own identity. Industrial and employment are considered to be appropriate uses and they will be integrated to the neighbourhood.

Wharf Street Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Create a 'neighbourhood heart' for a growing community through a brand-new well-designed public space in front of Lee Circle car park
- Wharf Street South will become a 'new, healthy and green' street that gives priority to pedestrians and cyclists as well as providing places to dwell. Trees and planting should be provided along with active frontages to promote natural surveillance and activity
- Reconfigure the street network around Lee Circle car park to maximise walking and cycling and improve the settings of heritage assets
- Provide a safe, welcoming, and pleasant street network to create a walkable city-living community
- Make changes to building lines where this is desirable and achievable
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment (Ho3 'Housing mix & type')
- **Deliver mixed use developments which is residential led providing retail, and some leisure use in ground floor units where feasible to create active frontages**
- Allow for a mix of uses that will co-exist as an essential part of the area's character and contribution to the city centre

Policy CHA04. Wharf Street

Within the area defined as Wharf Street character area on the adopted policies map it is expected development will support the continued **introduction of residential uses to the area through mixed use development of vacant or unoccupied plots. This will result in a mix of residential development with ground floor food and drink and retail uses and some light industry.** ~~creation of an emerging residential neighbourhood.~~

This will be achieved by:

- Ensuring that any new development complements the already emerging residential neighbourhood including the existing mixed-use development

- Ensuring the delivery of a mix of residential development (Class C3) including housing where feasible
- **Ensuring new office development utilizes rainwater in line with Policy CCFR06**
- **Supporting development which will maintain a mix of uses**
- Supporting **the provision of new Class E(a) and (b) uses including retail and food and drink uses. Within the central shopping area the priority should be for new retail** ~~new-retail (Class E(a)) within the central shopping area and ancillary food & drink uses (Class E(b)) elsewhere within Wharf Street~~
- Provision of new leisure and community facilities where they support **a focal point for** the emerging new neighbourhood
- To make adequate provision for new public realm infrastructure (both on site and off site) where feasible **including a new public space in front of Lee Circle**
- **Supporting the development of vacant sites and existing buildings to increase active frontages**

Development should safeguard the following Key Views within (or impacting upon) the Wharf Street Character Area:

- **Looking Southwest from St Matthew's Way towards the former Zion Chapel and Spa Place**
- **Looking North along Bedford Street towards 2-14 Jubilee Road**

[Link to character areas document](#)

Belgrave Gateway

9.25 The vision for Belgrave Gateway is to create a well-served mixed-use neighbourhood that successfully balances its local neighbourhood character to the east, supports family homes, and its prominence to the west. It will enhance streets and spaces to safely connect surrounding communities to Abbey Park. Its vibrant heart shared by the wider community will be enhanced. The unique views of St. Mark's Church will be protected. Industrial and employment uses are appropriate within this area and will be well-integrated into the neighbourhood.

Belgrave Gateway Character Area objectives are to:

- Ensure a comprehensive and coherent approach to development between Belgrave Gate, St. Margaret's and Wharf Street character areas
- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve connectivity between Abbey Park with the city through legible gateways, enhanced, safe and welcoming pedestrian and cycle connections and a legible network of public spaces.

- Redefine the relationship to the waterfront by providing enhanced public realm next to the canal, increasing surveillance and activity to the edge of the water and providing enclosure to Abbey Park
- Better integrate employment and residential uses, allowing them to co-exist and positively contribute to the area's overall environment
- Enhance Russell Square as Belgrave Gate's 'neighbourhood heart' a key placemaking area with a unique historic setting and views
- Deliver homes that offer a varied mix of dwellings in line with the housing needs assessment (Ho3 'Housing mix & type')

Policy CHA05. Belgrave Gateway

Within the area defined as Belgrave Gateway character area on the adopted policies map it is expected that development will support the overall aim of managed residential regeneration **particularly for family homes**, as well the continuing roles of existing education, residential and employment uses within the area. **Development should reinforce the role of the historic centre and enhance the local public realm.**

This will be achieved by:

- Delivering new residential development (Class C3)
- Expanding and enhancing the existing Leicester College Campus (Class F1(a))
- Supporting and enhancing the existing employment uses within the northern area of Belgrave Gateway (Class E (g)iii, B2 & B8)
- Providing new hotel uses (Class C1) where it can satisfy the requirements of a sequential test **regarding suitability for retail uses**
- Facilitating the regeneration of the existing frontage along both sides of Belgrave Gate to improve and encourage movement through the area and in turn improve connectivity with the adjacent Belgrave Road/Golden Mile
- Enhancing this important gateway and its links to the city centre
- **Supporting development to enclose Foundry Square where this maintains and improves views of St Marks Church**
- **Support development which enhances the public realm at Russell Square**
- Continuing to improve connectivity and footfall to Abbey Park from the city centre **by enhancing green spaces and giving active travelers priority between the canal and Belgrave Gate**

Development should safeguard the following Key Views within (or impacting upon) the Belgrave Gateway Character Area:

- **Looking East Along Woodboy Street towards St Mark's Church**
- **Looking South down Shackleton Street towards 7 Woodboy Street**

[Link to character areas document](#)

Leicester Royal Infirmary and De Montfort University

9.26 The vision for Leicester Royal Infirmary and De Montfort University is for a growing mixed-use area and city destination that connects the city centre to surrounding neighbourhoods. It will be part of a well-served, well-connected neighbourhood with an established community to the south and student accommodation to the north. De Montfort University will be the heart of the character area with its vibrancy and diversity. A better integrated LRI campus will positively enhance the townscape and public realm.

Leicester Royal Infirmary and De Montfort University Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Improve the network of streets for pedestrians and cyclists which link the city centre to adjoining neighbourhoods in the west of the city
- Provide improvements to key nodes and junctions, such as infirmary Square to enhance their townscape contribution by creating well-designed and well-enclosed public spaces
- Work in partnership with the University of Leicester NHS Trust and De Montfort University on development strategies for their facilities, ensuring that townscape and design objectives are aligned especially along main pedestrian and cycle routes, streets and spaces and public facing areas
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')
- **Ensure housing stock remains occupied by enacting the city's Empty Housing Strategy**
- **Restrict permitted development at 15-21 The Newarke Article 4 Direction Area**

Policy CHA06. Leicester Royal Infirmary and De Montfort University

Within the area defined as 'Leicester Royal Infirmary and De Montfort University' character area on the adopted policies map, development will be expected to support the continuing role of the existing hospital, university, and rugby stadium (Welford Road). **Development should support the function of the area as a city wide destination which is vibrant, open and diverse.**

This will be achieved by:

- Supporting development directly related to the Leicester Royal Infirmary, De Montfort University, Welford Road Stadium (Leicester Tigers) and ancillary uses such as Student Accommodation (Sui Generis) and other uses where there is a proven need or guided by a defined masterplan
- **Supporting a mix of student accommodation and family homes in this area**
- ~~Enhancing the connectivity across the area and LRI campus and providing positive interfaces to the public realm integrating the LRI and DMU campus with the surrounding neighbourhoods~~
- **Supporting development to improve the public realm throughout LRI including giving active travellers priority and improving connections between the hospital and the DMU Campus**
- **Supporting development which protects and enhances the area's townscape and heritage**
- **Supporting development to enclose Infirmary Square and improve the public realm as an arrival point for patients, staff and visitors**
- **Supporting development of vacant sites and existing buildings in line with Policy DQP01**
- Retail development (Class E (a)) within the parts of the Character Area contained in the defined central shopping core

Development should safeguard the following Key Views within (or impacting upon) the Leicester Royal Infirmary and De Montfort University:

- **Looking west along Newarke Street towards The Magazine**
- **Looking North from in front of The Hawthorne Building towards Turret Gateway and St Mary De Castro and south towards the former Gateway Boys School**

[Link to character areas document](#)

St. George's Cultural Quarter

9.27 The vision for 'St. George's Cultural Quarter' is to create a unique and distinctive identity of

culture and creativity that will support a welcoming and vibrant neighbourhood. It will be a much-cherished city destination with heritage and townscape richness. It will provide new mixed-use workspace development and enhance connections to the Railway Station and the Phoenix Theatre. It will consolidate the mix of owner occupiers and encourage the for sale/private residential market.

9.28 Within this area there will be allocated a comprehensive office development providing a minimum of 20,000 sqm of office floorspace to encourage new companies into the area.

St. George's Cultural Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area. **Small scale office developments as well as some food and drink uses will be supported within residential led developments where feasible. These should occupy ground floor units to create active frontages**
- St. George's Street will become a 'new, healthy and green' street, establishing it as the main connection between the Railway Station, the Phoenix cinema and Arts centre and the new office-led mixed-use area. Priority will be given to pedestrians and cyclists, as well as providing places to dwell. Trees and planting should be provided along with active frontages to promote natural surveillance, activity, and social interaction
- Deliver a new public space in front of Phoenix Theatre's extension as a secondary 'neighbourhood heart'. This is in addition to Orton Square and should be delivered by new development
- Ensure that the place-making qualities in the west of the area are continued and delivered by new development in the east
- Improve enclosure and increased surveillance around St. George's churchyard to enhance the pedestrian experience
- Deliver high quality office-led mixed-use development in the east of the character area
- Promote opportunities for creative workspaces and start-ups that appeal to artists and creative companies to enhance the area's rich cultural offer
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')

Policy CHA07. St. George's Cultural Quarter

Within the area defined as 'St. George's Cultural Quarter' Character Area on the adopted policies map, development will be expected to meet the council's aim for the area for mixed use heritage character regeneration.

This will be achieved by:

- Providing a minimum of 20,000 sqm of high grade offices (SL01) **ensuring this utilizes rainwater in line with Policy CCFR06**
- Supporting proposals for small scale office development (Class E g (i))
- **Supporting proposals for residential development inclusive of a range of dwelling types based on the requirements of Policy Ho03 'Housing mix & type'**
- **Supporting increase in residential uses through mixed use development**
- Supporting proposals for the expansion and enhancement of 'Curve' and Phoenix Cinema and proposals for other similar leisure uses
- Supporting proposals for food and drink uses to increase footfall within the area (Class E (b))
- Supporting proposals for employment & creative development such as workspaces and creative start-ups units that assists in making the area a lively and creative environment, appealing to artists and creative companies
- Improving the public realm including linking through the public spaces of Orton Square and St George's Churchyard **creating a new public square in front of The Phoenix Theatre and supporting the development of ground floor units on St George's Street for Class E uses**
- **Prioritising active travel, increasing landscaping and introducing street furniture**
- **Encouraging the renovation and re-use of empty buildings to maintain character and reduce consumption of new materials**
- **Only permitting loss of cultural facilities where their redundancy can be proven in line with Policy CT02**
- **Supporting development of sites in the east of the neighbourhood and further active travel links across the ring road to improve connection between St George's and the rest of the city including the Station Quarter**

Development should safeguard the following Key Views within (or impacting upon) the St George's Cultural Quarter:

- **Looking west down Southampton Street towards The Curve Theatre**
- **Looking down Rutland Street towards Odeon Cinema and Orton Square**

[Link to character areas document](#)

Old Town

9.29 The vision for Old Town is to create a vibrant historic core with concentrated heritage richness that reflects Leicester's history. It will be a unique tourist destination with multiple "hearts" and attractions. It will visually and physically reconnect the heritage and cultural gems east and west of the city centre. It will be a place for high quality family homes where mix and owner occupiers are encouraged, offering a balance of uses.

9.30 The old town is the city's historical core and contains unique heritage that includes the Castle Mott, Cathedral and latterly the grave & Visitor Centre for King Richard III. It has the city's highest concentration of important heritage, architectural and archaeological assets that has built up over several centuries, which should be conserved and enhanced. Historically, this area was the city's legal quarter which means it has a commercial attraction for small offices.

9.31 The vision for this area will be achieved by only allowing high-quality residential development, by maintaining & developing high quality small offices (Class E (g) (i)) of between 100 and 1,000 sqm and enabling further tourism and economic growth that gives due consideration to the significance of this part of the city.

Old Town Character Area objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Promote the conservation, enhancement, and sensitive use of heritage assets **in line with national policy set out in the NPPF**
- **The council will work with local stakeholders including land owners to support delivery in this area**
- Improve the visual connection between the heritage assets of the east and the west by opening up views when opportunities allow
- Deliver small scale improvements to further enhance the cycling and pedestrian network, especially across the ring road
- Provide improvements to key gateways to enhance their townscape contribution and legibility by creating well-designed and well-enclosed public spaces
- Deliver homes that offering a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')
- Allow for a mix of uses that will co-exist as an essential part of the area's character and contribution to the city centre. High quality small offices will be supported

Policy CHA08. Old Town

Within the area defined as 'old town' character area on the adopted policies map development will be expected to ~~strongly protect~~ **preserve** and enhance the unique historical character of this area.

This will be achieved by:

- Expecting all development to support the overarching aim of heritage-based regeneration
- Ensuring that new high quality residential development (Class C3) does not detract from important heritage assets within the area **in line with Policy HE01**
- **High quality family housing will be supported while maintaining a mix of uses**
- Supporting proposals for the provision of small offices (Class E (g) (i))
- Supporting new retail development (Class E (a)) within the central shopping area
- Supporting proposals for tourist based leisure uses which support the heritage aims and objectives of the area
- **Supporting development to improve the public realm between Edith Murphy House and The Magazine**
- **Supporting development to improve active travel links across St Nicholas Circle**
- **Supporting development to prioritise active travel, introduce new landscaping and improve green infrastructure**
- **Supporting development of existing buildings and empty sites which will increase active frontage**

Development should safeguard the following Key Views within (or impacting upon) the Old Town Character Area:

- **Looking West down Newarke Street towards the magazine**
- **Looking West from Jubilee Square towards St Nicholas' Church**

[Link to character areas document](#)

New Walk

9.32 The vision for New Walk is to create an area that is a truly walkable neighbourhood with New Walk at its heart. This will be the 'city's promenade' displaying Leicester's Georgian legacy. It will be an ideal place to live and work and will connect the city-centre to the surrounding residential areas. It will be a place where small scale office development blends in with high-quality residential uses within the area's fine-grained urban fabric.

9.33 All new development or conversions will be expected to help create a high-quality environment. Proposals should also promote the conservation, enhancement and sensitive use of

listed buildings and conservation areas. Within this area changes to community uses commonly found in residential areas will be acceptable where they do not adversely affect residential amenity.

New Walk Character Area Objectives are to:

- Manage building heights and massing in accordance with the townscape appraisal to positively respond to the context and future development objectives of the character area
- Deliver small scale improvements to enhance the pedestrian and cycle network in the area
- Improve connectivity, pedestrian experience and wayfinding along Waterloo/ Tigers Ways between the Railway Station and the Welford Road Stadium and Leicester City Football Club regeneration area
- Manage small scale incremental development such as 'backland development' and upwards extensions to ensure that the area's existing townscape and place-making qualities are protected
- Promote the conservation, enhancement and sensitive use of heritage assets
- Deliver homes that offer a varied mix of dwelling types in line with the housing needs assessment. (Ho3 'Housing mix & type')
- Allow for the ongoing provision of a mix of uses that will co-exist as an essential part of the area's character and contribute to the city centre. Existing offices will be retained where their quality permits, unless they are unsuitable for modern office uses
- **Support the development of some residential uses where this would not negate the dominance of office uses**

Policy CHA09. New Walk

Within the area defined as 'New Walk' character area on the adopted policies map development will be expected to be conservation led development which creates a high-quality living and working environment. **Development should support a walkable neighbourhood.**

This will be achieved by:

- Ensuring that new development protects and enhances the New Walk area and important heritage assets
- Delivering small scale offices and retaining existing offices where their quality permits (Class E (g)(i))
- Allowing new education Uses (F1 (a))
- Providing **high quality** residential (Class C3) and student accommodation (Sui Generis) on existing vacant plots
- Promoting retail (Class E (a)) within the London Road shopping centre

- Supporting growth in residential uses
- Encouraging the retention of existing office space where its quality permits, to maintain the dominance of these uses
- Encouraging the renovation and re-use of empty buildings to maintain heritage character and reducing consumption of new materials
- Promoting retail (Class E (a)) within the London Road shopping centre
- Supporting development which improves the public realm by prioritising active travel, introducing landscaping and improving green infrastructure particularly along Regents Road and Tigers Way
- Applying heritage policies to development where new frontages are proposed as in line with Policy HE01.

Development should safeguard the following Key Views within (or impacting upon) the New Walk Character Area:

- Looking south down King's Street towards Holy Trinity Church
- Looking West along Lancaster Road towards the War Memorial and Victoria Park

[Link to character areas document](#)

Other Regeneration Areas

1. Abbey Meadows and Pioneer Park

9.34 The Abbey Meadows and Pioneer Park regeneration area is split into four distinct areas these are:

Abbey Meadows

Pioneer Park

Employment Land

The National Space Centre (NSC) and Abbey Pumping Station

a) Abbey Meadows

9.35 The focus for development within Abbey Meadows area is based around developing residential communities (new and existing) at Wolsey Island, the former BUSM site at Ross Walk and Abbey Meadows west. It will be important to make sure that these areas are properly linked to existing adjacent communities. Specific focus is required on the canal and riverside to ensure that ecology is enhanced and proper connections are created between the Science and Innovation Park, Belgrave and Abbey Park by providing appropriate pedestrian and cycle routes and bridges. The provision of a vehicular access spine road is required, along with new public open space and access to education and health care. In addition, mixed uses and community uses will be required including accommodating demand for school places.

b) Pioneer Park

9.36 The focus for development within the Pioneer Park area will be the continued development of the Science and Innovation Park. Within this area the following will be expected:

A centre for research

Development and technology-based business

Associated educational use

Associated research institute which can demonstrate a need either to be located within the park or to be near the National Space Centre

9.37 Employment investment within the Enterprise Zone will be encouraged especially from the science, innovation and hi-tech manufacturing sectors.

c) Employment Land

9.38 Within this area the employment land will be retained for the provision of Classes E(g)iii, B2 and B8 uses to help the city meet its future employment needs.

d) The National Space Centre (NSC) and Abbey Pumping Station

9.39 Within the area of the National Space Centre and Abbey Pumping Station development will be supported which promotes the role of the National Space Centre (NSC) and Abbey Pumping Station for tourism and education including D1 (except places of worship).

Policy ORA01. Abbey Meadows and Pioneer Park

Within the area shown as Abbey Meadows on the policies map all new development will be expected to support the creation of new and existing communities within Abbey Meadows and the wider area. This will be achieved by:

Development being primarily residential (class C3)

Provision of additional community uses (Class E(e & f)) Class F1(b,c,d,e,f) and Class F2(b&c) and Education (Class F1(a)) where there is a proven need

Within the area shown as Pioneer Park on the adopted policies map, **the council will work with key stake holders, in the delivery of a science and innovation park.** ~~proposals which support the delivery of a science and innovation park will be acceptable.~~

This will be achieved by supporting proposals for:

- Development and technology-based business and innovation centre building (Class E(g ii))
- Associated Education Uses (Class F1(a))
- Associated Research Institute (No Use Class)
- Other non-residential community uses (Class E (e & f)) Class F1(b, c, d, e, f)



Housing at Wolsey Island

2. Waterside

9.40 The vision for Leicester's Waterside is to create a thriving urban neighbourhood that provides a unique and vibrant place to live. **The council has adopted a 'Waterside' SPD which provides a development vision for the area and provides further guidance around its delivery.**

Development will provide new offices and space for local businesses to flourish **and where existing buildings have become redundant, reuse of these buildings will be encouraged for other employment uses.** Opportunities to reconnect Leicester to its waterfront will be taken to improve leisure, green connections and wildlife. Within the Waterside area it will be expected that all streets and buildings are built to a high standard of design to ensure that this is an area which values its history whilst embracing its future. **Due to its location the next to the river, Sustainable Drainage Systems (SuDS) will be required across the whole Waterside area. Natural SuDS should be incorporated on sites adjacent to the River Soar and Grand Union Canal where possible, to minimise flood risk, improve water quality, provide public amenity and incorporate features to benefit biodiversity.**

Policy ORA02. Waterside

Within the area defined as Waterside on the adopted policies map development will be expected to meet the council's aims of creating a thriving urban neighbourhood around the River Soar.

This will be achieved by:

- Delivering high quality residential development, which include houses where feasible (Class C3)
- Promoting new office development where there is a defined need (Class E (g)(i))
- Delivering associated community (F1 use class) and Education (Class F1(a) uses)

3. University of Leicester

9.41 The vision for the University of Leicester is to consolidate and improve its operational campus (F1(a)) and to support the creation of new student accommodation to meet the needs of the

university. Opportunities will be supported that improve the provision for walking, cycling and public transport **particularly around London Road, New Walk, Regent Road and University Road**. This is to improve accessibility and connectivity to the city centre **and wider area**. The preservation and enhancement of designated and non-designated heritage assets will be a priority. **The council will also take into account, in its decision making, any future new or updated masterplan developed by the University.**

Policy ORA03. University of Leicester

Within the area defined as 'University of Leicester' on the adopted policies map, development will be expected to enhance and support the role of the university as an important higher educational facility. This will be achieved by:

- Supporting the continued development of the university (Use F1(a)) and its **vision for development.** masterplan
- Allowing new student accommodation where there is a proven need (in line with policy Ho8 'student development')
- Allowing other non-residential community uses (Class E(e & f)) Class F1(b,c,d,e,f)

4. Leicester City Football Club (LCFC)

9.42 The vision for the LCFC area is to seek opportunities to consolidate and improve the stadium and associated facilities. Ancillary supporting development such as a hotel or other uses normally found around sporting stadia will be considered. Opportunities to improve provision for walking and cycling will be encouraged and supported. The need to preserve and enhance the Scheduled Ancient Monument (Raw Dykes) will be a priority.

Policy ORA04. Leicester City Football Club (LCFC)

Within the area defined as 'Leicester City Football club' on the adopted policies map, development will be expected support the continued development of the football stadium and associated facilities. This will be achieved by:

Supporting the expansion and enhancement to the King Power (LCFC) Stadium

Supporting proposals for ancillary development such as hotels and other developments which are normally found at and around sporting stadia

Delivery of residential use (class C3) where it does not undermine the proposals for the expansion and enhancement of the stadium

5. Walnut Street

9.43 The vision for the Walnut Street area is to create a growing regeneration area which mixes existing residential housing, community uses and other uses which are normally found in residential areas. The area should also create connections between the LCFC regeneration area, the Leicester Royal Infirmary and De Montfort University character area.

Policy ORA05 – Walnut Street

Within the area defined as Walnut Street on the adopted policies map, development will be expected to be residential in nature.

This will be achieved by:

- Delivering new residential development (Class C3)

- Improving connectivity between the city centre, LCFC regeneration area, the LRI and DMU character areas

Heritage

Evidence Base

10.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Draft Leicester Heritage Action Plan (2022)

Leicester Local Heritage Asset Register (2022)

~~2022)~~

Leicester Heritage at Risk Register (2020)

Background

10.2 The historic environment is an important asset for the city. Leicester has a rich and varied historic environment which contributes to our knowledge and understanding of the past.

10.3 The historic environment also has wider social, cultural, economic and environmental benefits to the city. It helps define an area, creates a sense of place and serves as a focal point for civic pride, tourism, inward investment and the creation of jobs. Careful management of the historic environment is necessary to ensure its importance is recognised, enjoyed by all and that it can continue to contribute to the success and growth of the city.

The Historic Environment

10.4 Leicester currently has 11 Scheduled Monuments, protecting 'nationally important' archaeological remains. In addition to this, there are currently 39~~67~~ listed buildings within the city, reflecting their national importance as buildings of special architectural or historic interest. There are also 25 conservation areas currently and over 430 ~~442~~ buildings and sites of local interest, as well as 6 nationally listed Historic Parks and Gardens. All forms of heritage assets will be regularly reviewed and may be subject to changes. The many trees within conversation areas also make a positive contribution to their character and appearance.

10.5 In addition to the national and local planning policies, where the council identifies a particular risk to a heritage asset, they can consider applying an Article 4 direction. Article 4 directions are a tool available to the council which can be used to withdraw permitted development rights from a heritage asset where it is considered necessary in order to safeguard its special architectural or

historic interest.

10.6 Controls over the display of advertisements must be exercised in the interests of amenity and public safety. Factors relevant to amenity include the presence of any feature of historic, architectural, cultural or similar interest. Policies DQP-09, **DQP10, DQP11 and DQP12** and 40 on signs, banners, **media screens** and advertisement hoardings are set out in Chapter 8 Delivering **Design** Quality Places. The following policies of this chapter will also be taken into account where their content is material to an application for advertisement consent.

10.7 See Appendix 02 for a list of conservation areas, historic parks & gardens, and locally listed assets.

Leicester's Archaeology

10.8 Leicester has a substantial number of significant archaeological remains, including several scheduled monuments reflecting its 2000 years of continuous occupation.

10.9 The council has a duty to pay special regard to the preservation of these sites, **both above and below ground**. The city's Historic Environment Record (HER) indicates that many remains lie beyond the city's historic core, however not all archaeological remains lie below the ground.

10.10 Leicester has a wealth of archaeological evidence of its history. The city is fortunate that a significant proportion of its archaeological alert area has been investigated through excavation and the findings in each case, thoroughly and professionally recorded over time. This has given the city a comprehensive picture of the city's development over time.

10.11 The council has also identified an Archaeological Alert Area which extends over the area of the Roman and medieval settlements, Roman and medieval extra-mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon buried archaeological remains. However, it should be noted that archaeological remains are not confined to the Archaeological Alert Area.

Diagram 9. Heritage

Policy HE01. The Historic Environment

The council will seek to **conserve** the significance of the city's heritage assets **and promote the enjoyment of these assets**.

Applications for development that is likely to have an impact on heritage assets will be expected to describe the significance of the affected heritage assets and the contribution made by their setting. This should be done in consultation with the relevant Historic Environment Record. Heritage Impact Assessments and Archaeological Assessments will be required for development impacting on heritage assets, which demonstrate steps taken to mitigate these impacts.

Proposals affecting heritage assets will be subject to the following considerations:

a) Great weight will be given to the conservation of designated heritage assets in the first instance.

b) Clear and convincing justification will be required for any harm or loss to a designated heritage asset.

c) Proposals resulting in substantial harm to, or loss of, a designated heritage asset should be refused, unless the harm is necessary to achieve substantial public benefits that outweigh the harm, or if the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and**
- Viable uses cannot be found through marketing to enable its conservation in the medium term; and**
- It is not possible to conserve the asset through grant-funding or ownership by a charity or public body; and**
- Development which brings the site back into active use outweighs the loss or harm.**

d) For proposals resulting in less substantial harm to designated heritage assets, the harm should be weighed against public benefits, including securing its viable use.

e) For proposals affecting non-designated heritage assets, a balanced judgement will be taken having regard to the scale of any harm and the significance of the asset.

f) Partial or complete loss of a heritage asset will not be permitted unless proposals are accompanied by a construction plan to set out how and when the new development is to be delivered.

Listed Buildings

In addition to the above, The council will support applications **with impacts to listed buildings** where the proposal would:

a) ~~Conserve~~ **Preserve** or enhance the special architectural or historic interest of the listed building

b) ~~Respect~~ **Preserve** the setting of the listed building

c) Encourage the active use of the listed building, securing its long-term preservation

conservation where this leads to less than substantial harm

d) Balance proposals against the council's aim of addressing climate change (**Policy** CCFR01)

Conservation Areas

Within conservation areas development will be supported where it:

- a) Is of a size, design and scale that **preserves and enhances** ~~preserves or enhances~~ the character and **or** appearance of the area, **utilising character appraisals to guide development decisions.**
- b) Uses building materials that are appropriate to the local context
- c) Respects historic street patterns and building lines
- d) Retains historically significant landscape elements, including trees and traditional building features
- e) Preserves important views within, into and out of the conservation area

Within conservation areas development involving demolition will only be supported where it can be demonstrated that:

- i) The structure to be demolished has no intrinsic heritage value and makes no positive contribution to the special character or appearance of the area; or
- ii) The structure is beyond repair or incapable of a beneficial use; or
- iii) It can be demonstrated that the removal of the structure and its subsequent redevelopment would make a greater contribution to the special character or appearance of the area than the structure to be demolished.

~~Where a case for demolition within a conservation area has been demonstrated and accepted by the council, permission for that demolition will not be granted until an appropriate redevelopment scheme has been approved with planning permission that links the demolition to the implementation of the approved scheme. Exceptions may be made where it is clearly demonstrated that there is a safety risk.~~

Registered Historic Parks and Gardens

The council will support development that would ~~conserve or~~ **preserve and** enhance the significance of historic parks & gardens. Development within the setting of historic parks & gardens must respect their distinct character and appearance, including important views within, into, and out of the park or garden.

Local Heritage Assets (non-designated heritage assets)

The city council will seek to protect heritage assets of local interest as defined within Appendix 02 as they make a positive contribution to the city's historic environment

The city council will support proposals that seek the sensitive re-use of local heritage assets and encourage the integration of local heritage assets and new development, creating attractive spaces that add to the city's character and local distinctiveness.

Proposals that seek the demolition (in whole or part) of a local heritage asset will only be supported where it can be demonstrated that the loss is outweighed by the wider public benefits of the proposal. Support will be given for proposals that retain and explain the historic and social

values of statues, plaques, memorials, or monuments. These will need to be left in situ and a strong justification will be required for movement.

~~Policy HE02.- Archaeology~~

Before an application for development is approved an archaeological assessment will be required where:

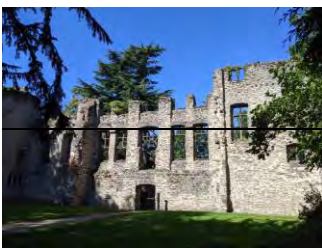
- a) A proposal would affect known or potential archaeological remains; or
- b) A development is located within the Archaeological Alert Area

Where an assessment indicates that there is potential for remains to exist, suitable archaeological mitigation measures will be necessary. In the case of remains that do not have the status or equivalent significance of designated assets, where it is not possible to preserve remains in situ, excavation and recording of the remains will be required.

This will be secured through an archaeological 'Written Scheme of Investigation,' (WSI) which must include provision for appropriate publication and archiving of the evidence. The potential for local public engagement and dissemination should also be considered and included in the 'Written Scheme of Investigation' (WSI) where this is deemed to be appropriate. **Any harm to, or loss of, the significance of scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets, should be of clear and convincing justification.**

~~There is a presumption against any harm to scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets.~~

~~10.7 See Appendix 02 for a list of conservation areas, historic parks & gardens, and locally listed assets.~~



~~Ruins of Cavendish House, Abbey Park.~~

~~Leicester's Archaeology~~

~~-~~

~~10.8 Leicester has a substantial number of significant archaeological remains, including several scheduled monuments reflecting its 2000 years of continuous occupation.~~

~~-~~

~~10.9 The council has a duty to pay special regard to the preservation of these sites. The city's Historic Environment Record (HER) indicates that many remains lie beyond the city's historic core,~~

however not all archaeological remains lie below the ground.

10.10 Leicester has a wealth of archaeological evidence of its history. The city is fortunate that a significant proportion of its archaeological alert area has been investigated through excavation and the findings in each case, thoroughly and professionally recorded over time. This has given the city a comprehensive picture of the city's development over time.

Policy HE02. Archaeology

Before an application for development is approved an archaeological assessment will be required where:

- a) A proposal would affect known or potential archaeological remains; or
- b) A development is located within the Archaeological Alert Area

Where an assessment indicates that there is potential for remains to exist, suitable archaeological mitigation measures will be necessary.

In the case of remains that do not have the status or equivalent significance of designated assets, where it is not possible to preserve remains in situ, excavation and recording of the remains will be required. This will be secured through an archaeological 'Written Scheme of Investigation,' (WSI) which must include provision for appropriate publication and archiving of the evidence. The potential for local public engagement and dissemination should also be considered and included in the 'Written Scheme of Investigation' (WSI) where this is deemed to be appropriate.

There is a presumption against any harm to scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets.

10.11 The council has also identified an Archaeological Alert Area which extends over the area of the Roman and medieval settlements, Roman and medieval extra-mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon buried archaeological remains. However, it should be noted that archaeological remains are not confined to the Archaeological Alert Area.

Diagram 10. Heritage assets

Evidence Base

There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- ◆Draft Leicester Heritage Action Plan (2022)
- ◆Leicester Local Heritage Asset Register (2022)
- ◆2022)
- ◆Leicester Heritage at Risk Register (2020)

Background

The historic environment is an important asset for the city. Leicester has a rich and varied historic environment which contributes to our knowledge and understanding of the past.

The historic environment also has wider social, cultural, economic and environmental benefits to the city. It helps define an area, creates a sense of place and serves as a focal point for civic pride, tourism, inward investment and the creation of jobs. Careful management of the historic environment is necessary to ensure its importance is recognised, enjoyed by all and that it can continue to contribute to the success and growth of the city.

The Historic Environment

Leicester currently has 11 Scheduled Monuments, protecting 'nationally important' archaeological remains. In addition to this, there are currently 397 listed buildings within the city, reflecting their national importance as buildings of special architectural or historic interest. There are also 25 conservation areas currently and over 430 buildings and sites of local interest, as well as 6 nationally listed Historic Parks and Gardens. All forms of heritage assets will be regularly reviewed and may be subject to changes. The many trees within conservation areas also make a positive contribution to their character and appearance.

In addition to the national and local planning policies, where the council identifies a particular risk to a heritage asset, they can consider applying an

~~Article 4 direction. Article 4 directions are a tool available to the council which can be used to withdraw permitted development rights from a heritage asset where it is considered necessary in order to safeguard its special architectural or historic interest.~~

~~Controls over the display of advertisements must be exercised in the interests of amenity and public safety. Factors relevant to amenity include the presence of any feature of historic, architectural, cultural or similar interest. Policies DQP 09 and 10 on signs, banners and advertisement hoardings are set out in Chapter 8 Delivering Quality Places. The following policies of this chapter will also be taken into account where their content is material to an application for advertisement consent.~~

~~Policy HE01. The Historic Environment~~

~~The council will seek to conserve and enhance the significance of the city's heritage assets.~~

~~Listed Buildings~~

~~The council will support applications where the proposal would:~~

- ~~a) Conserve or enhance the special architectural or historic interest of the listed building~~
- ~~b) Respect the setting of the listed building~~
- ~~c) Encourage the active use of the listed building, securing its long-term preservation~~
- ~~d) Balance proposals against the council's aim of addressing climate change (CCFR01)~~

~~Conservation Areas~~

~~Within conservation areas development will be supported where it:~~

- ~~a) Is of a size, design and scale that preserves or enhances the character and appearance of the area~~
- ~~b) Uses building materials that are appropriate to the local context~~
- ~~c) Respects historic street patterns and building lines~~
- ~~d) Retains historically significant landscape elements, including trees and traditional building features~~
- ~~e) Preserves important views within, into and out of the conservation area~~

~~Within conservation areas development involving demolition will only be supported where it can be demonstrated that:~~

- ~~i) The structure to be demolished has no intrinsic heritage value and makes no positive contribution to the special character or appearance of the area; or~~
- ~~ii) The structure is beyond repair or incapable of a beneficial use; or~~
- ~~iii) It can be demonstrated that the removal of the structure and its subsequent redevelopment would make a greater contribution to the special character or appearance of the area than the structure to be demolished.~~

Where a case for demolition within a conservation area has been demonstrated and accepted by the council, permission for that demolition will not be granted until an appropriate redevelopment scheme has been approved with planning permission that links the demolition to the implementation of the approved scheme. Exceptions may be made where it is clearly demonstrated that there is a safety risk.

Registered Historic Parks and Gardens

The council will support development that would conserve or enhance the significance of historic parks & gardens. Development within the setting of historic parks & gardens must respect their distinct character and appearance, including important views within, into, and out of the park or garden.

Local Heritage Assets (non-designated heritage assets)

The city council will seek to protect heritage assets of local interest as defined within Appendix 02 as they make a positive contribution to the city's historic environment

The city council will support proposals that seek the sensitive re-use of local heritage assets and encourage the integration of local heritage assets and new development, creating attractive spaces that add to the city's character and local distinctiveness.

Proposals that seek the demolition (in whole or part) of a local heritage asset will only be supported where it can be demonstrated that the loss is outweighed by the wider public benefits of the proposal.

Support will be given for proposals that retain and explain the historic and social values of statues, plaques, memorials, or monuments. These will need to be left in situ and a strong justification will be required for movement.

See Appendix 02 for a list of conservation areas, historic parks & gardens, and locally listed assets.

Leicester's Archaeology

Leicester has a substantial number of significant archaeological remains, including several scheduled monuments reflecting its 2000 years of continuous occupation.

The council has a duty to pay special regard to the preservation of these sites. The city's Historic Environment Record (HER) indicates that many remains lie beyond the city's historic core, however not all archaeological remains lie below the ground.

Leicester has a wealth of archaeological evidence of its history. The city is fortunate that a significant proportion of its archaeological alert area has been investigated through excavation and the findings in each case, thoroughly and professionally recorded over time. This has given the city a comprehensive picture of the city's development over time.

Policy HE02. Archaeology

Before an application for development is approved an archaeological assessment will be required where:

- a) ~~A proposal would affect known or potential archaeological remains; or~~
- b) ~~A development is located within the Archaeological Alert Area~~

~~Where an assessment indicates that there is potential for remains to exist, suitable archaeological mitigation measures will be necessary.~~

~~In the case of remains that do not have the status or equivalent significance of designated assets, where it is not possible to preserve remains in situ, excavation and recording of the remains will be required. This will be secured through an archaeological 'Written Scheme of Investigation,' (WSI) which must include provision for appropriate publication and archiving of the evidence. The potential for local public engagement and dissemination should also be considered and included in the 'Written Scheme of Investigation' (WSI) where this is deemed to be appropriate.~~

~~There is a presumption against any harm to scheduled monuments and to heritage assets deemed to be of equivalent significance to nationally designated heritage assets.~~

~~The council has also identified an Archaeological Alert Area which extends over the area of the Roman and medieval settlements, Roman and medieval extra-mural suburbs, Roman cemeteries and medieval religious houses and hospitals. It is within this area that development is most likely to have an impact upon buried archaeological remains. However, it should be noted that archaeological remains are not confined to the Archaeological Alert Area.~~

Culture and Tourism

Evidence Base

11.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Leicester Tourism Action Plan (2020)
- Leicester and Leicestershire Tourism Growth Plan (2019)
- Economic Recovery Plan – First Steps (2020)
- Burial Space Strategy 2014
- **Leicester Retail and Leisure Study, 2021**

Culture

11.2 Diverse, vibrant and creative local culture encourages pride and cohesion in the community and culture is an important factor in the creation of sustainable communities. Leicester is a city of diversity in terms of its people and its places. The diverse cultural offer is an important part of Leicester and helps strengthen the city's unique character. In particular, Leicester has a thriving festival and events programme. The city has become a hub for cultural events, drawing people and visitors from across the country and the world. The Leicester Urban Area also provides a variety of attractions to visitors and the city population.

Tourism

11.3 Tourism is playing an increasingly important role in our city's economy. Leicester is a city with a fascinating history and its own special character, a modern city known for its diversity with different communities coming together to create a unique and vibrant culture.

11.4 Leicester has the potential to become a primary tourist destination. The Tourism Action Plan (2020) for the city sets out a vision whereby in 2025 and beyond, Leicester will be a desirable and memorable leisure and business tourism destination that residents are proud of.

11.5 Since the discovery of the remains of King Richard III in 2012 there has been a significant rise in interest in Leicester and in the number of visitors. This interest in Leicester has grown further with the opening of the King Richard III visitor centre, internment of the King in Leicester Cathedral and recent sporting achievements, in particular Leicester City becoming English

Premier League champions and F.A cup winners for the first time in their history.

11.6 The River Soar and connected canals provide a route into the city and an opportunity for outdoor leisure pursuits such as rowing, cycling and river walks. The river connects the city centre to green spaces such as Aylestone Meadows and Abbey Park and major venues such as the King Power Stadium and the National Space Centre.

11.7 Our 'Connecting Leicester' programme is central to this vision. Over the past few years, the city council has undertaken major work in the city centre to link our important heritage sites with the modern retail heart. This includes pedestrianisation, cycle routes and the creation of more open space. We have also invested to improve accessibility in the city centre with better signage, interpretation, lighting and transport facilities.

11.8 An increase in tourism will bring enormous economic benefits to Leicester stimulating growth and creating more jobs for local people. Key aims include:

- To deliver a sustained and sustainable growth in the city's economy
- To increase the level of inward investment attracted to the city
- To create a strong identity and image for the city
- To establish Leicester as an attractive destination
- To build the confidence of the people of the city

New Section: Leisure

New paragraphs:

The need for commercial leisure uses in the city was assessed in the Leicester Retail and Leisure Study, 2021. This considered the need for bingo halls, casinos, cinemas and bowling alleys as these uses require a substantial site to accommodate them.

The study found that Leicester is well provided for in respect of these uses and there is not a need to plan for additional floorspace to accommodate them.

The Study did also recognise that there was some potential to increase the ten-pin bowling provision within Leicester. However, this must be considered in the context of the existing Hollywood Bowl at Meridian Leisure Park, located just outside of the Leicester authority area, which also serves the needs of Leicester residents

Policy CT01. Culture, Leisure and Tourism

Planning permission will be granted for cultural, leisure and tourism facilities where they:

- a) Satisfy the requirements of the **town centre** sequential and impact tests (**Policies** TCR01 & TCR02)
- b) Are accessible by and actively encourage sustainable modes of transport e.g. public transport, walking and cycling (**Policy** T03);
- c) Do not generate significant volumes of additional traffic unless it can be demonstrated that the additional traffic can be appropriately mitigated (**Policy** T01); **and**
- d) Do not have an adverse effect upon residential amenity (**Policy** DQP06)
- e) ~~Enhance the local culture of the area~~

Some leisure uses may need to be supported by an impact assessment in accordance with Policy TCR02.

New policy: Policy CT## Protection of Cultural Facilities

Applications which involve the loss of theatres, live music and concert venues or other similar venues should only be approved where it can be shown there is no longer a need for that facility within the local area. Regard should be taken of the amount and quality of similar facilities within the area, especially within the Central Development Area or in other areas where maintaining a leisure offer is important.

Assets of Community Value

11.9 Communities can now ask the council to list certain assets as being of value to the community. If an asset is listed and then comes up for sale, communities have six months to put together a bid to buy it, should they wish. Community organisations should engage with the council for potential funding for culture led projects.

Policy CT02. Development affecting Assets of Community Value

Applications for development affecting an Asset of Community Value will be supported where the proposal ~~asset in question~~:

- a) ~~Promotes~~ **Enhances** services and facilities that the asset provides. ~~are open and accessible to everyone~~
- b) Encourages sustainability, innovation and good quality design principles (**Policy** DQP01)
- c) Brings local people together and is responsive to local needs
- d) Delivers social benefits and outcomes to achieve a positive and profound change in the community
- e) Facilitates economic growth
- f) Supports mixed and multi-purpose uses that maintain community vitality
- g) Supports ~~the retention of and enhances~~ **enhancement of** the heritage assets of social and community value

Footnote: * Guidance in transferring assets and the list of available community assets can be found on the council's website.

Public Houses (Sui Generis) Protection

11.10. Legislation has removed permitted development rights allowing demolition of buildings used as Class Sui Generis. The legislation also removes permitted development rights allowing conversion of pubs to class E(a) retail, E(c) financial and professional services and class E(b) restaurants and cafes.

Policy CT03. Protection of Public Houses (Class Sui Generis)

Applications for the demolition of existing Public Houses (Sui Generis) or a change of use should only be approved where the following criteria are met:

- a) There is no longer a need for that facility within the local area, having regard to the amount of local patronage, the quality of facilities offered and the duration and extent of marketing. **From the point of closure of a Public House, Evidence of 12 months suitable marketing activity will be required or evidence that the public house is no longer financially viable through the submission of trading accounts, or other similar financial evidence, whilst the pub was operating as a full-time business; or and**
- b) There are adequate similar facilities within walking distance which offer equivalent provision; **or and**
- c) The redevelopment of the building would secure an overriding public benefit-; **and**
- d) A change of use to create shared space for other community benefits, ie. café, shop or community centre, is demonstrated not to be viable.**

The Great Central Railway Museum-

11.11 The council will designate and preserve land adjacent to the Great Central Railway at Red Hill Roundabout for **cultural uses that would enhance the profile of the Great Central** ~~a National Railway Museum~~ as shown on the policies map. Uses to complement **the cultural facility** ~~the museum~~ will be supported, provided they do not prejudice the delivery of the facility.

11.12 A large proportion of future development is expected in the north & west areas in and around the city up to 2036. To support these developments a future park and ride feature may be required on this site. Land will not be safeguarded at this stage for this use but would be supported subject to

meeting relevant policies within the plan.

New paragraph: The designated land forms part of the Great Central Railway which runs between Loughborough and Leicester, which is an operational Steam Engine line supported by Great Central Railway Group. Allocation of the site will enable enhancement of the site for cultural uses to bring investment to the city.

New paragraph: Whilst it is expected that the steam trains will create carbon emissions, a design of the buildings that helps to mitigate these impacts will be supported.

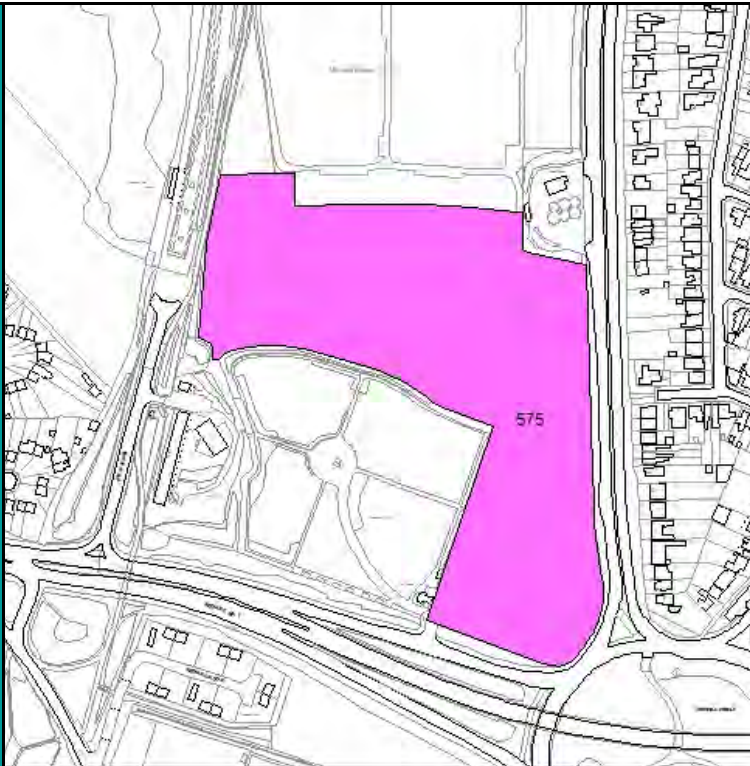
~~11.13 The site is within the Thurstaston Road green wedge. Part of the site is identified as a Site of Importance for Nature Conservation. Therefore, careful consideration will need to be given to the ecological importance of the area and its location within the green wedge.~~

Policy CT04. Great Central Railway Museum

Planning permission will be granted for tourism and leisure facilities associated with the Great Central Steam Railway at Red Hill Roundabout ~~as shown on the Policies Map~~. Opportunities for delivery of a new Park & Ride site will also be supported where it meets the criteria contained within Policy T04. For good quality **sustainable** design, ~~proposals that provide renewable energy~~ **proposals within buildings should comply** ~~will be supported in accordance with Policy CCFR01~~

Development of the site is expected to take account of the following constraints and mitigations:

<u>Site No.</u>	<u>Address/Description</u>	<u>Site Size (Ha.)</u>
<u>575</u>	<u>Land adjacent Great Central Railway</u>	<u>4.38</u>



Site constraints and mitigations:

- **South east of the site is within floodzone 2. A Drainage Strategy and Flood Risk Assessment will be required that demonstrate mitigation measures for this, in accordance with Policy CCFR06**
- **The site lies on a Local Wildlife Site and has ecological significance. Any proposal for development of the site must seek to protect the Local Wildlife Site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment, Ecological Assessments and habitat surveys that recommend measures to enhance the ecological corridors where possible, and be in accordance with Policies NE01 and NE03.**
- **The site is adjacent to Belgrave Cemetery and the Grade II listed Mobil Forecourt Canopy. A Heritage Impact Assessment should be submitted that provides mitigations to ensure that the settings of these assets are preserved by development, in accordance with Policy HE01.**
- **An Archaeological Impact Assessment will be needed, due to archaeological potential on allotments.**
- **An Air Quality Assessment will be required due to the proximity of St Pauls Service Station on Loughborough Road.**

- | | |
|--|--|
| | <ul style="list-style-type: none">• <u>Allocation of the site will de-designate a small area of land from Thurcaston Green Wedge. A Green Infrastructure Strategy will be expected that integrates green and blue infrastructure across the site and minimises the impacts on the four purposes of green wedge, in line with Policy NE03.</u>• <u>Red Hill Allotments are statutory allotments to the north of the site. The design and layout will be of high quality in line with Policy DQP01 to ensure that the allotments are retained, and the development has minimal impact on allotment use.</u>• <u>A Transport Assessment will be required to ensure that access off Red Hill Way is acceptable in terms of its effects on the operation and safety of the highway network.</u> |
|--|--|



Green Dragon Square

Places of Worship and Community

11.14 Places of worship can play an important role in spiritual and mental wellbeing. The council has a long tradition of seeking to accommodate places of worship to cater for the various religions in the city. Many communities need small premises for religious use while some require large buildings. Although they should be easily accessible to their respective communities there has been a trend for larger multi-purpose buildings being sought away from residential areas, some in designated employment sites.

11.15 Places of worship generally need to be located conveniently to their congregations and can attract large numbers of people. As a result, they may bring increased noise, disturbance and parking problems to an area and can have an adverse effect on the amenities of neighbouring residents and occupiers. All these issues need to be carefully addressed in both selecting suitable locations for new places of worship and in considering proposals for the redevelopment or extension of existing ones.

11.16 In lower quality employment areas as defined by the Economic Development Needs Assessment (2020), places of worship will be acceptable in principle, where they involve the conversion of an existing building. This will be subject to consideration of the policies relating to employment areas.

Shared Car Parking

11.17 ~~Where~~ When Places of Worship (POW) are considering locating in an employment designation, shared car and cycle parking would be strongly welcomed and supported, where it would minimise impacts on surrounding roads and parking. Where the place of worship can share parking with surrounding businesses, this would be encouraged. For instance, where both of the uses' hours of opening (evenings, weekends etc) mean that their peak traffic does not coincide with that of the other.

~~11.18 The city council will seek to retain places of worship and associated community facilities unless it can be demonstrated that there is no longer a need for them.~~

Policy CT05. Provision of new and retention of existing Places of Worship and associated facilities

Planning permission will be granted for conversions to, and creation of, new places of worship and associated community facilities, subject to the following:

- a) The appropriateness of the location ~~in terms of meeting a local need~~
- b) The impact on residential amenity (**Policy** DQP06)
- c) The impact on highway safety and function. Schemes should encourage walking and cycling as sustainable modes of transport to Places of Worship (**Policy** T01)

The city council will seek to retain places of worship, burial spaces and associated community facilities unless it can be demonstrated that there is no longer a need for them.

Burial Space

11.19 The city council has produced a Burial Space Strategy 2014 which identifies that a new burial site will be required between 2025 to 2030, to address the issue of decreasing availability of burial space in the city, ~~However, g~~**Given the tightly drawn boundaries of the city, and the lack of available and suitable sites in Leicester's boundary, additional burial space is expected to be provided in a neighbouring council area.** ~~the city council will also work with adjoining authorities to seek to accommodate its burial needs outside its administrative area.~~ **A Statement of Common Ground has been agreed between Leicester City Council and**

Charnwood Borough Council (2021), which states that proposals for new burial space in Charnwood to meet Leicester's need are likely to be acceptable in areas of Countryside, Green Wedge and Areas of Local Separation in Charnwood, where there is limited built form, and the layout and landscaping is appropriate to the character of the area.

11.20 Proposals for new burial space in the city with appropriately designed facilities, would be acceptable in areas of open space and green wedges, in the context of policies OSSR01 Green Wedges and OSSR02 Development in Open Spaces. ~~However, given the tightly drawn boundaries of the city, the city council will also work with adjoining authorities to seek to accommodate its burial needs outside its administrative area.~~

Employment

Evidence Base

12.1 There are several background studies that will underpin policies in ~~this-~~ **the Local Plan**. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Strategic Growth Plan (2018)

Leicester City Centre Offices Study (2019)

Local Industrial Strategy (2019)

Strategic Distribution Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021)

Leicester & Leicestershire Economic Growth Strategy 2021-2030 (LLEP)

Economic Recovery Plan – First Steps (November 2020)

Economic Development Needs Assessment (2020)

Background

12.2 The city council needs to continue to support a thriving and diverse economy that will provide high quality employment. It is important to produce a climate for innovation and creativity and to provide more employment in higher skill, higher wage jobs.

12.3 However, within the administrative boundary of Leicester very little land is available. The existing stock of land and buildings which are fit for purpose for employment use will therefore continue to be strongly protected and where possible enhanced or redeveloped for business/industry and storage uses ((**Use Classes** B2, B8, and E(g)).

12.4 In September 2020, the Government introduced a new use class, Class

E. This placed a wide range of uses (including retail, food, financial services, gyms, healthcare, nurseries, offices and light industry) into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres and employment areas.

12.5 The city council has reviewed all the existing Local Plan employment designations in light of these requirements. The Economic Development Needs Assessment (EDNA, 2020) has made recommendations on how to update them.

12.6 Of the existing 100 Employment areas, around 20 ~~sites~~ of the smaller sites **are** no longer considered to be viable and effective employment locations and will no longer be protected for employment use. Detailed reasons are set out in the EDNA, (in its Appendix 3).

12.7 Four new types of “Economic Development Areas” are proposed to accord with the employment policies below:

General Quality - Policy E02

High Quality - Policy E03

The Science Park - Policy E04 (Pioneer Park)

Neighbourhood - Policy E05

Leicester and Leicestershire Local Industrial Strategy (LIS)

12.8 The Leicester and Leicestershire Enterprise Partnership (LLEP) was invited by government to prepare a Local Industrial Strategy (LIS). In December 2018, the LLEP issued a public ‘Call for Evidence.’ Three common themes emerged from the responses, of skills, workspace and need for a good mix of economic uses.

12.9 The draft LIS was agreed at the LLEP Board in early October 2019 for the following key industries:

- Textiles: Design, Manufacturing and Technology

- Life Sciences
- Logistics
- Engineering and Advanced Manufacturing
- Space/Data and Digital Technology

Leicester and Leicestershire Enterprise Zone

12.10 A research and development-led Enterprise Zone (EZ) was created in Leicestershire (in both Loughborough and Leicester) through the creation of a 'zone of excellence' to support new and growing businesses in bringing their innovative ideas and products to the market. In Leicester, this includes Pioneer Park, the former John Ellis site, Waterside and St. Margaret's (See Diagram 11 - Enterprise Zone). Leicester is already at the cutting edge of research, innovation, and product development, brought about particularly through our first-rate universities (University of Leicester and De Montfort University), and the new EZ will help to cement Leicestershire's role in the Midlands.

Strategic Growth Plan

12.11 The Leicester Urban Area is a focus of economic development and regeneration, so continued economic success across the Leicester Urban Area is a key issue for the whole sub region. The Strategic Growth Plan confirms that the joint ambition is to make Leicester and Leicestershire one of the most desirable places to live and work in the UK. By further developing its strengths, Leicester can become one of the UK's great cities, but in achieving this aim, its prospects will be much enhanced if the surrounding market towns and rural areas maintain their independence and character.

Strategy for Leicester

12.12 The plan is for the continued economic growth of Leicester, regenerating its central areas and complementing this with strategic

extensions beyond the established urban area. Many people who work in Leicester live outside the city's administrative boundary but may still only commute a relatively short distance, for example from Birstall to Hamilton Industrial Estate. With this in mind, the city council has and will continue to work with neighbouring authorities to provide sufficient employment land within Leicester and across the Housing Market Area (HMA), given the critical dependencies for employment which cross the city's administrative boundaries.

12.13 The city council is determined to ensure that Leicester is recognised as the strategically important business destination that it is. Leicester's reputation for having a highly skilled and young workforce is continuing to grow. With a variety of national and international businesses it is a great location for new and established businesses alike.

12.14 The delivery of offices needs to be the top priority for the city centre. Businesses employing professions such as architects and solicitors have a strong role in the local economy but are mostly small or micro businesses. Around 34,000 people are employed in private office-based sectors, accounting for 20.8 percent of employment (Leicester City Centre Office Study 2017). The Economic Development Needs Assessment (2020) recommends that 46,000 sqm of offices are required - 20,000 sqm of new offices are proposed at the railway Leicester Railway Station and 20,000 sqm of office floorspace in the Cultural Quarter at St George's. The other 6,000 sqm has consent in the Waterside character area.

12.15 The city council will continue its commitment with the local universities to encourage student businesses and new start-ups, which have encouraged the retention of talent within the city. Leicester was ranked 1st in the UK for growth in tech start-up companies, as confirmed by the 2018 "Tech Nation" report.

12.16 The council is also implementing its Economic Recovery Plan the key

aim of which is supporting the Leicester Economy and its communities to recover from the economic impact of Covid.

Employment Sectors for Leicester

12.17 To support a thriving and diverse economy, the following sectors for Leicester will be retained and supported.

Financial and Business Services - City Centre

12.18 The plan will need to protect the best, ready to develop sites in the city centre for future office development. The development potential of this area is assessed in more detail in the chapter on the Central Development Area (Chapter 9). Key new office allocations (see Chapter 4 Strategy for Leicester) are proposed at:

- The Station car park and former Campbell Street sorting office (around the railway station) **(Site 1052)**
- Land around Phoenix Square (between Burton Street, St. George's Way, Southampton Street and Morledge Street) **(Site 1053)**

Creative Industries - Cultural Quarter

12.19 To protect and promote the growth of the Cultural Quarter's unique mix of creative industries, cultural facilities and city living. The development potential of this area is assessed in more detail in the St. George's Character Area **(Policy CHA07)** work (See Chapter 9 - Central Development Area).

Diagram 11. Enterprise Zone

Diagram 12. Employment Areas in Leicester Urban Area

Knowledge Economy - Pioneer Park

12.20 This is Leicester's hub for high tech and knowledge economy businesses with the aim of creating a cluster of highly skilled jobs. Future developments include Space Park Leicester, a global hub and collaborative community focusing on space, space-enabled technologies and data developed by the University of Leicester. In addition, further managed workspace adjacent to and opposite the existing successful DOCK ~~will be delivered~~ **1 and 2, the next phases Dock 3-5 were completed in 2024** by Leicester City Council. The adjacent National Space Centre is also building on its success embarking on the development of a new conference facility to add to their impressive visitor destination and educational offer within their complex.



Dock Business Centre, Pioneer Park.

General Manufacturing - Land Supply

12.21 Three new strategic employment sites will provide land for new High

Quality Economic Development Areas (see Chapter 4 - Strategy for Leicester). Two small sites are also proposed. There is also 5 ha of employment land which is included within the existing Ashton Green planning permission, but currently remains unused to the east of Samworth's Bradgate Bakery (Bennion Road).

12.22 The EDNA 2020 identifies a need for 65 ha of employment land **or 253,682Sqm of floorspace for light / general industry and small scale storage and distribution uses** to 2036. The available land supply is shown below. Charnwood Borough Council has agreed to provide 23 ha to help meet this need. This agreement is set out in the Leicester & Leicestershire Statement of Common Ground on Housing & Employment Need (June 2022). We will continue to work with the districts within the Housing market Area (HMA) to meet future employment need.

12.23 The Mountain Road site **(Policy E01, Site 1040)** is the only remaining allocation from the previous local plan which has yet to be developed. There is no other undeveloped employment land available. The Council is undertaking Asset Reviews and considering the impact of the flexibility of the E Use class order, to monitor and make provision for the outstanding land beyond this 23 ha of unmet need (*).

Table 8. Supply of Employment Sites

<u>Address</u>	<u>Size (ha)</u>
Former Western Park Golf Course	9.74 ha
Beaumont Park	7.53 ha
North of Birstall Golf course/East of Ashton Green	2.4 ha
Eastern part of Thurcaston Road/Hadrian Road open space	2.7 ha
Mountain Road	2.1 ha

East of Samworth's Bradgate Bakery	5.0 ha
	Total 29.08 ha*

New Table 8: Supply of Employment Sites – Estimated Increase in Floorspace Assuming 20 percent Increase in Site Density

<u>Site</u>	<u>Size (Ha)</u>	<u>Floorspace (Sqm) Assuming 3,900 Sqm/Ha</u>	<u>Densified Floor-space (Sqm) Assuming 4,680 Sqm/Ha</u>
<u>Inside City Boundary</u>			
<u>Former Western Park Golf Course</u>	<u>10.75</u>	<u>32,254</u>	<u>32,254*</u>
<u>Beaumont Park</u>	<u>6.64</u>	<u>25,000</u>	<u>25,000*</u>
<u>East of Ashton Green</u>	<u>2.4</u>	<u>9,360</u>	<u>11,232</u>
<u>Thurcaston Road</u>	<u>2.2</u>	<u>8,580</u>	<u>10,296</u>
<u>Mountain Road</u>	<u>2.1</u>	<u>8,190</u>	<u>9,828</u>
<u>East of Samworth's Bradgate Bakery</u>	<u>5.0</u>	<u>19,500</u>	<u>23,400</u>
<u>Ashton Green (Leicester Road) (section 73)</u>	<u>7.6</u>	<u>29,640</u>	<u>35,568</u>
<u>Total</u>	<u>36.7</u>	<u>132,524</u>	<u>147,578</u>
<u>Outside City Boundary</u>			
<u>Charnwood Borough</u>	<u>23</u>	<u>89,700</u>	<u>107,640</u>
<u>Total</u>	<u>59.7</u>	<u>222,224</u>	<u>255,218</u>
<u>(*Densification not possible on these sites due to requirement for additional ecological mitigation within employment allocations on strategic sites).</u>			

General Economic Development Areas

12.24 General economic development areas relate to around two thirds of the city's employment land. However, due to the historic pattern of development in the city, this type of employment land is usually surrounded on three sides by housing. This is a common feature of a very large proportion of this employment land supply and is not generally solely a reason to refuse economic development uses in these employment areas.

12.25 As well as providing most of the supply of employment land, they also enable "other uses" to be provided for, such as day nurseries (Class E(f)), places of worship (Class F1(f)) and car showrooms (Class SG). Non-residential institutions and assembly and leisure uses (subject to impact sequential assessments) will be acceptable in principle in buildings which are not portal framed in construction. This is because portal framed buildings are more sought after by modern industrial users and there are far fewer of them in number than older historic multi-storey industrial buildings. Portal framed buildings should therefore be retained for class E(g)iii, B2 and B8 uses. **This will also promote the reuse of Brownfield land within the city and bring back vacant employment land back into use.**

12.26 However, where the above "other uses" also fall within the definition of a main town centre use such as a leisure use, gym or would be for the sale of bulky retail goods a proportionate sequential and where necessary an impact assessment will be required to support an application (**Policies** TCR01 and TCR02).



Mattioli Woods offices, Welford Place.

12.27 In addition, where approval is to be granted for a new, or change of use to a Class E use outside of a defined town centres that does not require

consideration of the sequential test or an impact assessment (e.g. a day nursery) **in line with Policy TCR09c**, a condition will be attached to the permission to restrict the proposed use to that sub-category of Class E, **where it is demonstrated that it is necessary and reasonable to do so.** (TCR09). This is to allow appropriate consideration of the sequential and impact tests for future retail (or other main town centre uses) and to protect the vitality and viability of town centres.

12.28 “Other uses” will need to provide satisfactory off-street parking to meet the requirements in any future Parking Standards supplementary planning document. Outside of the general economic development areas, reduced parking provision could be considered appropriate, for example where there is good access to sustainable transport options. However, within a general economic development area, insufficient off-street parking has the potential to seriously prejudice the function and operation of the surrounding area for the remaining businesses.

12.29 The Local Plan identifies just under 5ha of land in non-strategic sites. These will be brought forward for development by the city council and or private landowners.

Policy E01. Non- Strategic Economic Development Areas

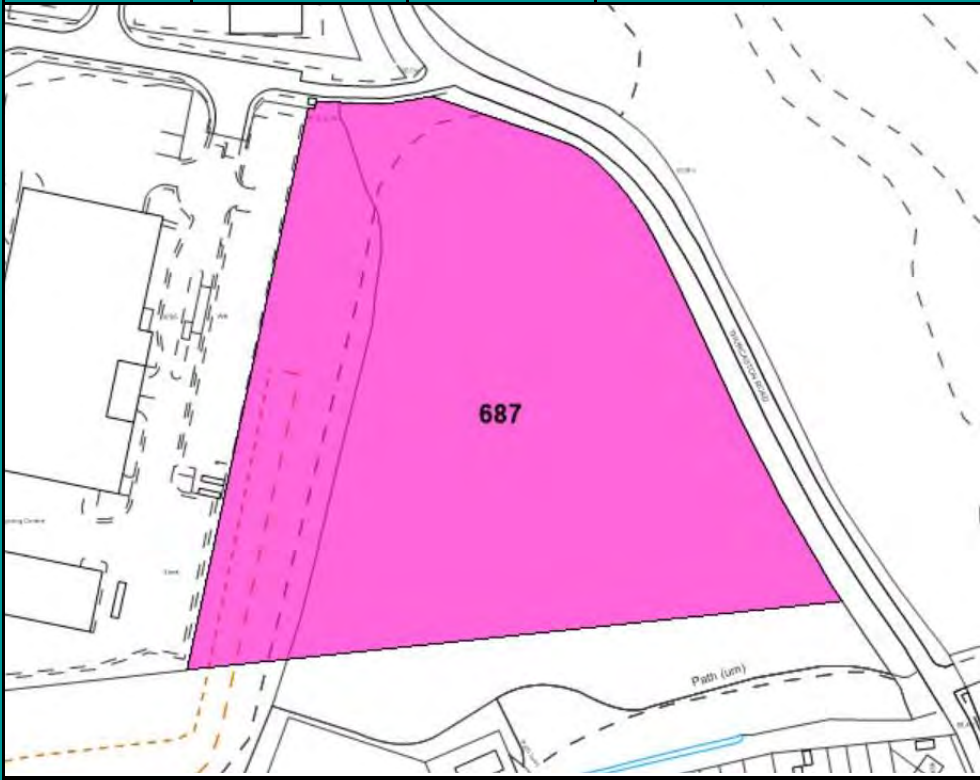
Employment

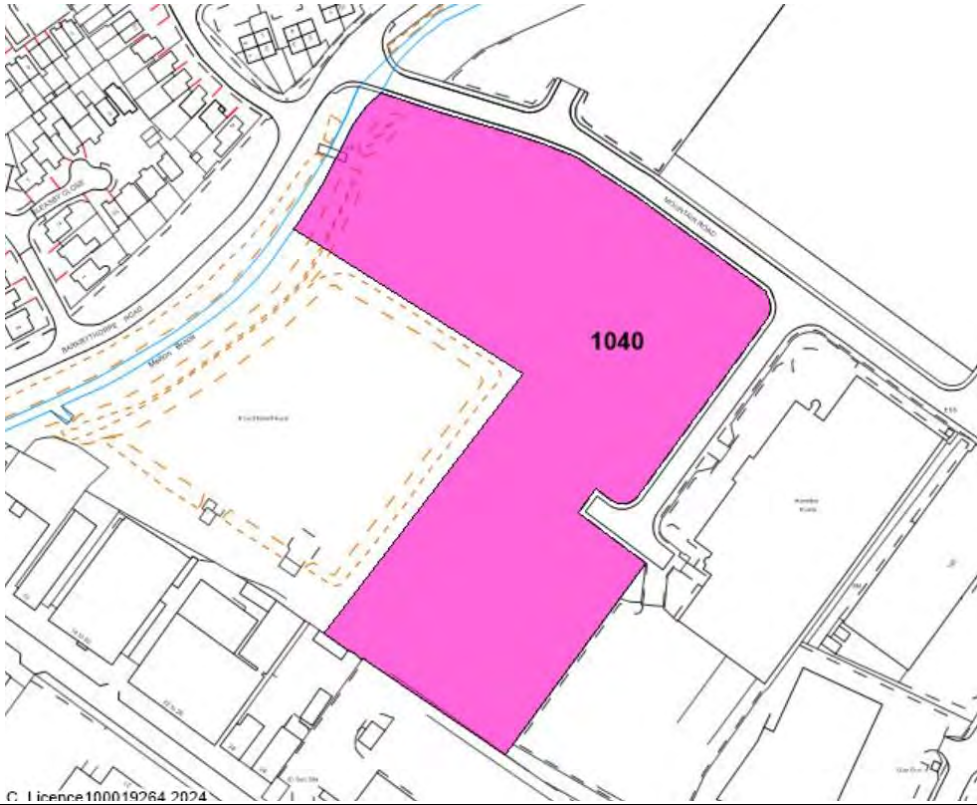
Two High Quality Economic Development employment sites are proposed at:

- a) Eastern part of Thurstaston Road/Hadrian Road open space (2.7ha)
- b) Mountain Road (2.1ha)

They will provide for Light Industry (E(g)(iii)), general industry (B2) and storage and distribution (B8) uses (with ancillary offices only).

The site at Thurcaston Road/Hadrian Road open space has been identified for a potential gypsy and traveller transit site **which could accommodate up to 12 caravan spaces (see Policy Ho12).**

Site No.	Address/ Description	Site Size (Ha)	Indicative capacity (Sqm)	Capacity evidence
687	Thurcaston Road	2.2	10,296	Assuming 20 percent Site Intensification, or 4,680 sqm/hectare
				
<u>Site Constraints and Mitigations</u> <ul style="list-style-type: none"> • <u>The site is currently used as open space and therefore some of this will be lost through development. This should be mitigated through partial development of the site and enhancement of the remaining green space.</u> • <u>The loss of sports provision will either need to be mitigated by retaining and improving pitches on site or improving provision nearby.</u> • <u>Neighbouring uses include a golf course and a residential</u> 				

	<p><u>neighbourhood both of which are sensitive to the effects of development and therefore a strategy will be required to mitigate against noise and particulates resulting from development.</u></p> <ul style="list-style-type: none"> • <u>The existing green buffer between the site and the neighbouring area of housing should be retained and enhanced as part of the development</u> • <u>An archaeology report will be required to inform how the effects of development on local archaeology will have to be mitigated.</u> 			
1040	<u>Land Adjacent to Mountain Road</u>	<u>2.1</u>	<u>9,828</u>	<u>Assuming 20 percent Site Intensification, or 4,680 sqm/hectare</u>
 <p>Site Constraints and Mitigations:</p> <ul style="list-style-type: none"> • <u>The neighbouring water meadow green space is within the flood zone from Melton Brook and a Flood Risk Assessment will be required to inform necessary mitigations against flooding of the site and further run-off into the brook. The Environment Agency will also need to be consulted.</u> • <u>A SuDs scheme will be required to mitigate the runoff from the site into</u> 				

	<p><u>neighbouring Melton Brook and associated wet woodland habitat.</u></p> <ul style="list-style-type: none"> • <u>Any proposal for development of the site must seek to protect the Local Wildlife Site and wet woodland habitat located adjacent to the site, and adequately mitigate and compensate for any harm. This should be informed by the Biodiversity Assessment and be in accordance with Policies NE01 and NE03.</u>
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Policy E02. General Economic Development Areas

Land within the General Economic Development Areas, as identified on the Policies Map, will be retained primarily for light industry (E(g)iii), general industry (B2) and small (non-strategic) storage and distribution (B8) uses, with ancillary offices.

The following other uses will be acceptable in principle where they involve the conversion of a building, which is not portal framed in construction:

Day nurseries (Class E(f))

Places of worship (Class F1(f))

Indoor sport, recreation and fitness (Class E (d))

Education (Class F1(a))

Public halls or exhibition halls (Class F1(e))

Halls or meeting places for the principal use of the local community (Class F2(c))

Car showrooms and other sui generis uses which are commonly found in industrial estates (These would include uses such as, builder's merchant, haulage yard, MOT testing station and bus garage)

Wholesale uses (non B8)

And can demonstrate that:

- a) Where any of the above "other uses" are considered to be a "main town centre use" they have satisfied the policy requirements of the sequential and impact tests in policies TCR01 and TCR02

- b) Where the above “other use” is an E class use which does not require consideration of the sequential or impact tests, a condition may be attached to the permission that would restrict the proposed use to a particular sub-category in accordance with policy TCR09 **where it is demonstrated that it is necessary and reasonable to do so**

High Quality Economic Development Areas

12.30 These protect the city’s highest quality land and premises (around one third of the city’s existing employment land) and make an important contribution towards ensuring that sufficient land is available for class B2, small B8 and E(g)iii uses in purpose-built premises.

Policy E03. High Quality Economic Development Areas

Land within High Quality Economic Development Areas (as identified on the Policies Map) will be retained for industrial processes that do not have a detrimental effect on residential amenity, (Light industry E(g)(iii)), general industry (B2) and storage and distribution (B8) uses with ancillary offices only.

Pioneer Park

12.31 The purpose of Pioneer Park will be an innovation/technology park i.e. an exceptional business park to host research and development uses (Class E(g)ii). It is Leicester’s emerging hub for knowledge economy businesses

and the creation of high added value jobs and skills. The bid to the Department for International Trade (DIT) as one of the area's High Potential Opportunities (HPO's) to attract foreign direct investment into the emerging space sector and our economic assets led by the University of Leicester has recently been successful.

Policy E04. Pioneer Park

- a) Within Pioneer Park as identified on the Policies Map (the Innovation and Technology Park at Abbey Meadows), Class E(g)(ii) development will be allowed to encourage inward investors, knowledge based and high skill/ high added value firms to provide accommodation for both start up and local high growth uses
- b) A mix of Use Class E(g)(i), E(g)(ii) and E (g)(iii) development will be allowed within specific Innovation growth buildings to provide grow on space for start-up and local high growth users
- c) Science and Technology educational uses (Class F1(a)) and associated Research Institutes (E(g)(ii)) and other uses that can demonstrate a need to be located within the park or near to the National Space Centre will also be allowed
- d) New development needs to focus on the canal and riverside, enhancing their bio-diversity and visual amenity providing a high-quality setting and mitigate any risk from flooding

Textile Area and Neighbourhood Employment Areas

12.32 The Economic Development Needs Assessment (2020) highlights that there is a particular concentration of textile uses in and around the Spinney Hills area, as well as a high number throughout the city. This coincides with some of the smallest employment land designations in that area, which do

not have particularly good or strategic access. These employment areas still have a role to play, as the buildings frequently have high occupation rates and investment in modern machinery is evident inside.

12.33 These smallest areas have been designated as “Neighbourhood Employment Areas” as employees often live very locally. They only contribute to around 3% of the city’s employment land. However, due to the historic pattern of development in the city, this type of employment land is usually surrounded on three sides by housing. This is a common feature of a very large proportion of this employment land supply and is not generally solely a reason to refuse economic development uses in these existing areas.

12.34 However, where an “other use” would fall within the definition of a main town centre use such as a leisure use, gym or would be for the sale of bulky retail goods a proportionate sequential and where necessary an impact assessment would be required to support an application (**Policies** TCR01 and TCR02).

12.35 In addition, where approval is to be granted for a new or change of use to a Class E use outside of defined town centres that does not require consideration of the sequential test or impact assessment, such as a day nursery, a condition will be attached to the permission to restrict the proposed use to a particular sub-category of Class E (**Policy** TCR09) **where it is demonstrated that it is necessary and reasonable to do so**. This is to allow appropriate consideration of the sequential and impact tests for future retail (or other main town centre uses) and to protect the vitality and viability of town centres.

Policy E05. Textile Area and Neighbourhood Employment Areas

Throughout the city and particularly around the city’s textile area (surrounding

the Spinney Hills area, within LE5), development that assists the city's reviving textile industry will be supported.

Neighbourhood Employment Areas

In the smallest lower quality neighbourhood employment areas, as identified on the Policies Map, regeneration will be encouraged, ~~but some sites may not be suitable for housing due to existing constraints.~~

~~Housing will only be acceptable where it can be clearly demonstrated that existing constraints can be mitigated, and it is not expected to result in any detrimental effect on the operation of the surrounding businesses.~~

Light industry (Class E(g)(iii), B1c), general industry (Class B2) and/or storage and distribution (Class B8) uses will be encouraged to continue and/or redevelop for these uses:

Other uses such as:

- Day nurseries (Class E(f))
- Places of worship (Class F1(f))
- Indoor sport, recreation and fitness (Class E (d))
- Education (Class F1(a))
- Public halls or exhibition halls (Class F1(e))
- Halls or meeting places for the principal use of the local community (Class F2 (c))
- Wholesale uses (non B8)
- **Housing (C3)**

Will be acceptable in principle where they involve the conversion of a building, which is not portal framed in construction and can demonstrate that:

- a) Where any of the above "other uses" are considered to be a "main town centre use" they must have satisfied the policy requirements of the sequential and impact tests in policies TCR01 and TCR02
- b) Where the above "other use" is an E class use which does not require consideration of the sequential or impact tests, a condition may be attached to the permission that would restrict the proposed use to a

particular sub-category in accordance with policy TCR09 **where it is demonstrated that it is necessary and reasonable to do so**

Creative Industry - St. George's Cultural Quarter

12.36 The St. George's Cultural Quarter (**Policy CHA07**) is one of the "Character Areas" described in more detail in Chapter 9 Central Development Area.

12.37 The Cultural Quarter is the hub for a combination of cultural activities, workspace for the creative industries, and residential use. The area's success is defined by the combination of these uses including the landmark Curve and Phoenix Square developments and dynamic creative industries (including LCB Depot and Makers' Yard, both on Rutland Street). Added to this is the unique architectural character being retained in the many heritage assets by sympathetic restoration and conversion of former textile mills and warehousing into housing.

12.38 In light of recent residential development in the area and a need to plan for a mix of development for the arts, cultural industries, and city centre living, it is necessary to give greater encouragement to development that protects and promotes this unique mix. Developments are also needed which create active street frontages (including restaurants, cafes and shops) along the main connecting routes and promote investment in the public realm to improve these connecting routes.

12.39 To promote proposals which facilitate mixed use schemes, the council will seek to offer an appropriate package of advice and support. This could include input to design concepts, physical feasibility and market demand studies and development appraisals. These will apply both to schemes that

include the restoration and conversion of buildings as well as for new build development.

Policy E06. St. George's Cultural Quarter

- a) Proposals will be encouraged which combine ~~sympathetic design~~ with a mix of uses, incorporating **such as:** design studios, workspaces, and residential use, ~~and~~ ~~office uses are also encouraged~~ **that are sympathetic to the character of the quarter**. Proposals should meet the requirements of Policy ~~ies~~ HE01 and CHA07
- b) To contribute to active street frontages, uses that fall in the E(b) use class and pubs/bars (Sui Generis) will be allowed on the parts of Halford Street and Rutland Street which fall within this area

Support Strategies

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

12.41 Leicester City Council provides guidance on the preparation of site-specific Employment and Skills Plans to enable local people to secure employment and training opportunities. Leicester City Council will support and promote the use of local people and businesses through the construction and implementation stages of development proposals, particularly for large scale major proposals that generate significant levels of employment through the development phase.

12.42 Employment hub and construction hub projects will be able to support and assist the implementation, recruitment and identification for employment

and training opportunities at a local level.

12.43 Developers will actively work with the economic regeneration team to create these local opportunities see link below **Leicester City Council Constructing Leicester webpage**.

<https://www.leicester.gov.uk/business/start-up-and-growth/constructing-leicester/>

12.44 The city council will implement the following to support employment development:-

- a) The city council will work with partners to support businesses to relocate from the Central Development Area into appropriate property**
- b) The city council will support local business to reduce their carbon footprint by bringing together businesses concerned with the aim of improving their environmental performance**
- c) Where one business can use another business's waste as a resource, the co-location of these businesses that would encourage the reuse and recycling of waste would be supported**

Policy E07. Employment: Support Strategies

- ~~a) The city council will work with partners to ensure that Leicester has a thriving and diverse local business community that innovates, attracts investment and creates jobs in the city~~
- ab) The city council requires the developers implementing **submitting** planning applications for major development to provide site specific Employment and Skills Plans to enable local people to secure employment and training opportunities (see link above). Such plans and their implementation will be required through conditions or Section 106 agreements (where one is already proposed for major planning applications)**

- ~~c) The city council will work with partners to support businesses to relocate from the Central Development Area into appropriate property~~
- ~~d) The city council will support local business to reduce their carbon footprint by bringing together businesses concerned with the aim of improving their environmental performance~~
- ~~e) Where one business can use another business's waste as a resource, the co-location of these businesses that would encourage the reuse and recycling of waste would be supported~~

Vehicle Sales and Car Washes

12.45 Car washes and independent vehicle sales uses are a common form of small-scale employment found in the city. They provide employment opportunities which foster the creation of new competitive businesses. These uses often make use of brownfield sites or existing structures and they tend to be located within sustainable locations, close to public transportation links and major arterial roads. The council will keep these temporary uses under review to ensure that suitable future uses which maximise brownfield land including residential development are able to be delivered in future.

Policy E08. Vehicles Sales and Car Washes

Vehicle sales and car washes will only be acceptable where:

- a) They do not result in a significant loss of unacceptable harm to residential amenity (**Policy** DQP06)
- b) They do not prevent future regeneration of the site and surrounding area
- c) Screening is adequate and well designed and should not be detrimental to the appearance of the street scene
- d) They do not result in an unacceptable impact on highway safety, or a severe residual cumulative impact on the road network significantly increase vehicle trips (**Policy** T01)
- e) They do not lead to an over concentration of these uses on any main

radial route

- f) They provide adequate drainage arrangements and measures to prevent water pollution

To be able to keep the permanent need for this land under review, applications within the Central Development Area, retail and/or employment designations, should only be given ~~limited period consent~~ **temporary planning permission**.

Town Centre and Retail

Evidence Base

13.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

Retail and Leisure Study 2021

Leicester Tourism Action Plan (2020-2025)

Economic Recovery Plan – First Steps (November 2020)

Leicester & Leicestershire Economic Growth Strategy 2021-2030, LLEP

13.2 This chapter sets out the strategy for the policies which will apply to retail and main town centre uses both within and outside of the centres.

Background

13.3 Sustainable communities have at their heart good local services and facilities. Much of this provision falls within a network of defined “town centres”. This gives people within the city and the Leicester Urban Area access to a diverse range of shops, services, leisure, and community facilities in accessible locations, by a choice of transport options. This network of centres is supplemented by a number of out-of-centre shopping parks such as, Fosse Park and Thurmaston Shopping Centre. It includes other standalone facilities such as Asda and Sainsburys on the A6 (towards Market Harborough) or Aldi in Wigston. **The network of shopping centres in Leicester Urban Area is shown on Diagram 13.**

13.4 People choose to shop, use services and leisure facilities in places that are not always located in the city or borough that they live in. For this reason,

it is important to consider retail and leisure provision beyond the city's administrative boundary as it is interconnected and will influence where people shop, use services, and spend their leisure time. For instance, there has been a recent major commercial extension to Fosse Park. This has expanded the offer and attraction of this facility, which will draw larger amounts of trade from town centres within its catchment area. Given these critical dependencies for retail just beyond the city's administrative boundaries the council will continue to work with neighbouring authorities to assess any proposed (new) or expansion of existing retail facilities. This is to ensure that the health of town centres in the city remain vital and viable.

13.5 The Strategic Growth Plan also proposes that the city should develop its role as the 'central city' supporting the market towns and rural areas around it. It recognises that more jobs, leisure, arts, culture, and entertainment facilities are provided within the city centre.

Retail Policy Aims

- To sustain and enhance the vitality and viability of Leicester's hierarchy of town centres by concentrating new shopping and related facilities in them
- To ensure access by a choice of means of transport particularly the promotion of walking and cycling, to facilitate combined shopping trips and minimise the need to travel
- To minimise the disturbance caused by retail development to nearby residential areas



Shops on the Golden Mile, Belgrave Road.

Diagram 13. Shopping Centres in Leicester Urban Area

Network and Hierarchy of Town Centres

13.6 As part of the National Planning Policy Framework local authorities should set flexible policies for their centres to promote their long-term vitality and viability. In allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries it allows a suitable mix of uses (including housing) and reflects their distinctive characteristics. Central to this is the requirement to create a balanced network and hierarchy of town centres so that there is an even distribution of town centre uses and that people's everyday needs are met at the local level.

13.7 Diagram 14 shows the hierarchy of centres in Leicester.

13.8 The 2021 Retail & Leisure Study reviewed the hierarchy of town centres for the city. The hierarchy is set out in the policy below. These centres will be the preferred location for town centre uses such as retail, office and leisure developments, as well as the other main town centre uses defined in the Glossary (See Appendix 07).

Diagram 14. Hierarchy of Centres and Neighbourhood Parades

Policy TCR01. Hierarchy of Town Centres

The council will support the following hierarchy of town centres in Leicester:

City Centre

To ensure that Leicester City centre continues to be a sub-regional centre the majority of main town centre uses will be directed to it. (**Policy** TCR03) The central shopping core will be the focus for new retail development. (**Policy** TCR04).

Town Centre - Beaumont Leys

This centre is the location for town centre uses to serve the northwest sector of the city and Leicester Urban Area, including Ashton Green (**Policy** TCR05).

District Centres

Belgrave Road/Melton Road, Evington Road and Narborough Road.

District centres provide a range of facilities and are accessible by public transport. (**Policy** TCR05)

Local Centres

The local centres in Leicester are listed in Appendix 03. New local centres will be provided in Ashton Green and the Waterside. Local centres provide convenience shopping and other local services close to where people live. (**Policy** TCR05)

The council will apply the sequential test to main town centre uses outside of the areas listed above **and defined on the policies map** to support Leicester's network of centres. ~~Main~~ **T**own centre uses should be located in designated **town** centres in the first instance. ~~Only if suitable sites cannot be found within designated centres will the council consider~~ **then in** edge-of-centre **locations**. ~~sites, or if no edge-of-centre sites locations are available,~~ **Only if suitable sites are not available (or expected to become available within a reasonable period) will** out-of-centre locations **be considered**. Preference will be given to edge-of-centre and out-of-centre sites that are accessible and well connected to the town centre. For instance, the site would be expected to be closely linked to the defined shopping centre in terms of proximity, continuity of function and ease of access by all modes of transport but particularly by foot.

The preferred location for new city centre retail development is the central shopping core (primary shopping area). The rest of the city centre will be treated as an edge-of-centre location for new city centre retail development.

New development should be consistent in scale with the size and character of the centre and its role in the hierarchy.

13.9 Underneath the retail hierarchy there are 34 neighbourhood parades. These parades usually consist of a short row of shops which serve the day to day needs of the immediate residential neighbourhood that surrounds them. They will be shown on the future policies map and complement and support the retail hierarchy by ensuring that people have access to local neighbourhood shops and services. (See list in Appendix 3)

13.10 The 2021 Retail and Leisure Study undertook a health check of all the shopping centres and neighbourhood parades in the city. It recommended upgrading Abbey Lane and Wharf Street North from neighbourhood parades to local centres. Walnut Street was recommended to be de-designated from a neighbourhood parade, as it was no longer considered to perform that function.

Impact Assessments

13.11 The development of new shops or leisure uses, could potentially have a harmful effect on the overall vitality and viability of defined shopping centres. In line with government guidance in the National Planning Policy Framework, a proportionate impact assessment which sets out the potential trade diversion impact assumptions may be necessary to help understand the anticipated level of impact that a proposed retail or leisure development would have on the vitality and viability of town centres within the catchment area of the proposed development. Catchment areas will vary depending on the size and nature of the proposed development. **Policy TCR02. establishes a proportionate floorspace threshold as evidenced in the Retail and Leisure Study, 2021.**

New paragraph: The purpose of applying an impact threshold which deviates from the national threshold of 2,500sqm, is to allow the council to retain appropriate control in respect of the potential for development to impact on the future health of defined centres within the authority

area. By applying a lower threshold, applications for development which could have a harmful effect on the overall vitality and viability of a defined centre will need to be supported by a proportionate impact assessment which sets out potential trade diversion impact assumptions.

13.12 In applying the local thresholds set out below the council will have regard to the scale and form of the proposal, the extent of the catchment area and the target market that proposal would serve. These factors will vary from proposal to proposal and will influence which shopping centres should be included in the impact assessment. It may also be necessary to include shopping centres within a neighbouring authority's administrative boundary.

13.13 Further guidance on undertaking a retail impact assessment and what it should cover is set out in the National Planning Policy Framework and the National Planning Practice Guidance.

Policy TCR02. Supporting Sustainable Town Centres – Impact Assessments

Proposals for retail and leisure uses outside **of** a defined **city, town, district or local centre as shown on the policies map** (in edge-of-centre or out-of-centre locations) will require an impact assessment where:

The proposal provides a gross floorspace in excess of 500 sqm

The proposal is located within 800 metres of either:

A district centre and is in excess of 300 sqm gross floorspace or

A local centre and is in excess of 200 sqm gross floorspace

This policy also applies to mezzanine floorspace and the variation of restrictive conditions.

Need for New Floorspace for Comparison and Convenience Retail

Provision in the City

13.14 The 2021 Retail and Leisure study provides the evidence base for retail and leisure provision in the city and covers the period up to 2036. It did not identify any substantial short term quantitative need for additional convenience goods floorspace. In respect of comparison goods floorspace there is a nil requirement for additional floorspace up until 2031. In 2031, there is a very limited level of surplus expenditure to accommodate additional comparison floorspace. This rises to between 6,300 sqm and 9,900 sqm in 2036.

13.15 However, the study is clear in that the first priority should be to reoccupy existing vacant floorspace within defined centres. This is because a significant amount of the identified comparison goods capacity in the longer term could be accommodated through the reuse, refurbishment or redevelopment of vacant floorspace in the authority area. The study concludes that there is not a need to allocate any sites to accommodate additional floorspace within the new Local Plan.

Health Checks

13.16 As part of the study, health check assessments were undertaken for all the shopping centres in Leicester from the city centre down to the smallest neighbourhood parades. These assessments were undertaken in May and June 2021, following “Step 2” of the Government’s roadmap out of lockdown. Non-essential shops had re-opened and the centres were substantially open for business. The majority of centres were considered to be performing well. However, planning policy is there to support the vitality and viability of centres, return the centres to better health by supporting and deliver regeneration opportunities.

13.17 Continued investment and redevelopment is particularly evident in the city centre. There is a need to support these efforts by resisting out-of-centre

development that would have a significant adverse impact on the health and viability of centres. This is particularly important as the retail and leisure sectors continues to recover from the impact of Covid 19 pandemic and various national and local lockdowns.

The City Centre

13.18 Leicester's city centre is the focus for commerce, retailing, culture, leisure and entertainment for the city and county. A vibrant and thriving city centre is essential for growth in the city's economy and is at the heart of the Leicester Urban Area and the wider Leicestershire Housing Market Area (HMA). Over £1 billion of investment in iconic new developments such as Highcross, Curve Theatre, Phoenix, Jubilee Square, Market Food Hall and extensive public realm improvements continue to transform the city. Public open spaces such as Jubilee Square, Green Dragon Square (the New Market Square), and Town Hall Square give people spaces to relax and enjoy and provide important spaces to hold events, increasing social capital but there is still more to do.

13.19 The vision of the Connecting Leicester initiative is to create and provide a more connected, safe and family friendly city centre and to ensure that it continues to be more sustainable and bring in more investment. Leicester has many unique heritage, retail, leisure and cultural highlights which could be better linked together to create a strong and vibrant city centre. Many projects have already been completed and more are planned, to take away barriers and greatly improve the connections between shopping, leisure, heritage, housing, and transport facilities. The aim is to reconnect all these areas through a network of pedestrian routes and good quality civic spaces, to reduce the dominance of roads, creating an attractive pedestrian friendly environment. Good quality public spaces also provide people with a place to rest and congregate, increasing opportunity for social interaction and spaces to hold public events. Together these changes are making the city centre an attractive destination for shoppers, visitors,

businesses and investors and a great place to live.

13.20 The central shopping core will continue to be the location for new city centre retail development. The council will support new development that makes a positive contribution to improving the vitality of the city centre and the overall mix of uses to provide a high-quality visitor experience.

13.21 There has been a big increase in the number of people living in the city centre. There are now approximately 11,500 homes within the city centre. This has resulted in a move away from the traditional separation of residential accommodation from the potential noisier uses that are often but not exclusively associated with the night-time economy. Going forward, this mix of uses in the city centre is accepted as necessary to deliver the number of homes that are needed. It is noted that any residential development which is introduced next to these uses, is now expected to incorporate suitable mitigation measures where the operation of an existing business or community facility could have significant adverse effect on new development (including changes of use) in its vicinity, before the new housing development has been completed.

Policy TCR03. City Centre

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

The boundary of the city centre is defined on the policies map and shown on diagram 15.

Shopping

Maintaining a compact and accessible retail centre by:

- Safeguarding the central shopping core as the focus for city centre

retail development; (**Policies** TCR01 & **and** TCR04)

- Maintaining and enhancing the market at the heart of the retail centre; and
- Ensuring that any new retail development that is not located within the central shopping core is well integrated and closely linked with the streets of the central shopping core in terms of proximity, continuity of function and ease of access (**Policy** TCR01).

Leisure and cultural facilities

Supporting new leisure and cultural facilities, particularly where they are well connected to the central shopping core, to support the diversification of the city centre's offer as a visitor attraction.

Family orientated leisure development and cultural facilities will be particularly welcomed.

Hotels

Complementary uses including new high-quality hotels, conference and banqueting venues will also be supported.

Heritage

Enriching the retail, leisure and tourism experience by ~~conserving and~~ **preserving or** enhancing the historic environment by encouraging the re-use and improvement of designated and other heritage assets and through the use of heritage-led regeneration within historic and cultural areas in the city centre. **The heritage effects of proposals for development within the city centre boundary will be determined by policy HE01, in terms of the balance between benefits and harms.**

Offices

Developing an economically prosperous centre through the location of both major and small offices and accommodation for creative industries. (See Chapter 12: Employment and Chapter 9: CDA, policies CHA01, CHA07 and ORA02).

Housing

Supporting residential development, whether by conversion of redundant buildings or new build, where acceptable living environments can be

maintained or created (except in the Railway Station Area – see **Policy** CDA 03). This includes the need for the developer to provide suitable mitigation measures (before development commences) where the operation of an existing business or community facility in its vicinity could have significant adverse effect on the new development.

Education and Health

Schools and health uses will be supported in the city centre and other enabling facilities, which make city centre living a more attractive proposal.

Transport

Making the city centre the focus of public transport initiatives including:

- ~~Supporting the implementation~~ **Building on the work** of Transforming Cities ~~Fund-proposals~~ **measures and Connecting Leicester Programme**
- Supporting the redevelopment of, and improving, bus interchange facilities
- Contributing towards the bus improvement strategy and future rapid mass transit proposals
- Continuing our partnership work with the rail industry to improve the interchange at the railway station, particularly with infrastructure, information and through ticketing for bus to rail interchange
- Reducing the separation of the bus stations and railway from the city centre

Connectivity

Building on the work of the Connecting Leicester programme, to create a hierarchy and network of pedestrian and cycle routes and good quality civic spaces, to reconnect disparate and disconnected parts of the centre. This is to link together key historic and cultural assets, facilities and venues and where appropriate reduce the severance effect of the inner ring road.

Safe, accessible and inclusive

All new development should make a positive contribution to improving the vitality of the city centre and should aim to improve the overall mix of uses, with particular regard to policies in the Central Development Area chapter. It is expected that new development will contribute to creating inclusive places

that everyone can use easily and safely no matter their level of ability.
(**Policy** DQP03) Feeling safe is particularly important at night.

Therefore, the city council will seek to:

- Make the city centre more attractive to pedestrians, cyclists and public transport passengers and achieve high standards of access to and within the city centre for disabled and older people
- Encourage uses that make key night time pedestrian routes as safe and well used as possible
- Have regard to crime and disorder issues through the regulation of pubs, bars and night clubs

Public Toilets

The council will expect major schemes with large numbers of visitors to provide public toilets (**Policy** DQP11).

Central Shopping Core

13.22 The central shopping core is the primary shopping area within the city centre where major regional shopping facilities can be found. It will continue to be the focus of city centre retail development in accordance with Policy TCR01. The extent of the central shopping core is shown on Diagram 15 and defined on the Policies Map.

13.23 There is a diverse retail offer within the central shopping core. This includes high-order multiple retailers focussed within the Highcross and Haymarket shopping centres, a variety of independent traders, many of which are accommodated within St. Martins ~~s~~**S**quare and the surrounding Leicester Lanes. The historic open-air market with its new food hall and Market Square (Green Dragon Square) is at the heart of the city centre.

13.24 However, traditional high street style shopping centres face challenges

from changes in consumer behaviour, new retail models, the growth in online shopping and competition from out-of-centre retail development. More recently, the Covid-19 pandemic and impact of lockdown measures (both local and nationally) have added to the pressure that our high streets and operators are facing. It is therefore important that we allow the central shopping core to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries.

13.25 Whilst it will be the focus for major retail development, we recognise that a greater mix of other main town centre uses (e.g. leisure, tourism, cultural etc.) can help to add vitality and viability to the central shopping core and provide an exceptional visitor and retail experience with a diverse range of uses set within a high quality environment. In September 2020, the Government introduced a new use class, Class E. This placed a wide range of uses (including retail, food, financial services, gyms, healthcare, nurseries, offices and light industry) into a single use class. This measure will introduce greater flexibility for operators and will broaden the range of uses that we see within town centres.

13.26 The council will consider the use of Article 4 directions to remove national permitted development rights where it is necessary to avoid wholly unacceptable adverse impact. This could include the loss of the essential core of a primary shopping area which would seriously undermine its vitality and viability.

13.27 Residential development contributes to the overall health of centres and to meeting the city's housing target. There is scope to increase housing stock in the centres, by increasing densities or by introducing housing on upper floors, or to the rear of commercial properties, provided that this does not lead to amenity issues or an unacceptable loss of commercial space and that the commercial uses on the ground floor remain of a viable size to include adequate storage space and staff facilities.

13.28 Evening and night time activities can increase economic activity within town centres and provide additional employment opportunities. However, consideration will also need to be given to potential impacts that the development or proposed use would have on the operation of other businesses or nearby residential properties e.g. through levels of noise and disturbance.

Diagram 15. The City Centre and Central Shopping Core

Diagram 16. The Central Shopping Core

Policy TCR04. Central Shopping Core (Primary Shopping Area)

New retail development -and other supporting uses such as Class E(c) Class E(b), pubs (SG), hot food takeaways (SG) will continue to be focussed within the central shopping core (primary shopping area) in accordance with Policy TCR01.

Other main town centre uses (e.g. leisure/entertainment, tourism, healthcare, cultural facilities) can support the main retail function of the central shopping core and add to the vitality and viability of the centre. These uses will be supported where they are suitably located and would not unduly detract from the essential shopping function of the central shopping core. (**Policy** TCR 01)

~~In assessing proposals for non-retail uses within the central shopping core~~
would be supported where: ~~consideration will be given to:~~

- ~~a) The location and prominence of a unit~~
- ~~b) The levels of activity or footfall that the proposed use would generate;~~
- ~~c) Whether a **A** shop front is retained (**Policy** DQP08)~~
- ~~d) Whether the proposal would **A non-retail use** retains or enhances an active ground floor use and street frontage~~
- ~~e) Any special contribution that the proposal would make to the vitality and~~

viability of the central shopping core

- ~~f) The length of time that a unit may have been vacant for~~
- ~~g) The availability and suitability of alternative vacant units~~
- h) Whether ~~t~~The use is suitable in scale and size for the character of the area
- i) The **proposal would deliver good** quality of the design
- j) Whether ~~t~~The proposal would **preserve or** enhance **the significance of** the heritage value of a building or area **(Policy HE01)**

Development which secures the use of upper floors, (including residential development) will be supported where:

- The proposed development or uses would not have a harmful impact on the amenity of local residents due to noise, odour, disturbance or the light pollution (**Policy** DQP06); and
- In the case of residential uses a satisfactory living environment can be achieved.

On streets where there is lots of activity, residential or business uses (office, industry, and storage) will not be appropriate at ground floor level except to provide entrances to these uses on upper floors as required.

Evening and night-time activities

Planning permission for uses associated with night-time and evening activity (e.g. night clubs, bars, pubs, hot food takeaways, some community uses etc.) will be expected to address anticipated impacts on residential uses or on the operation of other businesses in respect of noise, light, vibrations, smell etc. through the installation of appropriate mitigation measures before the new use commences to reduce these impacts to an acceptable level.

Town, District and Local Shopping Centres

13.29 Town, district and local shopping centres perform an important function in providing goods, services and a focus for local communities through the location of shops, health care facilities, libraries, financial services and uses including pubs, cafes and takeaways.

13.30 Concentrating main town centre uses such as retail, office and leisure developments in town, district and local shopping centres helps to support the vitality and viability of those shopping centres. In addition, uses such as amusement arcades, laundrettes, betting shops, hot food takeaways, saunas and massage parlours, car showrooms and minicab offices which are classed as sui generis are commonly found in centres (and smaller shopping parades). Providing a variety of uses in one place makes mixed shopping and leisure trips easier for people particularly those who rely on walking and public transport and for people with disabilities.

13.31 It is recognised that in recent years the retail and leisure sectors have faced many challenges from changes in consumer behaviour, new retail models, the growth in online shopping and competition from out-of-centre retail development. The Covid 19 pandemic and impact of lockdown measures (both local and nationally) have added to these pressures. However, the 2021 Retail and Leisure Study did find some signs of resilience to pandemic, particularly in the smaller local centres that provide day to day retail and service needs. The health of centres will be monitored going forward.

13.32 In time, it is likely that the new Class E will broaden the range of uses that we see in traditional shopping centres on the high street. The flexibility provided within Class E will help retail and leisure operators respond to and adapt to changing circumstances. Increasing economic activity along with providing key community facilities such as medical centres and libraries etc within town centres will help to support high street vitality. The council will

therefore be supportive of alternative uses where proposals enhance the vitality and viability of the centre.

13.33 While centres are generally the most appropriate location for these uses, the council will carefully consider their potential impact when assessing planning applications to make sure that they do not harm the character of the centre, the amenity of nearby residents or adversely impact pedestrian and highway safety.

Policy TCR05. Town Centre Uses in Town/District and Local Shopping Centres

Main town centre uses including amusement arcades, launderettes, betting shops, hot food takeaways, saunas and massage parlours, car showrooms, minicab offices, and pay day loan shops, outside the central shopping core will be focused in the shopping centres shown on the Policies Map.

Proposals for ~~such development and for extensions to shops within these centres will be considered against~~ **main town centre uses will be actively supported within town, district and local shopping centres, subject to** the following criteria:

- a) ~~Do~~ **The proposal would** not prejudice the use of upper floors for residential use
- b) ~~How~~ **It** The scale and design is sympathetic to the size and character of the centre and its role in the hierarchy
- c) ~~The impact of traffic generated by the development and the arrangements for parking, loading, unloading, servicing and their impact on pedestrian~~ and **It would not have an unacceptable impact on** highway safety
- d) The **It would contribute to a** diversity of uses ~~on offer and the effect on the~~ **within the centre and not harm its** retail function of the shopping

centre

- e) ~~The proposal will~~ **It would** maintain and enhance the vitality and viability and character of the shopping area

Proposals for hot food takeaways and pubs will be assessed in accordance with ~~p~~**Policy** TCR06.

Proposals elsewhere will be resisted other than those which accord with Policies TCR01 and TCR02.

Food and Drink in Town, District and Local Centres

13.34 Food and drink uses, including hot food takeaways are a fundamental part of most centres. These uses fill vacant units, add to the diversity of uses and offer a popular facility for local communities. However, most centres are surrounded by and include residential properties. Food and drink uses can generate noise, odours, litter and disturbance to residents by increased pedestrian and vehicular traffic drawn into an area which can be detrimental to residential amenity. The pattern of activity often associated with hot food takeaways is late night use at unsociable hours. As well as creating anti-social behaviour issues and health concerns, when clustered together these uses can increase the level of impact on residential amenity. Too many of these uses can also reduce the capacity of the centre to serve everyday shopping needs and create daytime voids due to hours of operation within the centre.

13.35 These issues are often more evident in the smaller centres where there is less background noise and a reduced level of retail offer. Other centres like Belgrave Road, Evington Road, Narborough Road (Braunstone Gate) district centres and London Road local centre have developed a strong and diverse food and drink offer. This can add to the attractiveness of the centre and make them destination places.

13.36 To help maintain a diverse and active shopping street and avoid disturbance to residents it is recommended that normally no more than three hot food takeaway (sui generis) uses should be adjacent to each other in a frontage length and that between groups of hot food takeaway uses there should be at least two intervening non hot food takeaway uses. In centres with ten or fewer units proposals for hot food takeaway and drink units will be assessed on their individual merit.

13.37 In locations where residential properties are nearby such uses will only be acceptable if planning conditions restricting the hours of opening can reasonably be imposed. Opening outside the hours of 07:30 – 23:00 will be unacceptable if significant additional detriment is likely to be caused to the amenity of local residents by the operation of food and drink facilities.

Policy TCR06. Development for Hot Food Takeaway and Food and Drink uses ~~Purposes~~ in Town, District and Local Shopping Centres

Hot food takeaway and food & **and** drink **uses** facilities (Sui generis), will continue to be supported in centres to meet demand and to add vitality and diversity. However, this will be subject to considerations of residential amenity. ~~, the effect on the vitality and viability of the centre and the cumulative impact of these uses.~~

In assessing proposals for hot food takeaway and **food and** drink uses account will be taken of the number, distribution and proximity of other hot food takeaway and **food and** drink uses, including those with unimplemented planning permission and the impact on the vitality and viability of the centre.

Proposals for the change use of premises within centres for ~~food~~, hot food takeaway and **food and** drink purposes will be permitted except where:

- a) The development either individually or cumulatively with other hot food takeaway and **food and** drink **uses** (including unimplemented planning permission) would be likely to prove significantly detrimental to **the living**

conditions and outlook amenities of the occupiers of nearby residential properties, ~~to visual amenity~~, and to parking and traffic issues which cannot reasonably be controlled by condition

- b) a ventilation flue is required but ~~is it~~ **is** considered that it would not be effective for purpose, it would cause problems of noise or fumes for the occupiers of nearby properties and; or would be detrimental to visual amenity
- c) A shop front is not retained
- d) It would prejudice the use of upper floors for residential use either at the application site and/or adjacent properties

#) It would not have a significant negative impact, either individually or cumulatively, on the vitality and viability of the centre.

Where new hot food takeaways are acceptable the following measures may be necessary to reduce the litter associated with the proposed hot food takeaway:

- a) The provision and maintenance of a litter bin outside the premises at all times when the business is open
- b) One or more litter bins within the surrounding areas as appropriate to meet likely need
- c) Commitment to undertake litter picking both within the immediate vicinity of the premises and where necessary further away
- d) Provision of advisory signage

Where appropriate these measures will be secured by condition.

13.38 To help reduce litter associated with hot food takeaways and ensure that there is no unacceptable impact from litter on the amenity of the area as part of the application the council will consider the need for the proposed new hot food takeaway to install litter bins, commit to undertake litter picking and provide advisory signage. As litter may be deposited further away from the immediate vicinity of the premises the council will consider the wider effect this has on local amenity and may ask premises to undertake litter picking to

collect litter (generated from off-sales from that premises) which has been deposited further away from the immediate vicinity. Where appropriate these measures will be secured by conditions to require ongoing compliance with any measures proposed.

Neighbourhood Shopping Parades

13.39 Neighbourhood parades usually consist of a short row of shops that help to serve the day to day needs of the immediate local community. The retail units are usually small in scale with the majority of units providing either a convenience function or service function, such as a hairdresser or takeaway. They complement the retail hierarchy by giving people access to local shops and services within walking distance.

Policy TCR07. Neighbourhood Parades

Within neighbourhood parades the following uses will be supported:

- Commercial, business and service uses (Class E)
- Community facilities

Proposals for other uses will be permitted provided that the use would not result in the neighbourhood parade being unable to meet the day to day needs of the local community and it can be demonstrated that:

- a) The proposal will retain an active ground floor use and frontage and provide a direct service or sales to visiting members of the public
- b) The development or use(s) will not be detrimental to the amenity of local residents (either individually or cumulatively) due to noise, odour or disturbance or light pollution or highway safety
- c) ~~Where planning permission is necessary, c~~ **Changes of use at ground-floor to residential will be permitted to the rear or on upper floors or to the rear on the ground floor and a satisfactory living environment can be achieved (Policies DQ06 and H07)**

13.40 There are 34 neighbourhood parades in the city, and they are an important local facility, particularly for people who are less mobile and for the more vulnerable members of the community. This is especially the case in areas that do not have easy access to larger centres or supermarkets. Therefore, the council will maintain and where possible enhance, such local community facilities. The neighbourhood parades ~~will be~~ are shown on the future Policies Map. (See Appendix 3)

Outside the Defined Shopping Centres

13.41 Where proposals for new town centre development uses including laundrettes, betting shops and pay day loan shops have satisfied the requirements of the sequential test and suitable sites and premises are not available in appropriate centres or edge of centre locations (and if necessary, an impact assessment has been undertaken), planning permission will normally be granted for new town centre development, provided that the proposal is of an appropriate scale; it is readily accessible by a choice of means of transport; and it is unlikely to have adverse implications for residential amenities and for traffic and parking conditions. It is unlikely that the change of use of a mid-terrace house would be acceptable.

13.42 There are also a range of out-of-centre retail parks such as St. George's Retail Park, St. Margaret's Way (Wolsey Street and Blackbird Road), Putney Road, Raw Dykes Road, Aylestone Road that traditionally accommodated bulky retail goods. It is recognised that whilst these areas currently complement the city's retail offer, any proposals for the future expansion, intensification, or changes of use at these locations should be carefully assessed to ensure that they do not have a detrimental impact on designated centres and any existing, committed, or planned town centre investment. These out of centre retail parks are considered to be the

preferred location for bulky retail goods.

Policy TCR08. Main Town Centre Development Outside of Defined Centres

Where proposals for new shopping development and other main town centre uses, including betting offices, pay day loan shops, hot food takeaways and laundrettes, have satisfied the requirements of the sequential test (Policy TCR01) and suitable sites and premises are not available in appropriate shopping centres or edge of centre locations (and if necessary, an impact assessment (Policy TCR02) has been undertaken) then the council will consider more favourably if the following apply:

- a) The proposed development is easily accessible by foot, cycle and by public transport
- b) Significant disturbance is unlikely to be caused to nearby residential areas (the change of use of mid terrace houses will not be acceptable) and
- c) ~~The traffic generated by the~~ **proposed** development ~~will not have a significant detrimental impact on pedestrian and~~ **would not result in an unacceptable impact on** highway safety

Retail Development and Main Town Centre Uses Not in a Town Centre – Planning Conditions

13.43 Corner shops and other isolated shops still provide a local service. Sometimes they are in isolated areas that are not well served by the defined centres and therefore provide an important facility for the local community. Proposals that involve reinstating corner shops that have converted to residential use would be considered against policy TCR08.

13.44 Town centre policy in the NPPF will help to determine the acceptability of retailing proposals that are outside of a defined centre. The type of goods sold, and the amount of space devoted to their sale can potentially threaten nearby centres. Therefore, the use of appropriate planning conditions will be considered amongst others to limit the range of goods sold to prevent the development from being subdivided into smaller units and to prevent future addition of mezzanine floors. This is to protect the vitality and viability of town centres.

13.45 **The Use classes are not linked to any spatial considerations. As such the expanded Use Class E applies equally to both town centres and out of centre locations, and there may be unintended consequences in providing additional flexibility across Class E outside of town centres.** In instances, where approval is to be granted for a new, or change of use to a Class E use outside of a defined town centre that does not require consideration of the sequential test or an impact assessment (e.g. day nursery) a condition may be attached to the permission that would restrict the proposed use to a particular sub-category, **which has been justified in the application submission**. This is to allow appropriate consideration of the sequential and impact assessment if a subsequent proposal was received that would require consideration of these policy tests. This is to **will** protect the vitality and viability of town centres **and ensure that unacceptable impacts do not arise from future Class E development**.

Policy TCR09. Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre

- a) If the sale of comparison goods from out-of-centre retail development, including supermarkets and superstores would adversely affect the viability of a shopping centre ~~as a whole~~, the range of goods sold and/or the mix of convenience ~~(includes food and drink)~~ and comparison goods

~~(includes clothing, shoes, furniture and household appliances)~~ will be limited by condition.

Where necessary:

- b) Conditions may also be necessary to prevent the development being subdivided into smaller units and to prevent the future addition of mezzanine floors
- c) A condition may also be necessary to restrict a Class E use to a particular sub-category if that use does not require consideration of either the sequential or impact tests **for main town centre uses.**

Open Space, Sports and Recreation

Evidence Base

14.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Green Wedge Review Joint Methodology (2011)
- A Green Wedge Review (2017) and Addendum Report (2020)
- Open Space, Sport, and Recreation Study (2017)
- Burial Space Strategy (2014)
- Playing Pitch Strategy Assessment Report **and Action Plan** (2017) and ~~Action Plan (2017)~~
- ~~Addendum to Playing Pitch Strategy (2022)~~
- **Playing Pitch Strategy Position Statement (2022)**
- Allotment Strategy (2015 – 2020)

Background

14.2 Leicester has a wide range of open spaces that make a major contribution to the quality of life of city residents and visitors. These include green wedges, parks, children's play areas, sports pitches, natural open space, allotments, cemeteries, civic spaces, rivers, and canals as well as other incidental open spaces that together comprise the open space network.

14.3 Open spaces secure many benefits for people living and working nearby, providing places to be active for community events, to unwind, to grow food and to spend time in a natural environment. This is beneficial for people's mental health as well as physical health.

14.4 They Open spaces are also valuable for wildlife and the natural environment. Many of the city's open spaces are expected to contribute to broader strategies seeking to enhance green infrastructure networks and build interconnectedness across the region, such as the Leicestershire, Leicester, and Rutland Local Nature Recovery Strategy, which is anticipated to emerge during the Plan period. They also provide important functions in relation to climate change, such as flood storage, improving water quality and reducing 'heat island' effects. These are the warmer temperatures experienced within urban areas compared to surrounding rural areas due to a concentration of surfaces that absorb and retain heat, as well as human activities.

14.5 Open spaces are an important part of the landscape setting for the built environment and in achieving sustainable development.

14.6 The open space network does not stop at the city's boundary. It is connected to wider networks of open space in adjoining authorities. Green wedges have a strategic function and extend beyond the city's administrative boundary into the Leicester Urban Area. The River Soar and Grand Union Canal are part of a larger waterway corridor in the region. People travel to sports facilities and open spaces in the Leicester Urban Area (and vice versa). In view of this the council will continue to work with partners, (e.g. neighbouring local authorities, Sport England, and sport governing bodies) to optimise the benefits and improve access to open spaces serving the wider area, including in the development of the future Local Nature Recovery Strategy network.

Diagram 17: Open Space Network, Leicester Urban Area

Add under diagram 17:

The open space network designations shown beyond Leicester City's administrative boundaries are for illustrative purposes only.

Green Wedges

14.7 Green wedges are extensive areas of predominantly open and green land. They run from the edges of the city towards the city centre. In most cases green wedges extend beyond the city boundary through green wedge allocations in adjoining districts. This gives them a strategic importance as they connect the city to the surrounding Leicestershire countryside.

14.8 The extent of the ~~previously defined~~ green wedges can be seen in Diagram 17 above. They have four strategic functions:

- To prevent the merging of settlements (considering both physical separation and the perception of distance between settlements)
- Guiding development form
- Providing a 'green lung' into urban areas (including a continuous link between open countryside and land which penetrates into urban areas)
- Providing a recreational resource (including publicly accessible informal and formal recreation facilities)

14.9 The extent and function of Leicester's green wedges have been reviewed in the Green Wedge Review (2017) and Addendum Report (2020). This review followed the Green Wedge Review Joint Methodology (2011) that was jointly prepared by the Leicester and Leicestershire authorities, with the exception of Blaby District Council and Melton Borough Council.

14.10 Some allocated sites (i.e. the former Western Park Golf Course, land East of Ashton Green, land North of A46, and land West of Anstey Lane) are on land which was formerly designated as green wedge. This land no longer has green wedge status. Land within these parcels which remains undeveloped will be designated as open space.

14.11 At both the strategic and local level, green wedges also provide and link a range of uses such as open space; sport and recreation; green

infrastructure; wildlife corridors; improving air quality; flood alleviation measures; and transport corridors, which can help secure wider benefits such as supporting improved connectivity and promoting active and sustainable travel choices. These uses should be preserved and where possible enhanced. The only types of land use that will normally be considered appropriate for these areas are those where the predominantly open and undeveloped nature of the land is retained. Green wedges contribute significantly to the city's green infrastructure and ecological networks. Development of any type and/or scale within these ecologically sensitive areas has potential to impact habitats and species without appropriate consideration at the earliest stages of development design. Therefore, any application for development within a green wedge will be expected to be accompanied by a Preliminary Ecological Appraisal to provide an assessment of any likely impacts upon local ecological features and whether further survey work is required, e.g., protected species surveys. The Preliminary Ecological Appraisal will also inform whether the development has potential to significantly negatively impact ecological features requiring a more detailed Ecological Impact Assessment. An Ecological Impact Assessment appraises the likely significant ecological effects of a project, irrespective of the scale or type of project. It is recognised that some built development may be required in connection with some of the uses identified within the policy.

Policy OSSR01. Green Wedges

The green wedges as shown on the ~~future~~ Policies Map will be maintained as areas that prevent the merging of built settlements, help guide where development can take place, provide a green lung into urban areas and act as a recreational resource.

Development within green wedges will only be permitted where for the following:

a) It **The proposal** does not adversely affect the predominantly open and undeveloped character of the green wedge, **and**

b) The proposal relates to:

- i)** agriculture,
- ii)** horticulture,
- iii)** forestry,
- iv)** nature areas,
- v)** allotments,
- vi)** burial grounds,
- vii)** low impact waste uses,
- viii)** outdoor sports,
- ix)** leisure, ~~or /~~ recreation facilities **that are predominantly open uses**, including school playing fields,
- x)** footpaths,
- xi)** cycleways and bridleways,
- xii)** **renewable energy development**,
- xiii)** **mineral extraction**

Or the proposal delivers local transport infrastructure which can demonstrate a requirement for a Green Wedge location.

- ~~e) It provides a high quality of boundary and frontage treatment~~
- ~~d) It enhances, retains or creates additional open space networks between the countryside and within the urban areas~~
- ~~e) It enhances or retains public access to and within green wedges~~
- ~~f) It enhances or creates additional recreational and/or biodiversity areas within the open space~~
- ~~g) The proposal relates to a renewable energy development~~

Where development is otherwise acceptable within a Green Wedge, it shall:

- a) provide a high quality of boundary and frontage treatment;**
- b) enhance, retain, or create additional open space networks between the countryside and within the urban areas;**
- c) enhance or retain public access to and within Green Wedges; and**

d) enhance or create additional recreational and/or biodiversity areas within the Green Wedge.

A preliminary ecological appraisal should be submitted alongside any planning application for development in the Green Wedge.

Open Spaces

14.12 The council will seek to maintain and enhance the quality of the open space network so that residents have easy access to good quality open space, sport, and recreational provision that meets the needs of the city.

14.13 The quantity, quality, and accessibility of these types of spaces which are publicly accessible have been assessed in the Open Space, Sport and Recreation Study (2017), Green Wedge Review (2017) and addendum (2020), and the Playing Pitch Strategy (2017). These open spaces include parks and gardens, informal open space, civic space, children and young people's space, outdoor sports space, natural open space, allotments, and burial grounds. There are also other types of open space, such as school playing fields, which may not be accessible to the public, but still contribute to the network of open space.

14.14 Other open spaces such as privately-owned sports pitches (e.g. tennis courts and bowling greens) and open space sites below 0.5ha also have important amenity value but may not be shown as open space in the future Policies Map. The council will seek to protect these sites and assess any development proposals on a case-by-case basis.

Policy OSSR02. Development of Open Spaces

Development of open space as shown on the Policies Map **and other open space, such as privately-owned sports pitches and sites below 0.5ha not shown on the Policies Map,** will **not** be permitted if unless the open-space is:

- a) **The open space is** surplus to requirements in relation to its current open space typology, taking into consideration the quantity, quality, and accessibility of existing open spaces **by reference to the Council's Open Space, Sport, and Recreation Study;** and, in addition
- b) **The open space is** not needed for another type of open space; or
- c) The loss resulting from the proposed development would be replaced by equivalent or better open space provision in terms of typology, quantity, quality and accessibility; or
- d) The development is for alternative sports and recreational provision to that currently provided for on the open space, or ancillary development associated with the open space, the needs for which **clearly** outweigh the loss of the current or former use; or
- e) The development enhances and/or retains public access to and within the open space; or
- f) The development enhances or creates additional recreational and/or biodiversity value, **and/or the development delivers flood alleviation measures.**

Open Space in New Development

14.15 The amount of open space required should meet the needs and priorities in the local area as defined by the **council's** Open Space, Sport and Recreation Study (2017). Currently the city council has an adopted standard of 2.88 ha of publicly accessible open space per 1,000 population. In the city centre, open space enhancements will include the potential upgrading of public realm where impacts related to the development can be demonstrated. **Further detailed guidance on the application of the adopted open space standard both on- and off-site will be set out in an updated SPD on green space. The Greenspace SPD will also address**

the requirement for development to provide allotments where there is a need for them in the area. Allotments play an important role in enabling people to grow food close to their homes and providing physical and mental health benefits, as well as improving biodiversity. The Council will update applicable Supplementary Planning Guidance to confirm the quantitative and qualitative Green Space improvements standards and requirements, in the City.



Victoria Park

14.16 The council may adopt new open spaces if it is in the council's and the public's interest, and they have been constructed to a standard agreed by the city council. Commuted maintenance sums will be sought to allow maintenance for 20 years. If the council is not to adopt new open space, the applicant should make provision for its long-term maintenance and management.

Policy OSSR03. Open Space in New Development

- a) New development proposals, including strategic site allocations (Policies SL02, SL03, SL04, SL05, and SL06) and any future cross-boundary developments (Policy Ho02), should meet the need for open space provision arising from the development, taking account of local quantitative, qualitative and accessibility deficiencies in existing public and privately maintained open space, sport and recreation provision
- b) New high quality on-site open space, to an agreed standard, will normally

be required and should be publicly accessible to all. Where appropriate, in addition to or as an alternative, contributions to improve the quality of, or access to existing open space and public realm will be sought

- c) New open spaces should be located in accessible overlooked areas taking into account possible impacts of noise and floodlighting
- d) **Open space in** new development will be expected to be integrated across the site and connect to the wider open space network. This should be in the form of appropriate landscaping, water conveyance routes as part of a Sustainable Drainage Scheme, and tree planting that will provide connections for wildlife, water management, access via walking and cycling routes, and improved amenity
- e) Where development lies adjacent to the open space network the proposal should be designed and positioned to facilitate wildlife migration and good design

Local Green Space

14.17 Should local communities wish to designate a Local Green Space this should occur when a new local plan is prepared or reviewed, or through the preparation of a Neighbourhood Plan. Potential designations will be tested against the criteria outlined in the NPPF (2021) and should be consistent with the planning of sustainable development, and complement investment in homes, jobs and other essential services.

Sports provision

14.18 Playing sports can have many positive impacts on people's health and wellbeing. An assessment and action plan for outdoor sports in Leicester has been undertaken in the Playing Pitch Strategy ~~Assessment Report (2017)~~ and ~~Action Plan (2017)~~ and ~~Addendum (2022)~~. Types of sports considered

include football, rugby, cricket, tennis, hockey and bowls, all of which require appropriate playing pitches throughout the season.

14.19 The Local Plan can safeguard sites and facilities and secure contributions towards site enhancement. The provision, improvement, and management of facilities is a joint responsibility with Sport England, national and regional governing bodies, the city council, adjoining local authorities as well as local sports clubs.

14.20 The city council intends to protect, enhance, and provide sporting facilities within the city in line with **the adopted Playing Pitch Strategy and Action Plan and the council's** ~~its programme~~ **to enhance built facilities and the adopted Playing Pitch Strategy and Action Plan. A built sports facilities strategy in Leicester is yet to be developed. The Playing Pitch Strategy and Action Plan will inform on the need for new built outdoor sports facilities until a built sports facilities strategy is adopted.** ~~In addition,~~ The cross-boundary implications of growth will be taken into account, through the Duty to Co-operate dialogue and consultations.

14.21 There is potential for conversion to sports pitches and facilities, which will be determined through Supplementary Planning Guidance drawing on the Local Infrastructure Assessment and Viability Assessment.



Game of rugby

Policy OSSR04. Existing Playing Pitches, Sports and Recreational Buildings

Existing playing pitches, **sports and recreational buildings, and associated development ancillary to outdoor sports facilities** will be protected from development for other uses unless it can be clearly demonstrated that:

- a) The ~~site~~ **existing use** is surplus to requirements
- b) Equivalent or better facilities, in terms of quantity and/or quality will be provided in a suitable location
- c) The development is for alternative sports and recreational **al** provision, the ~~needs~~ **benefits** of which **clearly** outweigh the loss
- d) The proposal is consistent with or does not conflict with the delivery of the **Council's** Playing Pitch Strategy and Action Plan ~~(2017)~~

Policy OSSR05. Playing pitches and associated facilities

The city council will support proposals for development to provide or support playing pitches and their associated facilities provided:

- a) The proposal can be well accessed by walking, cycling, public transport and by those with disabilities (**Policy** T03)
- b) The amenity of nearby residents is protected, including from the impacts of use (e.g. **noise**, traffic and parking) and associated floodlighting
- c) The proposal is consistent or does not conflict with the delivery of the **Council's adopted** Playing Pitch Strategy and Action Plan

Policy OSSR06. Built Sports Facilities

Development of new, or enhancement of existing built sports facilities will be permitted and encouraged where this contributes positively to the well-being and social cohesion of local communities, with preference being given to locations within or adjacent to an appropriate town or edge-of-town-centre sites.

Built sports facilities will be acceptable outside town centres where:

- a) It can be demonstrated that there are no suitable premises within or adjacent to centres
- b) There are overriding community, amenity and environmental benefits deriving from an out of centre location
- c) Residential amenity is not unreasonably affected (**Policy** DQP06)
- d) The development is easily accessible by walking, cycling and public transport (**Policy** T03)

Leicester's Waterways

14.22 The River Soar and the Grand Union Canal thread their way through Leicester, from south to north, creating a strong waterway corridor through the city. ~~The~~ Waterway corridors have an important role to play in the heritage and regeneration of the city together with ~~its~~ their value for leisure, recreation, connecting open spaces, biodiversity, flood management, transportation and tourism. Spending time by the waterway can also secure many health and wellbeing benefits.

14.23 Development within the waterway corridors has an opportunity to harness the potential of the waterway to provide a positive and attractive environment for businesses, visitors and as a place to live. The River Soar and Grand Union Canal Partnership (RSGUCP) was established to promote the long-term regeneration and sustainability of the waterway corridors.

14.24 Development within the waterway corridors should seek to align with the aspirations of the RSGUCP Waterway Strategy and Action Plans. Proposals should make the most of opportunities to secure multiple benefits in improving amenity value, enhancing biodiversity, facilitating connectivity between development and neighbouring sites, reducing flood risk, and improving water quality. Where appropriate, contributions may be sought for improvements/enhancements to the waterway corridors.

14.25 While it is possible for hydroelectric power to make a small contribution to meeting Leicester's electricity need, the development sensitivity of potential sites means that the likelihood of fulfilling the power generating potential is low. However, any proposals for small-scale hydroelectric schemes for sites situated adjacent to a weir or lock will be assessed on their individual merits and in consideration of other policy objectives.

Policy OSSR07. Waterways

Development within the waterway corridors will be permitted **where it** ~~taking into account the following objectives:~~

- a) Realisess the potential of the proximity of waterways to maximise the regeneration benefits of the site
- b) Reflectss the character variations in the waterways, in terms of use, location and design
- c) Complementss and enhancess the architectural quality of the waterside, particularly in regard to historic assets
- d) Protectss, maintainss and enhancess the nature conservation value of the waterway corridors, including delivering for the Water Framework Directive
- e) Protectss, maintainss and enhancess the sustainable drainage functions of the waterway corridors
- f) Takess opportunities to enhance the recreation and leisure roles of the waterway corridors
- g) Maintainss, enhancess, and createss safe and publicly accessible routes to, along and adjacent to waterways, which are suitable for active travel (e.g. walking and cycling) for all potential users
- h) Improvess surveillance of the waterway, including appropriate orientation, design, lighting and outlook
- i) Providess safe, secure and accessible mooring and boating facilities, where possible and appropriate
- j) **Is** designeded to allow for flood management, access for maintenance, landscaping and emergency work, as required
- k) **Does** not have an adverse impact on the structural integrity of the waterway
- l) Encouragess the planting of trees along waterways to improve biodiversity and provide shading

The Natural Environment

Evidence Base

15.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Biodiversity Action Plan (2021-2031)
- Green Infrastructure Strategy (2015-2025)
- Tree Strategy (2018 - 2023)

Background

15.2 Leicester has a diverse and interesting natural environment due to the complexity of its urban habitats and geology. The mix of grasslands, wetlands, and woodlands together with post-industrial brownfield sites, former quarries, gardens, rivers/canals, and built structures provide habitat niches for a wide range of species creating one of the most nature rich parts of Leicestershire. The council will continue to work with partners, including neighbouring local authorities, statutory bodies, and local nature conservation organisations, to consider how best to improve and optimise the conditions and function of Leicester's biodiversity and geodiversity. **The city council will also work collaboratively and across administrative boundaries with other local planning authorities in Leicestershire and Rutland, public bodies, and local stakeholders, in order to support the delivery of strategic ambitions and priorities for nature, such as those set out in the emerging Local Nature Recovery Strategy.**

Designated Biodiversity Sites

15.3 Many of our most important and biodiverse areas in the city have been designated as a ~~Site of Special Scientific Interest (SSSI)~~, Local Nature

Reserves (LNR), Local Wildlife Sites (LWS), or Biodiversity Enhancement Sites (BES), or as a Site of Special Scientific Interest (SSSI), to afford them additional protection and enhancement opportunities. These sites will be maintained, protected and enhanced.

15.4 The boundaries of all locally designated sites are defined on the policies map. It is recognised that ecological value of sites can change over time, and that new sites may come forward. It is intended that additional sites identified or designated during the plan period will be appropriately protected and enhanced.

15.5 Leicester's constricted authority boundaries coupled with the need to accommodate housing and employment means that there is significant pressure on the city. Consequently, some former biodiversity sites have been allocated for housing, in this plan. These sites no longer hold biodiversity site designation.

Protected and Priority Species/Habitats

15.6 Protected and priority species and habitats are identified as under threat of rarity or extinction and have suffered severe decline. Some sites that contain priority habitats have been identified and designated as LNRs and/or LWSs, but many other priority habitats and species are located across the whole of Leicester. These include areas of wetland, hedgerows, meadows, and woodland that support rare and vulnerable species, such as bats, otters, and hedgehogs. The council will continue to seek to conserve, restore and enhance such areas and the species they support through actions set out in the Biodiversity Action Plan, and to strengthen the ecological network across Leicester where possible. This will help to create, connect and strengthen wildlife dispersal routes throughout the city and contribute towards the establishment of coherent Nature Recovery Networks, both locally and across the wider region.

Strategy

15.7 The council expects development to create, protect, maintain, and enhance biodiversity and to optimise its value for wildlife through appropriate habitat management and maintenance. The mitigation hierarchy will be used to consider the impacts on biodiversity. Steps must first be taken to avoid any likely significant impacts to biodiversity. If this is not possible, it will be necessary to demonstrate the need for development outweighs the need to safeguard the nature conservation value of the site and show how the unavoidable impacts can be mitigated. **This should be done** by taking steps on site to minimise the duration, intensity and/or extent of impacts that cannot be avoided. Where all on-site mitigation options have been exhausted then compensation off-site should be considered, but only as a last resort where there is no other alternative.

~~15.8 It is anticipated that policies will need to be reviewed following changes in government legislation and national planning policy relating to biodiversity.~~

Policy NE01. Protecting designated sites, legally protected and priority species, and priority habitats

~~For proposals affecting nationally or locally designated sites, legally protected and priority species, and priority habitats, the following will be considered:—~~

- a) Development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments) will not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both the impact on the features of the site that make it of special scientific interest, and any impacts on the broader network of Sites of Special Scientific Interest
- b) ~~Development proposals on, or affecting, locally designated sites~~

~~(including regionally important geological sites), will only be permitted where it can be demonstrated that the need for development outweighs the need to safeguard the nature conservation or geological value of the site~~

- ~~c) Development proposals on, or affecting, sites supporting priority habitats and priority species, will only be permitted where it can be demonstrated that the need for development outweighs the need to safeguard the nature conservation or geological value of the site~~
- d) Development proposals on, or affecting, sites supporting legally protected species will only be permitted where it can be demonstrated that it has suitably avoided, minimised, mitigated or compensated for the loss of that habitat and/or impact on that species. Developments that cannot demonstrate this should not be permitted

~~Development will only be permitted where significant harm to biodiversity is avoided. Where harmful impacts cannot be avoided, they should be minimised and mitigated for through design, layout and detailing of the development, or as a last resort compensated for, which may include off-site measures. **If significant harm to biodiversity and/or geodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.**~~

Biodiversity Gain

15.9 To help support the city's ambition to deliver an overall environmental net gain, the council will expect proposals to achieve at least a 10% **the statutory** biodiversity net gain in line with government legislation. **If the relevant percentage for biodiversity net gain set in legislation is changed during the lifetime of this Plan, the required biodiversity net gain set in Policy NE02 will also change accordingly.**

15.10 All major development proposals will be expected to adhere to the following principles:

- Development must provide a minimum statutory net gain in biodiversity. **Proposals for provision of a biodiversity net gain greater than the statutory requirement will be supported subject to viability considerations and meeting the requirements of other relevant policies of this Plan.**
- Biodiversity should be incorporated into the built design at an early stage
- Enhancements should seek to contribute to **the Leicestershire, Leicester, and Rutland Local Nature Recovery Strategy and to Leicester's Biodiversity Action Plan objectives and subsequent updates, <https://www.leicester.gov.uk/planning-and-building/conservation/nature-and-biodiversity/nature-conservation-and-planning/> which can be viewed at the 'Nature conservation and planning' webpage on the Leicester City Council website**
- Enhancements should act to strengthen Nature Recovery Networks and the existing green infrastructure network to improve habitats and connectivity for wildlife. This is particularly important on sites adjacent or close to designated and/or priority habitats
- A Biodiversity Impact Assessment should be provided **at application stage** which clearly shows the size, scale and biodiversity value of any habitat/vegetation types existing on the site, those being retained and/or lost due to the proposal, and **those** being provided as part of biodiversity compensation and enhancement measures
- Spatial delivery of Biodiversity Net Gain is expected ~~on site first, then local off-site delivery required within local Nature Recovery Networks (as opposed to national level)~~, **in order of priority, to:**
 - **First, in relation to onsite habitats with a score of 4 or more according to the statutory biodiversity metric, avoid adverse effects from the development**
 - **Then, so far as those adverse effects cannot be avoided, mitigate those effects**
 - **Then, in relation to all onsite habitats which are adversely affected by the development, the adverse effect should be compensated by prioritising in order, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains within local nature recovery networks (as opposed to at the national level), and finally the purchase of biodiversity credits.**
- Management Plans and long-term funding must both be in place to ensure enhancements are sustainable and result in a lasting benefit to

biodiversity

- For phased development, the minimum statutory biodiversity net gain applies to the overall development, not to each phase. This is to recognise that phased development can occur over a long period of time where full details of all phases may not be known at the time of planning permission. Consequently, for these permissions, the standard approach may not be possible. Instead, an Overall Biodiversity Gain Plan must be submitted to and approved by the council before any development can begin, and a Phase Biodiversity Gain Plan for each phase must be submitted to and approved by the council before the development of that phase can begin. Full details for biodiversity net gain requirements relating to phased development can be found in the national Planning Practice Guidance on Biodiversity net gain.

15.11 All minor development proposals, except householder applications, those listed in Planning Practice Guidance and Department for Environment, Food & Rural Affairs guidance as exempt from mandatory BNG requirements, must provide at least 40% the statutory net gain in biodiversity which can also support the wider benefits associated with green infrastructure such as improved air, soil and water quality and managing flood risk. Proposals for provision of a biodiversity net gain greater than the statutory requirement will be supported but will be subject to viability considerations and meeting the requirements of other relevant policies of this Plan

Policy NE02. Biodiversity Gain

~~All developments will avoid biodiversity loss and enhance biodiversity where possible. In accordance with national legislation, developments are required to provide a minimum of 10% biodiversity net gain.~~ Following application of the mitigation hierarchy outlined in paragraph 15.10, all development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity and geodiversity features. All qualifying development proposals must deliver at least the statutory minimum measurable biodiversity net gain attributable to the development in line with legislation. Delivery of biodiversity net gain is expected to follow the Biodiversity Gain Hierarchy.

Developments will be permitted where:

- a) An overall net gain in biodiversity of at least 10% **the statutory minimum percentage**, as calculated by Natural England's most recent Biodiversity Metric or successor document, and commensurate with the size and scale of development, has been demonstrated
- b) The design of the new development, including landscape, enhances retained habitats and provides new areas and opportunities for wildlife onsite, wherever possible, and/or
- c) The size, location, creation, establishment, and long-term aftercare of off-site biodiversity compensation and enhancement has been agreed with the council **and are consistent with the Local Nature Recovery Strategy.**

All development proposals, unless specifically exempted by Government, must provide clear and robust evidence for biodiversity net gains and losses in the form of a biodiversity assessment, which should be submitted with planning applications.

Green and Blue Infrastructure

15.12 Leicester's green and blue infrastructure network helps to support wildlife move around the city and delivers multiple environmental and health benefits, such as improved mental health. This includes improving air and water quality, storing carbon, managing flood risk, providing opportunities for biodiversity net gain, facilitating urban cooling, providing places to grow food, and spaces for people to enjoy for leisure and recreation purposes. This network is formed by strategic blue and green corridors such as the River Soar and Grand Union Canal, the Great Central Way, the Rothley Brook and the Mainline and Ivanhoe Railway lines. These are supported by smaller networks including the city's brooks and main roads, open spaces and sports facilities, private gardens, and landscaped areas around development proposals. Many opportunities exist to encourage connectivity and diversity

for our wildlife, and to maximise the multiple benefits of green and blue infrastructure.

15.13 Proposals should consider opportunities to incorporate and connect to green and blue Infrastructure at the earliest possible stage of the development process. Proposals involving several connecting development sites, such as sustainable urban extensions, should incorporate a site-wide green infrastructure strategy. Where publicly accessible open space forms part of ~~the~~ a green infrastructure plans the functions associated with the use should be maximised to achieve maximum ecosystem services, including natural and semi-natural habitats, where appropriate. **Natural England's Green Infrastructure Framework and the Council's Green Infrastructure Strategy are useful guides when considering green infrastructure.**

Policy NE03. Green and Blue Infrastructure

~~Development~~ **Planning applications are expected to demonstrate how the proposals should ~~would~~:**

- a) Integrate green and blue infrastructure into the design of the scheme at the earliest stages of the development process, taking into consideration existing natural assets, and the most suitable locations and types of new provision
- b) Maximise the multiple functions and associated benefits of green and blue infrastructure including improving air and water quality, storing carbon, managing flood risk, providing opportunities for biodiversity net gain, facilitating urban cooling, growing food, and providing spaces for people to enjoy for leisure and recreation purposes
- c) Connect green and blue infrastructure across and around the site, and to the wider green and blue infrastructure network

d) Agree

The long-term maintenance and management of green and blue infrastructure **is to be agreed with the council** at an early stage. **Planning conditions or obligations will be used to secure the agreed arrangements.**

Development proposals should create new habitats, and links between habitats, in line with the Green Infrastructure Strategy and the Local Nature Recovery Strategy (once completed), to maintain and enhance a network of wildlife sites and corridors. This should minimise habitat fragmentation and provide opportunities for species to respond and adapt to climate change.

Ancient Woodland, Veteran Trees, and Irreplaceable Habitats

15.14 Ancient woodland and veteran trees are rare within Leicester. They are recognised as an irreplaceable resource in the city council's "Tree Strategy" that cannot be replaced through normal biodiversity off-setting processes due to the time taken for them to reach maturity and optimum biodiversity value. The Ancient Woodland Inventory published by Natural England and local records of veteran and mature trees will provide the evidence ~~base on which~~ **for sites where loss should be avoided** ~~to avoid loss~~ in line with the council's Tree Strategy.

Policy NE04. Ancient Woodland, Veteran Trees, and Irreplaceable Habitats

Development should aim to protect and, if possible, enhance ancient woodland, ancient or veteran trees, and irreplaceable habitats. Development resulting in the loss of, or harm to, **or the deterioration of**

ancient woodland, ancient or veteran trees, and irreplaceable habitats **will be refused, unless there are** must be wholly exceptional **reasons** and is only permitted when:

- a. The public benefit clearly outweighs the loss or harm to the habitat; **and**
- b. A suitable compensation strategy is agreed with the council and is in place

Transportation

Evidence Base

16.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- ~~Climate Change Action Plan (2021)~~ **Climate Ready Leicester Plan 2023-28**
- Midlands Connect Strategic Transport Plan for the Midlands (2022)
- Leicester and Leicestershire Strategic Transport Priorities (2020 – 2050)
- **Leicester Transport Plan 3 (2011-2026)**
- Leicester Transport Plan 4 (Draft) (2021 – 2036)
- ~~The Smart Leicester Strategy~~
- Air Quality Action Plan (2015 to 2026)
- Strategic Growth Plan (2018)
- Infrastructure Delivery Plan (2023~~2~~)
- Economic Recovery Plan – First Steps (2021)
- Leicester Covid 19 Transport Recovery Plan (2020)
- Cycle City Action Plan (2015 – 2024)
- Leicester Cycling and Walking Improvement Plan (2019)
- ~~Joint Health and Wellbeing Strategy and Action Plan (2019)~~
- **Leicester's Health, Care and Wellbeing Strategy 2022-2027**
- Leicester and Leicestershire Rail Strategy (2017)
- Leicester Street Design Guide (2020)
- Zero Emission Bus Regional Areas scheme (ZEBRA bid)
- ~~Enhanced Bus Partnership Plan (Bus Services Improvement Plan) 2022-3~~ **Leicester Bus Partnership: Bus Service Improvement Plan 2024 – 2036.**

Background

16.2 A sustainable, well connected, and reliable transport system is vital to achieve the city's objectives to cater for economic and housing growth, address the Climate Emergency as well as improve air quality and therefore people's health. Good land use planning and good transport planning go hand in hand and this Local Plan draws on the current and emerging transport strategies outlined in this section.

16.3 The city council consulted on its draft Leicester Transport Plan in Summer 2021. The plan sets out the transport vision, ambitions, policies and priorities for Leicester to 2036. The plan **will be updated and** ~~is being finalised following consultation and to take into account of the draft Department for Transport's (DfT) new guidance for Local Transport Plans. It is expected that Local Transport Plans will need to be prepared before 2024 and to have a stronger alignment with Local Plans.~~

16.4 The Leicester and Leicestershire Strategic Growth Plan underlines the importance of the Leicester Urban Area as the central focus for sub-regional development. The city's facilities and services need to be accessible not just to people in the Leicester Urban Area, but also to those in the neighbouring districts and the wider sub-region, and the draft **emerging** Leicester Transport Plan takes account of this.

16.5 The lockdowns associated with the Covid 19 pandemic seriously affected all forms of transport and appear to have changed some working patterns, for example, working from home. Public transport has still to recover from the pandemic, but car use has generally returned to pre-pandemic levels although peaks are not as strong. The large rise in cycling during the first lockdown demonstrates how behaviour can change significantly when conditions are perceived to be right (less traffic on the roads) and active provision is made for cycling. The city council provided over 10 miles of 'pop-up' cycling infrastructure in 10 weeks at the start of the

pandemic which provided extensive new and safe opportunities to cycle in the city.

Transport Strategy for Leicester

16.6 The Leicester Urban Area experiences significant congestion, particularly during peak periods and with the planned growth of the urban area and wider sub-region this could become more challenging. Transport in the city needs rebalancing to more sustainable modes of transport if we are to manage these pressures and deliver against our economic, environmental, and social ambitions. Promoting walking, cycling and public transport as primary modes of travel is central to achieving a more balanced and sustainable transport system in the city. For the years 2017 to 2019 the average trip length in Leicester and other similar-sized authorities was five miles, and 28% of all car trips were less than two miles. As such, there is a significant opportunity to encourage people to walk, cycle and take the bus more often. However, modal change can only be achieved through improvements in our walking, cycling and bus provisions, to deliver comprehensive networks of services and infrastructure that are attractive to potential users.

16.7 The Transport Strategy vision and ambitions are set out within the draft Leicester Transport Plan. The transport vision for Leicester is for a carbon neutral, growing, healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience for people and a vibrant local economy.

16.8 This vision is supported by ambitions for Leicester to 2036:

- 100 % zero emission vehicles throughout city (including buses, trains, taxis, fleet and freight)

- Many more people working regularly from home and more responsible use of cars for necessary trips only

- A transformed bus network with free 'Greenlines' services and targeted

discounts on Mainlines services, 'best-fare' digital integrated ticketing and improved local buses including 'Flexilines'

Public transport (including bus and rail), Park and Ride, cycling or personal e-mobility will be the first choice for longer journeys for most people

Active transport, cycling and walking will be the first choice for shorter journeys for most people

A thriving, accessible low-car city centre that is easy to move around in and supports economic growth in the whole city

Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment

A rush-hour free city, gradually managing traffic to reduce peak hour demands

16.9 The vision and ambitions illustrate how Leicester could change over the next 15 years. This vision cannot be achieved without help and co-operation and funding from partners including transport operators, developers and Government. Local residents and businesses also play a key role ~~is~~ in supporting and delivering the vision.

16.10 The emerging Leicester Transport Plan will provide a renewed context for the submission stage of the ~~Local p~~Plan with a strong focus on promoting the use of public transport, walking & cycling, low emission and smarter travel. It builds on the council's Connecting Leicester strategy and extends the recent Transforming Cities programme for sustainable transport infrastructure, as shown on Diagram 18 - The Spatial Transport Strategy. This is achieved by enhancing city centre bus and rail transport hubs and walking, cycling and bus links between them. Developing strong bus, cycling and walking links on key radial corridors, park and ride enhancements including electrified buses, and smart travel initiatives including integrated digital ticketing

16.11 Encouraging a shift towards clean low emission vehicles alongside a

change to more sustainable transport modes will support climate change, air quality, and health objectives.

16.12 ~~The Enhanced Partnership Bus Plan (2022-30)~~ **The Bus Service Improvement Plan (2024-2036) will be** is a key element of the Leicester Transport Plan setting out an ambitious way forward for public transport. The ~~Enhanced Partnership Bus~~ **Service Improvement** Plan will deliver a series of legally committed Enhanced Partnership Bus schemes in line with funding availability. This will bring about a transformative change in bus travel that is electric, frequent, reliable, easy to use, and good value.

16.13 The emerging transport strategy also focuses on making better use of existing and developing new infrastructure to support sustainable travel between existing neighbourhoods, in the city centre, adjacent regeneration areas, and in the major developments that will extend the Leicester Urban Area. The ~~Local Plan~~ **Local Plan** has a key role to play in supporting the rebalancing of transport modes and the promotion of clean low emission transport, in particular by ensuring that new development is well located and integrated with sustainable transport modes, that it promotes mode shift and low emission travel and contributes towards achieving efficient and effective sustainable transport networks, as well as being accessible for those that need to use cars.

~~16.14 The council has consulted on a workplace parking levy aimed at tackling congestion alongside improving air quality and addressing climate change challenges. The council is considering the consultation responses and intends to determine next steps in the Autumn 2022.~~

16.15 The council has also produced street design documentation including the street design and character areas evidence documents which requires that healthy connected innovative places are developed. These guides look at how the needs of residents are taken into account, including the requirements for the promoting of walking, cycling and other forms of

sustainable transport to help Leicester meet its zero carbon objectives.

16.16 The following sections outline the key sub-regional and local transport related plans and strategies that help set the context for the transport policies which follow. The Local Plan also reflects current national transport policy and relevant guidance included in the NPPF.

Sub Regional Context

Midlands Connect

16.17 The regional transport strategy context has been established through the 'Midlands Connect Strategic Transport Plan for the Midlands - Fairer, greener, stronger' published in April 2022. This identifies key priorities for regional level transport investment, to support a more productive, prosperous, sustainable economic development of Leicester and Leicestershire including:

- Midland Mainline Electrification and rail capacity improvements in the Leicester area including new rolling stock
- Coventry-Leicester-Nottingham new direct rail services and journey time improvements
- Birmingham – Leicester rail journey time improvements
- Significant upgrade to Leicester Railway Station facilities including pedestrian and cycle approaches to the station from the city centre
- Improving connectivity between Leicester and the North, ~~feeding into HS2's Eastern Leg to Leeds and beyond~~
- A46 improvements at Hobby Horse, Syston
- M1 improvements including Leicester Western Access ~~and North-Leicestershire extra capacity~~

Transport for East Midlands

16.18 Transport for East Midlands (TfEM) provides leadership on strategic

transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of the Midlands Connect, the Department for Transport and its delivery bodies. TfEM and Midlands Connect are working together to promote eight key investment priorities for the East Midlands:

- **Full electrification of the** ~~Midland Main Line Electrification—~~
- **Improved rail connectivity between** Nottingham-Leicester-Coventry ~~Rail Connectivity~~
- ~~HS2 to the East~~ **Improved Rail Connectivity between the** Midlands, & Leeds **and the North East**
- **Improvements on the** A46 Growth Corridor & Newark **Northern Bypass**
- **Improvements to the** A50/A500 Growth Corridor
- **Improvements to the** A5 Growth Corridor
- Improving Safety & Reliability on the A1
- **Improving capacity around the M1 Junction 24** ~~Improving Connectivity across the EMDevCo (East Midlands Development Corporation)/East Midlands Freeport areas~~

Local Transport Policy Context

16.19 Integrated land use and transport policies are key to Leicester's vision for the future. The **emerging** Leicester Transport Plan **will** supports the ~~Local p~~**Plan** by showing how sustainable transport infrastructure and other initiatives can help to manage and cater for growth pressures.

16.20 The Local Plan can support the Leicester Transport Plan by ensuring that:

New developments include sustainable transport infrastructure and promote the use of it by new and existing residents

New developments are located in sustainable places such as close to transport interchanges. This is particularly important in the city centre.

New developments, where relevant, are designed to encourage use of

sustainable modes over cars, for example, by innovative design encouraging walking and cycling over cars for short journeys

The principle of fifteen-minute neighbourhoods is supported, with new developments encouraged to include accessible facilities for residents and employees

Air Quality

16.21 To address the issues of air pollution, the city council adopted an Air Quality Action Plan covering the period 2015 to 2026. This sets the strategic approach for improving air quality in Leicester. A series of priority interventions, focussed on more sustainable modes of transport such as walking, cycling, public transport and the transition to zero emission vehicles, are being delivered aimed at bringing levels of pollution **below the national air quality objectives**. ~~below EU targets.~~ It also identified the land use planning system as a key way of reducing air pollution in the city by requiring air quality considerations to be embedded into planning policy. ~~Action 15 of the Air Quality Action Plan is to implement a land use planning guide for developers with the aim to ensure that any likely scheme impacts are appropriately mitigated, and future scheme occupants are able to make low-emission choices. This is expected to take the form of a supplementary planning document.~~

16.22 In 2020 Leicester became fully compliant with all **national air quality objectives** ~~EU air quality standards~~, partially due to the COVID-19 lockdown conditions. **and has continued to** ~~The aim is to maintain this compliance, especially with the EU target of 40µg/m₃ for nitrogen dioxide (NO₂),~~ **with the ambition to lower our emissions to the levels** ~~and then progress towards new more stringent targets set by the World Health Organisation (WHO)~~ **Air Quality Guidelines** ~~in autumn 2021.~~

16.23 In spring 2023³² **the Government set two PM2.5 targets to be met by 2040, these require that: the annual mean concentration is 10µgm-3**

or lower and that the population exposure is reduced by 35% compared to 2018 levels. Leicester is currently compliant with PM2.5 targets. a new intermediate UK target for particulate matter of 2.5 microns and below (PM2.5) was consulted upon. A further Air Quality Strategy review will be held later in 2022 with the intention of publishing a new Government Clean Air Strategy in 2023. More stringent air quality standards are expected through this Government strategy, possibly to bring the UK into line with the 2021 WHO target levels.

16.24 The council's emerging transport strategy will seek to progressively improve air quality below **national air quality targets** EU targets and towards the 2021 WHO targets.

Buses

16.25 A high quality and convenient public transport system serving the Leicester Urban Area is essential to promote sustainable transport choices for a growing population, encouraging modal shift away from private car use.

16.26 A key element of the new Leicester Transport Plan will be the Leicester ~~Enhanced Bus Partnership~~ **Service Improvement** Plan, developed in association with bus operators and other stakeholders, which reflects the aims and objectives of the National Bus Strategy. The bus strategy describes the measures needed to increase bus patronage in and around the city.

16.27 These include a 'Mainlines' urban network of 25 co-ordinated route groups using 168 electric buses and a network of five 'Greenlines' electric bus routes, including express routes connecting to park and ride sites together with significant investment in outer and inner orbital bus services. Additional measures will include fast, frequent bus corridors, as well as integrated contactless ticketing, improved interchanges, improved reliability, promotion and wider electronic information provision. The programme is

being widely promoted under a distinctive network-wide 'Leicester Buses' brand.

16.28 Buses are the main form of public transport within the Leicester Urban Area, with around 90% of routes commercially provided. Bus accessibility varies across the city. In general access by bus into the city centre is better than orbital services around Leicester which are partial and infrequent. The city centre is very accessible by bus during the daytime, albeit services are delayed by peak hour congestion, but less so during evenings and on Sundays.

16.29 To encourage the use of public transport there is the need to break down the barriers for interchange and to make journeys easier and quicker, through use of co-ordinated smart ticketing and quality legible travel information. With significant ~~in~~ growth in travel demand to non-central locations for work, education and health, there is also a need to improve links between all rail and bus transport hubs to improve cross city movements and there is also a need also support to provide a significant uplift in orbital travel bus service provision.

16.30 Work has now been completed on the rebuild of St. Margaret's Bus Station that has created a modern, quality city centre bus interchange. It includes improvements to adjacent streets to provide integrated walking and cycling facilities and taxi ranks. Funding was secured through the Government's Getting Building Fund. This follows the refurbishment of Haymarket Bus Station in 2016.

16.31 The council has been successful in securing £70m from the Government to deliver a Transforming Cities Fund (TCF) programme in reshaping public, shared and active transport infrastructure in Leicester, which is expected to be completed by 2024/25.

The TCF programme has seeks to:

- Transformed~~ed~~ public transport provision through investment in bus priority measures and complementary walking and cycling improvements on key radial corridors serving new development to the northwest and southwest of the city
- Improved~~d~~ and better connected~~ed~~ city centre transport interchanges, for example through the delivery of the Leicester HOP! city centre bus service
- Kick started~~ed~~ investment in electric buses within the city (by 2024, half of the bus fleet is now electric, funded by a successful government Zero Emission Bus Regional Areas funding bid)

16.32 The Bus Services Act (2017) provides local authorities with opportunities to consider how bus services operate to best effect in their area. An Enhanced Partnership Scheme between the Council and the bus operators ~~has been~~ was agreed and a new updated Bus Service Improvement Plan was published that reflected the significant partnership progress (94 out of the 100 commitments delivered) and change that has taken place from the previous Plan. The Bus Service Improvement Plan sets out an ambitious yet realistic programme of work, building upon recent major investments. ~~which by 2025 will radically transform Leicester's Bus Services (as detailed within the Enhanced Bus Partnership Plan). This will also maximise the benefits that will accrue from the proposed transport investment from the Transforming Cities Fund.~~

16.33 The successful ZEBRA funding bid ~~has~~ will invested~~ed~~ a further £47m in electric buses in the city by 2024, leading to a third (130) of the overall fleet electric used by a half of bus users.

16.34 The updated Bus Service Improvement Enhanced Partnership Plan sets out a range of proposed investment and actions up to 2030 (first phase of the programme) designed to return bus patronage to pre-Covid levels by 2025 and then increase patronage by a further 10% by 2030, 40%~~7~~ user satisfaction to 90~~5~~% and the shift the whole network to sustainable electric

operation. This will be subject to bringing in investment of around **£80m investment** ~~£200m~~ from a range of private and public sources, together with ongoing additional subsidy of around £43m pa **to keep all current commitments going, together with a further £3.5m per annum funding gap to achieve the new plans through to 2030.**

16.35 The city council will support development proposals that provide convenient walking links to bus routes and support the provision of new bus infrastructure serving a development such as priority bus measures and shelters. In some cases, support for new or enhanced services may be required to help encourage bus use, particularly in major new developments.

Diagram 18: The Spatial Transport Strategy

Walking and Cycling

16.36 Encouraging walking and cycling through new infrastructure and behavioural change initiatives play a key role in delivering modal shift over shorter journeys, helping to reduce vehicle emissions and contributing towards healthier lifestyles. Well-designed improvements also contribute to place making as well as helping people to make sustainable lifestyle choices by creating new and attractive routes and interconnecting spaces.

Cycling

16.37 Cycling (including e-bikes) improves general accessibility to sites that do not have a frequent bus service and bike share also provides an alternative form of public transport that may be quicker than travelling by car and with active travel, health & air quality benefits.

16.38 The council is developing a new Cycle City Action Plan '~~2023-2030~~' which will set out the current strategy for delivering cycling improvements

developed with stakeholder support and following public consultations.

16.39 The new Action Plan will:

- Develop a city-wide network of high-quality routes that are continuous, well-signed, easy to follow and safe including segregated routes along main roads, low traffic neighbourhoods and off-road routes
- ~~Expansion~~ **Delivery** of ~~a~~ public bike share as an active travel citywide public transport option for all communities, neighbourhoods, and key developments
- Cycle parking provision and new routes for all key developments, retail, employment, education, sport, leisure, health sites and public transport hubs
- Extensive offers of cycle training for children & adults of all abilities and skills, coaching and mechanic training for coaches, ride leaders and instructors
- Year-round promotions of everyday cycling for all neighbourhoods and communities including high profile mainstream festivals & events, marketing and communications
- Ongoing engagement programmes for stakeholders, business, community groups & advocates supporting cycling and for new, returning and potential cyclists

16.40 The council's ongoing Connecting Leicester programme has seen substantial investment in public and sustainable transport amounting to over £100m. This has included extensive high-quality cycling and walking infrastructure focussed in and around the city centre and a dramatic improvement in the public realm through revitalised streets and new public squares and spaces. The Connecting Leicester programme investment from 2011 within the city centre has delivered a **125% 46%** increase in cycling **across the inner ring road** between 2011 to 20**24**~~19~~. **The council's Transforming Cities programme has also implemented new high quality segregated cycleways on key commuter radial routes.**

16.41 However, across the network there remain:

Inconsistent, discontinuous and indirect cycling routes

Insufficient cycling links connecting neighbourhoods and employment sites outside the city centre

Inadequate secure cycle parking provision and a lack of bike share at key workplaces, transport hubs and other strategic locations

~~16.42 The council's Transforming Cities programme is implementing new high quality segregated cycleways on key commuter radial routes. This also includes the delivery of a comprehensive bike share scheme initially for the city centre area through 'Santander Cycle Leicester'. The bike share scheme was launched in 2021 and will improve connectivity within the city centre, offering bus, car and rail users new opportunities to extend or complete their trips by cycle. Over 500 electric bikes will be available to hire from more than 50 locations across the city now partly delivered.~~

16.43 The city council will support development proposals which adhere to the Leicester Street Design Guide and Government Local Transport Note 1/20, Inclusive Mobility (2022) and Manual for Streets Guidelines to achieve the targets of the Governments "Gear Change" strategy.

Walking

16.44 Walking is an important method of getting around, as well as an element of most other journeys e.g. walking to/from bus stops or car parks. Encouraging walking as an alternative to car use contributes to healthy lifestyles, helping to prevent obesity as well as supporting improved air quality.

16.45 The council's successful Connecting Leicester streets and spaces programme has delivered major cycling and walking and public realm improvements in the city centre over the past ten years. Latest plans, as part

of the Local Cycling and Walking Infrastructure Plan (LCWIP) links are being made to adjacent neighbourhoods further cycling and walking improvements connecting within and to the city centre, including junction priority and road space allocation, and where appropriate and expanding the same connectivity principles to neighbourhoods in accordance with the council's ambition for 15-minute neighbourhoods. In the first phase to 2025, this will be funded in the north and west of the city through TCF funds. Future phases will see this extend across the city area. **In an Active Travel England's review of active travel infrastructure and support, the council, in 2024, has been rated as one of the highest performing local authorities for the second year running.**

16.46 An overarching objective of this programme will be to ensure improvements contribute fully to healthy living objectives and also take into account the full range of accessibility considerations for all groups which includes those with hidden disabilities and neuro-diverse conditions. This will be considered through use of the Leicester Street Design Guide (see paragraph 16.49) including application of the Healthy Streets Checklist for new schemes.

16.47 The Transforming Cities Programme **has delivered** ~~is delivering~~ new and improved walking routes for commuters, alongside behavioural change initiatives through the DfT's Capability Fund. ~~E.g.~~ **For example,** ~~the~~ provision of wider footways and/or formal crossing facilities, where an increase in pedestrian movements are expected. The council is also delivering a school run parking programme to address traffic issues around schools and is committed to reducing car travel and increasing walking and cycling through new infrastructure and behaviour change initiatives such as park and stride.

16.48 Local Plan policies support the needs of everyone in the community including the needs of people with disabilities and the elderly.

Street Design Guide

16.49 The council has published a Street Design Guide to guide the improvement and provision of new road space in the city. This sets out clear guidance on how cycling, walking and bus priority can be achieved on relevant streets and also considers accessibility for all in new street design. The Design Guide supports the design of major new developments to ensure a balanced hierarchy of streets and spaces. (Policy DQP01 sets out design principles for 'Movement and Connections' of new development proposals. The council's new Street Design Guide will provide further detailed design advice).

<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/key-strategy-documents/>



Peacock Lane/New Street and the Cathedral

Rail

16.50 Rail is often the preferred mode of travel over longer distances as it can offer a convenient, quick, reliable, and comfortable option. Rail usage at Leicester had grown by 4.8m (2012) to 5.3m (2019/20). **2023/24), after dropping to 1m in 2020/21.** Making sure that there is capacity for continued growth in travel by rail for both local and longer distances remain a challenge.

16.51 The city and county councils have developed the Leicester and Leicestershire Rail Strategy 2017 which provides a comprehensive analysis of the potential for improved rail services serving the area and notes the need for better integration and improvement at Leicester Railway Station. This strategy has been used effectively to influence the rail improvement projects included in the Midlands Connect Strategy. In short, these are intended to seek further improvement to north-south rail connections on the Midland Mainline, East-West connections to Coventry, Birmingham, and Nottingham. Proposals for improvement of the Leicester to Coventry line, including through-trains at Nuneaton, provide the potential to consider future parkway facilities serving the city. This will need to be considered as part of delivery of the wider Strategic Growth Plan. ~~Plans to reopen the Ivanhoe Railway Line from Burton-on-Trent to Leicester have been progressed as the project has been invited by the Government to submit an outline business case for funding.~~

16.52 Leicester station is a key transport hub for the city which will play a much greater role in contributing to the growth and prosperity of the city in the future. Currently Leicester Rail Station is poor quality compared with others of a similar size especially in terms of transport integration (with bus/cycle/taxi/pedestrians) and acting as gateway to the city centre. It has become clear that the station will require substantial enhancement to serve this growth and to significantly improve interchange. The council has been successful in securing £22m through the Government's Levelling Up Fund to deliver the first phase of the Leicester Railway Station project. This includes

work to provide a new entrance and public square and repurposing of the 'porte cochere' for commercial uses. However, later phases remain unfunded.

16.53 The council's vision and proposals for Leicester Rail Station set out in the Central Development Area (CDA) chapter of this plan, is for a major transformation scheme, not only for the rail station itself, but also land around it. This will provide the key catalyst to improve the station as an effective and attractive regional transport interchange. It will also help to address the severe shortage of high-quality office space in the city, which will have a substantial impact on the potential productivity gains that could be derived from inward investment.

Park and Ride

16.54 Park and ride is aimed at longer distance car commuters and visitors travelling to Leicester City centre from areas without direct rail or long-distance bus connectivity. By providing frequent and reliable park and ride services we can significantly reduce car traffic on the main arterial roads and associated air pollution along these built-up corridors.

16.55 The three existing sites are all located on the north and west edge of the conurbation, close to the outer ring road and motorway network. Gaps in provision in the short term, include provision for those accessing Leicester via the A50 to the north-west. ~~A new park and ride site is being delivered with TCF funds at Beaumont Leys centre.~~ The Transforming Cities Fund programme has converted all park & ride bus services to electric vehicles, which will deliver cleaner transport with improved frequency.

16.56 In the longer-term new sites are likely to be required serving the south and east of the city where major new growth is expected post 2031, as outlined in the Strategic Growth Plan. The **Bus Service Improvement** ~~Enhanced Bus Partnership~~ Bus Plan identifies an expansion of park and ride

facilities as a possible option to support vehicles driving further afield. Park and ride provision to the east, north-east and north-west of the urban area is lacking, and the Racecourse (A6 London Road/A563 Outer Ring Road) is proposed to complete the north, south, east and west park and ride coverage across the urban area. In addition, it is proposed to join up the existing park and ride services to give north-south connectivity. It will also be expected that all new park and rides provide adequate provision to charge electric vehicles to ensure that the sites promote the use sustainable transport modes.

Roads

16.57 The city enjoys excellent road access to the rest of the region and the UK, via the M1 and M69 motorways and the A46 that are part of the UK's Strategic Road Network. In terms of city transportation there is congestion on roads during peak hours and this is set to become worse as the city grows. Modal shift to sustainable transport options together with localised improvements to support resilience of the main radial and orbital routes, is therefore key to managing travel growth in the city. Carefully targeted road and junction improvements, including smarter signalling and bus prioritisation, can assist in relieving congestion hot spots, supporting bus travel and improving air quality in a locality.

16.58 Above all, the design of new and improved roads should put safety first and this will be a key local plan requirement, alongside promotion of sustainable forms of transport on city highways.

16.59 Strategically, major infrastructure improvements have been identified within the Midlands Connect Strategy, which includes the A46 improvements in the Syston area and M1 improvements to Leicester Western Access to help ease congestion and support future growth. The Strategic Growth Plan proposes development to the South and East of Leicester. A new link to the south and east of Leicester had been proposed that would connect the M1 to the south-west and A46 to the north-east of Leicester. This proposed

extensive transport infrastructure scheme was identified to facilitate future jobs and housing. At this stage there is no commitment to this route and the focus for improvement remains the M1 and A46 to the west and north of the city. Future review will be required on the new link including any connecting infrastructure into city radial transport corridors.

16.60 The Leicester and Leicestershire Strategic Growth Partnership is are undertaking a Strategic Transport Assessment to understand the long-term transport implications of significant growth to 2051. The Strategic Transport Assessment has tested four different growth options. The outputs intend to provide a further piece of evidence to help identify how growth should be distributed across Leicester and Leicestershire in the long term. ~~will test both existing SGP spatial distribution strategy as well as alternative growth distribution strategies. The impact of the proposed growth is yet to be realised but t~~The relevant outputs relating to the city will need to be closely aligned with the emerging transport work and timeframes within this the Local Plan. Site specific transport assessments of development sites may be required at a planning application stage which network surrounding the sites is investigated together with an analysis of opportunities to maximise sustainable transport solutions.

16.61 To support this plan, the council has undertaken a transport assessment of the impacts of the proposed development strategy over the plan period. The assessment has been based on the outputs of the Leicester and Leicestershire Pan Regional Transport Model (PRTM). The council has been working closely with Leicestershire County Council Local Highway Authority and National Highways to understand the impacts. The council has used ~~is using~~ this evidence to determine an appropriate mitigation strategy with a focus on sustainable transport interventions. The infrastructure required is presented in Appendix 4.

16.62 However, further work is required to understand the cross-boundary impacts, particularly considering adjacent local authorities proposed

development growth. The council will continue to work with Leicestershire County Council, National Highways and neighbouring partner local authorities, where appropriate, to explore and enhance the current transport evidence base to provide additional information around specific mitigation requirements.

Street Design and Creating Healthy Neighbourhoods

16.63 Building on the principles set out the 'design quality places' chapter, and the council's street design guide, it will be expected that all new proposals help meet the council's goal to create healthy neighbourhoods. A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, and cycling. Within Leicester, all modes of transport are expected to be positively designed into the built form. Streets should be well-designed to create attractive public spaces with character, through their layout and landscape.

16.64 A clear layout and hierarchy of streets and other routes will be required which will help people to find their way around so that journeys are easy to make. Priority should be given to pedestrian and cycle movements which means creating routes that are safe, direct, convenient and accessible for people of all abilities. Public rights of way will be required to be protected, enhanced and well-linked into the wider network of pedestrian and cycle routes. Within all areas of the city, development should be designed so that residents and visitors should not need to rely on the car for journeys, including getting to workplaces, shops, schools and other facilities.

Freight Movement

~~16.65 Leicester's Transport Plan's local policies on freight reflect the policies in the Future of Freight Plan published by the Government in June 2022. The proposed National Freight Network may affect roads such as the A47 in~~

~~Leicester, and any implications of this will be considered in due course.~~

16.66 The movement of transport and goods is essential for the economy. A large number of freight movements in Leicester are undertaken by road, which can have significant impacts in terms of noise, congestion and air pollution, as well as on the quality of life for communities. Goods vehicles manoeuvring and loading and unloading, also add to pollution and may cause congestion and danger to pedestrians and other road users.

16.67 Although long distance heavy freight is relatively well managed in Leicester and there are relatively few HGVs passing through the city the council works with the Leicester Freight Quality Partnership, Leicestershire County Council and Midlands Connect to consider and solve any adverse impacts. The Local Plan is also mindful of ensuring that HGVs use appropriate routing on the highway network within the city and is aware of how HGV movements may have changed from the use of satellite navigation systems. The use of specific freight signage will be investigated by the council to minimise inappropriate routing through residential areas. There are significant benefits to be gained with a large-scale decarbonisation programme for freight and deliveries, created and implemented in partnership with operators, users and the other transport authorities.

16.68 However, there are much greater numbers of smaller delivery vehicles in residential areas because of the increase in internet shopping, and action is needed to manage the impacts of these vehicles. Recognising these more recent issues, the council has commissioned a freight study for Leicester and the results of this study will help to inform future policy. In the meantime, the council will work with existing programmes including:

- Encouraging a transfer to cycle couriers in the city centre and neighbourhoods where possible
- Using smart technology to support initiatives on logistics including last mile delivery options
- Promotion of zero emission vehicles where possible, noting that

electric battery propulsion may not be suitable for long distance freight vehicles

16.69 The contribution made by rail and water will always be very limited in Leicester. No suitable sites exist within Leicester for strategic rail freight sites which are often 50 hectares or larger (units all over 9,000 m²). However, pressure remains within the wider Leicester area for large scale B8 (distribution) which will generate significant freight movements within Leicester.

Smart Transport

16.70 Leicester, like many other urban areas is facing the challenge of how we can do more to become a healthier, more liveable, sustainable and resilient city. New ideas and new technologies that look beyond traditional, infrastructure-heavy approaches to transport are expected during the plan period. These provide which will develop innovative ways to improve mobility and make journeys, greener, safer and accessible to all.

16.71 The use of smarter traffic signals to manage traffic congestion and air pollution will continue to be part of the council's programme of improvements in the near term.

16.72 The council continues to **support the take up** ~~strongly support the roll out~~ of electric vehicles **(EV)** to bring about cleaner travel and healthier outcomes for the city. It is preparing an EV Strategy that will guide the roll out of charging infrastructure, particularly that provided by the council as well as taking opportunities to require charging infrastructure in new development. **The council is currently in discussions with the Government on future funding. The Government's requirement for increased private sector investment should help ensure a larger scale roll outs of chargers.** The council would also expect to see opportunities for the provision of 'e' cycling infrastructure including the provision of charging facilities.

16.73 Over the plan period the council expects smart technologies such as Smart Highways, Mobility as a Service (MaaS), driverless vehicles, micro mobility such as e-bikes and smart electric charging, to become a more common solution to both managing Leicester's highways and promoting sustainable transport. Developments in demand responsive services and smart ticketing for bus travel will also be important. The latter will allow more seamless travel between bus operators in the city and also to establish common ticketing platforms across the region, likely to be led by Midlands Connect.

16.74 A key opportunity for implementing smart transport technology will be within the Central Development Area (CDA). This is due to the continued increase in people both living and working in the CDA and the short nature of most of their journeys. This is expected to lead to less ownership and usage of cars in the future.

Policy T01. Sustainable Transport Network

The council will continue to work closely with partners, **and key stakeholders both inside and outside of the city boundary** to deliver shared plans that proactively support development of a sustainable transport network for the city, ~~as indicated in the Leicester Transport Plan.~~

Development will be supported in ~~suitable~~ **sustainable** locations, where it promotes sustainable transport by ensuring:

- a) Walking, cycling, bus and rail are prioritised, and development is fully integrated with relevant networks, **including the public rights of way network** and new infrastructure being developed for these transport modes
- b) Transport interchanges and hubs are easily accessible to new residents and employees
- c) Developments are designed to encourage walking, cycling and public

transport use, and to discourage unnecessary car use

- d) Micromobility options, electric vehicles, ~~car, e-bike~~ bike and bike mobility scooters sharing arrangements will be encouraged
- e) Proactive measures are put in place, to help address climate change and deliver improved air quality, through low emission transport solutions
- f) The safety of all highway users, is a primary consideration
- g) The design of new highway infrastructure, fully takes into account accessibility for all potential users, including those with limited mobility and the elderly
- h) Opportunities to support healthy living are promoted
- i) The streetscape and public realm design, creates high quality places
- j) Opportunities for transport technologies, that support sustainable transport objectives are promoted

16.75 There will also be a continued joint investment in electronic digital ticketing and real time information systems, across the whole bus network. This will provide a wide choice of integrated contactless payment methods, together with London-style best fare capping. Accurate, reliable, real-time information to every bus stop and interchange for all buses.

16.76 ~~The introduction of bike share in the city centre is an important new means to get about in this area.~~ Opportunities for sustainable car clubs such as 'e' car clubs should be investigated, in particular where development has limited car parking, or where car ownership is being actively discouraged, such as student housing and Private Rented Sector (PRS) housing. A supplementary planning document on 'parking standards' will set out the requirements for electric charging points to be provided in all uses to support 'e' car clubs.

Policy T02. Climate Change and Air Quality

By the end of the plan period, it will be expected that implementation of the council's transport plans and policies will:

- a) Deliver against the council's climate change ~~targets and commitments~~ **aims and its net zero ambition for Leicester (as set out in the Climate Ready Leicester Plan 2023-28)** ~~(to be established, following the climate emergency consultation)~~
- b) Ensure air quality in Leicester will progressively improve, below UK nitrogen dioxide targets **(annual mean concentration of NO₂ must not exceed 40µg/m³ and there should be no more than 18 exceedances of the hourly mean limit value, concentrations above 200 µg/m³ in a single year)** towards the 2021 WHO targets, and delivers against emerging fine particle PM2.5 commitments. ~~Major development proposals will be expected to take account of future supplementary planning document on air quality~~

This will be achieved by:

- c) Prioritising sustainable modes of transport, including cycling, walking and public transport
- d) Increasing the uptake of low emission vehicles, by requiring new development to make provision for zero emission vehicle
- e) Requiring all major developments located close **to** or within the Air Quality Management Areas (AQMA), through an air quality impact assessment: ~~To demonstrate that there is not an unacceptably detrimental effect on air quality, and—~~
~~Meet the requirements of the council's Air Quality Action Plan and any future supplementary planning guidance~~

Policy T03. Accessibility and Development

New development will be permitted, where it takes into account the need for accessibility by all potential users and in particular how it can support delivery of the council's sustainable transport objectives. This will be achieved by ensuring that:

- a) People are able to make responsible transport choices, by having suitable and affordable alternative options to the car easily available; and
- b) By having local services within 15 minutes by walking or cycling

Pedestrians and People with Limited Mobility

- c) The needs of pedestrians, the elderly, people with disabilities and those with limited mobility, have been properly considered and incorporated in any scheme design and layout
- d) All new and improved routes are high quality, convenient, safe and well connected with the existing routes and streets
- e) Support is provided for active travel behaviour initiatives, as appropriate
- f) Support developments that provide a '15-minute neighbourhood', aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment

Cycling

- g) All new and improved routes are high quality, convenient, safe and well connected with the existing/proposed cycle route network and streets
- h) Adequate cycle parking is provided, including secure cycling parking and bike share infrastructure as appropriate
- i) New or improved cycle routes are designed to avoid conflict with pedestrians, motorists and other road users

Buses

- j) New bus routes/priority measures and connections with the existing bus network, are provided and are well integrated into new development schemes as appropriate and ensuring that the Leicester Enhanced Bus Partnership Plan is taken into account
- k) New development is designed and located, so that occupiers are within close walking distance (400m) to existing or proposed frequent bus

- l) Support is provided for active travel behaviour initiatives as appropriate
- m) Bus hubs are well integrated, with walking and cycling networks and appropriate cycle parking provision is made

Rail

- n) Development in the Rail Station area is well connected by walking, cycling, and bus infrastructure, including appropriate secure cycle parking provision
- o) Development does not prejudice the implementation of future rail infrastructure, at Knighton Junction, Syston Junction and Wigston Junction

New paragraph:

Park and Ride sites on the edge of Leicester play an important role in reducing car traffic entering the city. Park and Ride offers commuters and visitors a quick, easy and economical way into Leicester. The proposed level of housing and employment growth across the Leicester and Leicestershire area, over the Plan period, means that there is a critical need to address this dependency on the private car and increase the use of public transport, cycling and walking, as alternative ways to travel.

Policy T04. Park and Ride

Proposals for new Park and Ride sites and extensions to existing Park and Rides will be supported where they satisfy other relevant policies in the Local Plan.

New development should where relevant, support and provide for integration with existing and proposed park and ride sites and routes.

New paragraph:

As Leicester continues to grow, with increasing population density, and given the geographical compact nature of the city, it is important to encourage more sustainable freight opportunities and deliveries city wide, such as through the delivery of the ECO Stars Scheme and continuing the Freight Quality Partnership. The council will work with partners including those in the freight industry to ensure that freight is handled in the most sustainable manner possible.

Policy T05. Freight

To meet the needs of commercial vehicles, including HGVs and Vans are met and that adequate provision can be provided for the freight need of Leicester, the following will be required:

- a) Ensuring that non-residential development provides parking spaces, loading and unloading facilities and manoeuvring space within the site, **including the provision of electric vehicle facilities** for all necessary commercial vehicles
- b) Encouraging the efficient and sustainable movement of freight, including last mile opportunities and by alternative methods, beyond traditional road-based transport where possible
- c) Opportunities to maximise the use of existing waterways within Leicester, through the provision of water taxis and water freight connection should be explored where feasible, by working with the canals and rivers trust.
- d) Providing opportunities for sustainable freight movement where possible on rail, by working with Network Rail and other agencies in considering potential low-key freight uses

New paragraph:

Appropriate transport links are crucial for a successful economy, and for giving a good quality of life to local residents. When considering new development, it is necessary to consider its potential impact on the existing transport network, how it links to the network, impacts on highway safety and the provision for movement, servicing and parking, and ensure that appropriate mitigation measures, including the required infrastructure are identified. It is important to deliver an approach to development that minimises the need to travel and maximises the availability of relevant sustainable transport options, so that growth in private vehicle use is kept to a minimum. This Local Plan is supported by an Infrastructure Delivery Plan which identifies the city's transport infrastructure requirements and sets out what is needed. A Travel Plan and Transport Assessment or Transport Statement will be required for all developments which generate significant amounts of movement.

Policy T06. Highways Infrastructure

The council will require the transport impact of development to be mitigated, through the following provisions and highways infrastructure list, as identified in the Infrastructure List in Appendix 4.

- a) The prioritisation of sustainable transport infrastructure supporting relevant walking, cycling, bus and rail improvement
- b) Improvement of highways infrastructure, to deliver safe and efficient schemes, including road and junction improvements and related traffic management measures; delivery of relevant safety schemes and 20mph zones; and urban traffic management systems and smart signalisation where appropriate
- c) Appropriate parking provision as set out in the council's standards
- d) Travel plans including behaviour management provisions



Former Great Central Railway Station and public realm improvements, Great Central Street.

Parking

16.77 Travel by car remains a reality for now and is an important means for people to get to work, shop and enjoy leisure and cultural facilities. Parking provision is important to support these activities and the local economy more generally. However, we need to rebalance people's travel behaviour where possible, reducing the amount people travel by car and by prioritising travel by more sustainable alternatives. The location, amount, quality and type of parking provision, can influence travel behaviour and it is important that we carefully manage the provision of new parking, including that associated with new development. It will also be expected that developers refer to Leicester's Street Design Guide when considering the design of new parking

arrangements.

~~16.78 The council is investigating the potential for a Workplace Parking Levy in Leicester as part of a comprehensive parking strategy for public, private and on-street car parking. The scheme, if implemented, would charge organisations which are providing parking spaces for employees, as a means of funding local sustainable transport improvements, whilst helping to manage congestion and improve air quality/address climate change challenges.~~

Aims and objectives

- To balance the need for car parking, with the provision of sustainable transport options, to help manage congestion, tackle our climate change challenges and improve air quality
- To provide good quality, well located parking in the city to meet people's needs where they have to travel by car
- To ensure appropriate parking provision is made for sustainable modes of transport, including cycling, low emission vehicles and car clubs
- To support the efficient use of available parking spaces and in doing so, encourage the redevelopment of poorly located poor-quality car parks, where they are no longer required
- To support the implementation of the council's wider parking strategies
- To encourage the use of Park and Ride options, rather than city centre car parking for longer journeys

Policy T07 Car Parking

- a) All new developments, including changes of use, which generate a demand for car parking, will be required to make provision to meet such demand, (either on site or offsite) including for those with disabilities, appropriate to the scale and nature of the development, having regard to road safety considerations and any ~~parking standards set out in~~

~~supplementary documents~~, local and national guidance.

- b) Car parking should be considered as an integral part of the overall design of the scheme. Development proposals should consider the following key principles in the design, to address car parking issues:
- Ensure car parking is usable, safe and secure
 - Avoid car parking dominating the street-scene
 - Use discreet and innovative solutions, to deliver a suitable mix of car parking
 - Ensure it does not impede cycling infrastructure
 - **Integrate sustainable urban drainage wherever possible.**
- c) For residential developments:
- Meet any defined parking standards, ~~as set out in guidance~~, unless there is a strong reason that this cannot be met
 - Designated parking locations must be convenient for residents
 - Communal parking areas must be safe and attractive, use appropriate materials, lighting and landscaping features and include sufficient levels of overlooking, be small enough to retain a courtyard feel, and incorporate convenient pedestrian linkages to properties
 - Streets should be wide enough to accommodate the likely levels and positions of on-street parking
 - ~~Dwellings with on-plot parking should provide an external charging point, sufficient to enable over-night charging for electric vehicles.~~ For developments with communal parking areas, such as apartments, a proportion of the un-allocated parking spaces should have the capacity to easily retrofit a recharge point for communal use
 - Car free housing developments will be positively considered in suitable locations, such as the city centre and close to transport interchanges
- d) All development proposals should ensure that emergency and refuse vehicles are not impeded by car parking
- e) Within commercial, industrial and non-residential developments,

adequate provision should be made for parking, servicing and loading, without having an impact on the operational effectiveness of development and safe movement of people, vehicles and goods. Car parking spaces should also have the capacity to easily retrofit a recharge point for communal use

Future Minerals and Waste Needs

Evidence Base

17.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website and will be updated as and when new studies are undertaken and completed.

- Leicester and Leicestershire Waste Development Framework Core Strategy and Development Management Policy Document (2010)
- Waste Needs Assessment (2021)

Background

17.2 As a unitary authority, Leicester is responsible for minerals and waste planning within its administrative boundary. However, it is important to coordinate and work with all relevant organisations to ensure that the Local Plan addresses waste planning issues which cross administrative boundaries given the interdependencies that exist in relation to waste recycling. For example, people who live outside the city's administrative boundary use waste facilities within the city and vice versa.

17.3 The city council will be producing a ~~separate~~ Waste and Minerals Local Plan **as part of the Plan review** and have commissioned work to determine future waste and mineral needs.

Waste

17.4 The city council has undertaken a Waste Needs Assessment 2021 (WNA), which provides an up-to-date picture of the amount of waste currently

managed in Leicester, the anticipated amount of waste managed by 2036, and the city's waste management capacity. The WNA shows that total waste arisings in Leicester are forecast to increase from a current level of 0.75 million tonnes per annum to just over 1 million tonnes per annum by 2036.

17.5 The WNA also informs that, in its existing waste management facilities, Leicester has more than sufficient capacity for the processing of waste in preparation for reuse and recycling, and inert recycling for the period up to 2036. However, dependent on the scale of individual facilities and processes proposed, there is an identified potential for further facilities such as small-scale composting, other treatment and energy recovery, and soil treatment to be provided within Leicester city.

17.6 Leicester City Council processes nearly all of its municipal waste at the Bursom Recycling Centre, at the Wanlip Anaerobic Digester or other private facilities. As stated above, the WNA shows that the amount of waste produced in Leicester is expected to rise in line with the future growth of the city. Therefore, recycling rates will need to continue to rise, to ensure that this additional waste is processed through the most sustainable locations and methods. It is acknowledged however, that due to Leicester being a constrained urban authority, limited opportunities exist within the city's administrative boundary to provide final waste disposal facilities such as landfill. It is therefore accepted the city will continue to be reliant on facilities in other areas of the region and country.

17.7 Future municipal waste needs for Leicester will be determined following further work which will lead to a specific waste plan but because the existing waste contract with Biffa Leicester ends in 2028 other solutions for disposal of Leicester's municipal waste may need to be considered before the adoption of the waste plan. **The Environment Agency is responsible for regulating waste and issuing environmental permits for waste operations. The Council will work closely with the Environment Agency in assessing any applications for new waste sites.**

17.8 There are also other waste types, notably commercial and industrial waste, construction, demolition, and excavation waste, the movements of which are much more difficult to assess, not least because demolition waste materials are often recycled on site at major redevelopments.

Minerals

17.9 Planning for minerals extraction is of great importance at a national level because aggregates are required for construction and the provision of infrastructure. **The NPPF identifies a need to ensure that a steady and adequate supply of minerals is available to support the economy and states that great weight should be given to the economic benefits of minerals extraction, whilst also making clear that minerals should be used sustainably.** Leicester City Council has not previously produced its own Minerals **Local Plan** planning policies as no known currently workable mineral deposits exist in the city. However, the role of the city as a unitary authority is to properly consider minerals policy for Leicester. **as whilst mineral resources do exist in the city, no active extraction is undertaken. Nevertheless, the delivery of this Plan will require the use of a significant amount of aggregates and other minerals. Therefore, the Council will work jointly with Leicestershire County Council and aggregates providers to prepare an annual Local Aggregate Assessment, to forecast future demand, ensure potential areas for future use for mineral working are safeguarded and also will co-operate with neighbouring and more distant authorities to ensure an adequate provision of industrial minerals to support their likely use in industrial and manufacturing processes.**

17.10 Historically, sites within Leicester have generally produced clay for the brickmaking industry, sand, and gravel. However, there has not been any extraction of these materials for many years and there has been little interest expressed by the industry in extracting, particularly since most of the

administrative area of Leicester is covered by urban development or protected green space.

Waste and Mineral requirements

17.11 Leicester City Council will continue to meet the existing requirements as defined by the adopted Waste Development Framework (WDF) until a replacement Waste Local Plan can be adopted. This will mean that Leicester City Council will provide a level of waste management capacity that is sufficient to accommodate the quantity of the region's waste. To this end, the WDF will promote a spread of new facilities across the WDF area, including Leicestershire, to reach regional targets, and in respect of municipal waste the targets set in the Leicestershire Municipal Waste Management Strategy, for increased reuse and recovery to be met and for the treatment of waste.

17.12 With a view to working towards sustainable development it is important to ensure that all new waste management development is designed to minimise its impact on the environment. Central principles of sustainable development are the need to reduce emissions of greenhouse gases as well as other forms of pollution, reduce levels of energy and water consumption, to minimise waste and to reuse or recycle materials. It is also important that sites for waste management are carefully designed and operated, given the importance of protecting the best of the county's natural resources and heritage, and the need to protect local communities from traffic, noise, dust and other problems which are often associated with such development.

17.13 Hydraulic fracturing, or fracking as it is more commonly referred to, is the process of drilling down into the earth before a high-pressure water mixture is directed at the rock to release the gas inside. ~~Whilst current government policy is to support fracking,~~ There are no **current** licenses **for** **fracking** in the city nor are there any known areas where it could take place.

Policy FMWN01. New Waste and Existing Waste Uses

Applications for new, and extensions to existing facilities, will be assessed against the following criteria:

- a) There is a proven local market or quantitative need for a facility to process an identified waste stream(s)
- b) It will ~~use a technology or combination of technologies, which will help~~ increase the city's recycling and recovery rates
- c) The site can easily be accessed by either the strategic road network or other forms of transport such as rail (**Policy T01**)
- d) The local area is able to accommodate the proposed waste use, or where the proposal is in an area of other waste uses, the combination of these uses will not lead to significant harm
- e) Any impacts on the natural and historic environment, **which includes impacts on archaeological remains,** and residential amenity can be adequately mitigated in line with policies regarding these matters within this plan (**Policy HE01, Policy DQP06**)
- f) The site will be adequately screened to minimise any visual impact (**Policy DQP01**)
- g) Where waste needs to be 'stacked' or 'bundled,' these shall be no higher than the height of any site screening, or the local prevailing building heights, whichever is smaller
- h) Waste processing which has the potential to produce significant odours and noise (following mitigation), will only be acceptable where it is carried out in a sealed structure
- i) New waste development should be on brownfield land ~~where possible.~~ **For any proposals for waste uses/facilities on greenfield land, it must be demonstrated by the applicant that there are no suitable brownfield sites available.**

Where the use is temporary, a strategy will be required defining what steps will be taken once the use has ceased, to either:

- j) Allow the site to be redeveloped or regenerated
- k) Return the site to a similar condition to what the site was like before the

use commenced

Policy FMWN02. End of Life Vehicle Facilities

New, or extensions to existing, end of life vehicle processing facilities will be approved where:

- a) There is a proven need for the facility
- b) It is located in an area which will not impact residential amenity, or in the case of extensions, if any impact to residential amenity can be satisfactorily mitigated (**Policy** DQP06)
- c) Any dismantling and depollution of vehicles is carried out in a sealed unit to ensure the protection of the local and wider environment

Also, the following details will be needed:

- d) How recovered materials will be stored including all waste liquids, removed parts for re-sale and car shells
- e) A scaled plan showing arrangements for capture of waste liquids
- f) A statement about how hazardous waste materials including but not limited to brake pads, brake fluid, oil, lead balance weights, catalytic convertors and batteries will be disposed of
- g) The total of waste throughput per annum

Policy FMWN03. Managing Leicester's Minerals Resources

Proposals for mineral extraction will be considered having regard to the policies of the development plan as a whole and in the context of the NPPF to plan for a steady and adequate supply of aggregates and industrial minerals. Where harm to the vision of the development plan is shown, permission will be granted only where it has been demonstrated that there are overriding benefits that justify mineral extraction.
Within a minerals safeguarding area, as identified on the policies map,

non-mineral development will only be supported if the applicant can demonstrate that:

- a) mineral sterilisation will not occur; or**
- b) due to the quantity or quality of the mineral it is no longer of any existing or potential value; or**
- c) the mineral can be extracted satisfactorily prior to the incompatible development taking place; or**
- d) the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed and does not permanently sterilise the mineral; or**
- e) there is an exceptional overriding need for the development, which outweighs the value of the mineral resource.**

Restoration will be required to take place after extraction, to ensure the site is returned to the most appropriate and beneficial after use at the earliest opportunity.

~~The city council will contribute to the region's supply needs, to ensure an adequate and steady supply of minerals, in a way that supports Leicester's social, environmental and economic objectives. This will be achieved by:—~~

- ~~a) Identifying specific mineral safeguarding areas, including deposits of brick clay and sand and gravel. These areas are shown on the policies map—~~
- ~~b) Where a mineral development is proposed within a mineral safeguarding area, consideration should be given to:—~~

~~Whether the mineral resource is present, has already been extracted, or is of insufficient extent to be of any economic value—~~

~~The potential impact of extraction on the environment, local communities and other neighbouring uses—~~

~~An Environmental Statement may be required. Restoration will be required to take place after extraction, to ensure the site is returned to the most appropriate and beneficial after use at the earliest opportunity. Where a non-mineral development is proposed, within a mineral safeguarding area, consideration should be given to:~~

- ~~c) Whether there is an exceptional overriding need for the development, which outweighs the value of the mineral resource—~~
- ~~d) The potential impact of development on the environment, local~~

- ~~communities and other neighbouring uses~~
- e) ~~The views of the mineral planning authority on the risk of preventing minerals extraction~~

17.14 National planning policy requires that planning policies take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials. The city council believes that the use of secondary and recycled aggregates is an important element of sustainable development. Furthermore, promoting the use of secondary and recycled aggregates helps to minimise primary extraction and waste. Proposals for new aggregate recycling facilities will therefore be acceptable to the Council where they meet the criteria specified in Policy FMWN04 below.

Policy FMWN04. Provision of New Aggregate Recycling Facilities

Applications for new aggregate recycling facilities such as urban quarries and temporary facilities, designed to regrade previously developed land, will be looked upon favourably where:

- a) The site will make a significant contribution to secondary aggregate production in Leicester
- b) It meets the location criteria set out in Policy FMWN01 New Waste and Existing Waste Uses
- c) It is easily accessible by lorries, HGVs and other vehicles without unduly impacting amenity (**Policy** T05)
- d) The site is adequately screened using both fencing and landscaping (**Policy** DQP04)
- e) Any materials stored on site are not stored at a height which causes a visual obtrusion
- f) Methods are implemented to prevent dust and other particulate matter leaving the site in an uncontrolled manner

Development and Infrastructure

Evidence Base

18.1 There are several background studies that will underpin policies in this plan. The main technical studies for this chapter are published on our website.

- **How Can the Infrastructure to Support the Growth in the Local Plan be Delivered? (2020)**
- **Infrastructure Assessment (Updated) (Excluding Transportation) – Final Draft (January 2023)**
- **Infrastructure Assessment with Infrastructure Delivery Schedule (2022)**
- Infrastructure Delivery Plan (2023~~2~~)
- **Whole Plan** Viability Assessment (2022)
- Strategic Growth Plan (2018)

Development and Infrastructure

Background

18.2 The delivery of new or improved infrastructure to support sustainable development is crucial to the economic and social wellbeing of the city. Development needs to be supported by the necessary social, physical and green infrastructure such as education, roads, sports facilities, health facilities, open space, public realm, emergency services and utilities. It is therefore important to ensure that appropriate levels of infrastructure are provided to support the growth required in the local plan.

Local Plan Infrastructure Assessment

18.3 A Local Plan Infrastructure Assessment **was undertaken to support**

~~the preparation~~ has been prepared for this stage of the **Local Plan** preparation process. This sets out the engagement **that took place** with service providers, and the scope and range of infrastructure required. ~~This-~~ **The Infrastructure Assessment** ~~informs~~ the Infrastructure Delivery Plan (IDP) which reflects the council's priorities and sets out the essential infrastructure to support development and growth. The IDP is a key part of the evidence base for the Local Plan and ~~will identify~~ infrastructure capacity and needs across the city. The IDP sets out where possible the costs, funding and timescales for provision.

Cross Boundary Infrastructure

18.4 The council will also work with its neighbouring authorities on needs arising from growth and development of sites beyond the city boundary. This requires consideration of interdependent infrastructure and critical dependencies beyond the city's administrative boundary. It is likely that cross boundary cooperation will be needed particularly around highways matters and also education provision.

18.5 The co-ordination of interdependent infrastructure and a framework for its funding and delivery is important in assessing strategic needs across the Leicester Urban Area. The consideration of wider supporting infrastructure across administrative boundaries is also important with regard to the 'Duty to Co-operate'. The close partnership work with the Leicestershire authorities on the Strategic Growth Plan will assess the longer-term strategic infrastructure needs within Leicester and Leicestershire.

Viability

18.6 Viability is an important part of the plan making process as set out in the NPPF. The council needs to take into account economic viability and has prepared a Local Plan viability assessment to ensure that the cumulative impact of planning policy, standards, and infrastructure requirements do not

render the sites and development identified in the Local Plan unviable and therefore undeliverable. ~~The Viability Assessment has been prepared in accordance with the~~ **When assessing the viability of schemes, the starting point should be the** guidance set out in the NPPF and Planning Practice Guidance on Viability and Plan Making. **Only where development is proven to be unable to sustain developer contributions through a viability assessment process will the council consider reducing financial contributions to identified infrastructure. If an applicant wishes to make a case that a development is not viable, they should provide clear evidence at the planning application stage, identifying the specific issues and/or changes in circumstance since the whole plan viability assessment was undertaken, which would create barriers to delivery in a transparent manner and reflecting national guidance.**

Funding of Infrastructure

~~18.7 The city council will seek the provision of infrastructure through a range of measures in accordance with planning guidance as well as a range of funding sources. The option to pursue the adoption of CIL or any future replacement for CIL will be assessed as part of the viability evidence, which will be addressed in a future supplementary planning document. The council will seek developer contributions towards the provision of infrastructure in accordance with the current CIL Regulations and the National Planning Policy Framework.~~

Developer Contributions and the Provision of Infrastructure

18.8 Our planned growth must be supported by infrastructure and facilities which are delivered at the appropriate time and in the right locations. We will make the most of our existing infrastructure, upgrading and improving where possible, and also seek the provision of new infrastructure where it is essential to support sustainable growth.

18.9 The council currently seeks the provision of infrastructure required as a

result of development in accordance with the current planning guidance and regulations. These are Section 106 of the Town and Country Planning Act (1990), and the Community Infrastructure Levy - CIL Regulations 2010 (as amended).

New paragraph:

Any requests for developer contributions would be required to meet the following criteria as set out within the CIL regulations:

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

New paragraph:

The government has also stated that they will introduce a new infrastructure levy which will partly replace the existing developer contributions regime as part of the changes to the planning system. The council will provide additional guidance in due course when the new levy is introduced.

18.10 The council will continue to secure development-specific infrastructure through the existing regulatory framework in mitigating the site-specific impacts of development and the provision of affordable housing. In general, site-specific mitigation measures such as access roads and highways works providing a safe and acceptable means of access, sustainable energy and flooding requirements, on site public realm and open space will continue be secured through planning obligations. **The required infrastructure to support the plan is set out in detail within** Appendix 4 ~~provides some of the detail. However, it~~ is the intention of the council to produce a developer contributions and infrastructure supplementary planning document following the adoption of this plan. **however this guidance will not increase the expected developer costs beyond what is already set out within this plan.**

Policy DI01. Developer Contributions and Infrastructure

~~Development will provide or contribute towards the provision of measures to directly mitigate its impact. Contributions and the delivery of necessary infrastructure will be secured by planning condition and/or planning obligation.~~

~~-~~

~~The council will seek planning contributions to ensure the infrastructure necessary to support the Local Plan is delivered in accordance with the current Section 106 and CIL Regulations (as amended) and to secure site-specific planning obligations, for the delivery of essential infrastructure to support development.~~

~~Infrastructure necessary to support new development will be provided and be available when first needed, to serve the development's occupants and users and/or to mitigate otherwise adverse material impacts. To achieve this, the delivery of development may need to be phased, to reflect the delivery of infrastructure.~~

~~Viability~~

~~Any consideration of viability, including in decision making, will be in accordance with the guidance.~~

~~Monitoring Fees~~

~~The council will seek a fee to be used for the monitoring of developer contributions.~~

Development will be expected to provide or contribute towards the provision of the infrastructure needed to support it as set out in Appendix 4.

The council will seek developer contributions where development creates a requirement for additional or improved services and infrastructure and/or to address the off-site impact of development so as to satisfy other policy requirements. Planning contributions may be sought to fund a single item of infrastructure or to fund part of an infrastructure item or service, subject to statutory processes and regulations.

Where new infrastructure is needed to support development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.

Obligations will be negotiated on a site-by-site basis and will only be

sought where these meet the current CIL tests as set out the most recent legislation.

As set out in Appendix 4, appropriate matters which could be funded by planning contributions include:

- Affordable housing
- Transport improvements, including walking and cycling facilities
- Education (primary and secondary)
- Primary and Secondary Health Care
- Outdoor and indoor sports provision and leisure
- Burial facilities
- Community facilities
- Gypsy and Traveller provision
- Emergency services including police and fire & rescue
- Flood defence and alleviation schemes, including SuDS
- Biodiversity enhancements
- Open space, including green infrastructure and allotments.

The council will only consider the viability of development proposals at the planning application stage where it can clearly be demonstrated, through a robust site-specific Viability Assessment, that development would not be financially viable and deliverable if full planning obligations were sought.

Broadband and Mobile technology

18.11 The NPPF is clear that planning policy should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. However, it is also very clear that radio and electronic infrastructure should be kept to the minimum and use of existing masts, buildings, and other structures for use for electronic communications should be shared where possible. The council will support the provision of full fibre broadband within new large scale residential development and new employment and office development where viable. The council will also support the provision of new mobile broadband such as 5G, public Wi-Fi provision and communications equipment only where it is sensitively designed and does not significantly impact residential

amenity.

18.12 New masts and other forms of communication infrastructure will also be required to not cause unacceptable street clutter to avoid the potential for conflict between pedestrians, cyclists and vehicles, or compromise pedestrian and cycle movements. Also, since mobile communication equipment is often located on highways, verges and other areas of open space & areas of nature, any nearby trees should be protected from both the operation of the equipment as well as the works required to install said equipment.

18.13 Once any communications infrastructure is no longer required for electronic communications purposes it will be required to be removed from the land or building on which it is situated as soon as practicably possible, and any impacted building or structure is restored to its condition before the development took place.

18.14 Planning applications will need to be in accordance with the policy requirements set out in the Local Plan.

Policy DI02. Electronic Communications

Broadband

All new residential development of 10 dwellings or more, or non-residential development with additional floorspace of 1,000 m² or more, or a site area of 1 hectare or more, will be expected to include the provision of full fibre gigabit capable network infrastructure Fibre to the Premises (FTTP) to enable broadband services for all occupiers.

On residential sites below 10 dwellings, or non-residential development with additional floorspace of less than 1,000 m², or a site under 1 hectare, in area, FTTP should still be installed where the costs are no more than copper line broadband infrastructure.

Mobile Communications Infrastructure and Masts

Planning permission will be granted for mobile telecommunications development where it can be demonstrated that:

- a) The proposal does not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation that is operated in the national interest
- b) The site is part of a network that keeps the number of sites to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion
- c) The proposed development is acceptable in terms of visual amenity and the outlook of neighbouring properties having taken into account all practicable options and alternative sites, including the possibilities of mast-sharing and erecting aerials on an existing building, site, mast or other structure
- d) Highway safety can be protected and street clutter minimised
- e) The installation and operation of the infrastructure would not harm the health or vigour of existing trees.
- f) Applications for an addition to an existing mast or base station are accompanied by a statement that self-certifies that the cumulative exposure, when operational, will not exceed guidelines set by the International Commission on Non-Ionizing Radiation Protection (ICNIRP)

Neighbourhood Planning

19.1 The Government has given local communities new rights to shape their neighbourhood through the preparation of neighbourhood plans. Once made neighbourhood plans form part of the Development Plan and have the same status as ~~this local plan~~ **the Local Plan** in making decisions on planning applications within their area.

19.2 The council is committed to working positively with local communities and community groups where they wish to develop a neighbourhood plan and to supporting them through the statutory processes. This includes ensuring that neighbourhood plans are in general conformity with strategic policies, as set out in ~~city of Leicester~~ **the** Local Plan, together with any future waste and minerals plans, and helping to avoid duplication of local policies. Neighbourhood plans have the potential to have an important role in bringing forward housing development as defined within this plan in a manner that is both sustainable and shaped by local communities.

19.3 The following policies are deemed ~~not~~ strategic and therefore ~~do not~~ need to be taken into account when preparing neighbourhood plans:

Table 9. List of policies that ~~do not~~ need to be taken into account when preparing neighbourhood plans

~~Policy Ho02. Housing Development on Unallocated Sites~~

~~Policy Ho09. Retention of Family Housing~~

~~Policy Ho11. Hostels~~

~~Policy CCFR05. Delivering Renewable and Low Carbon Energy Projects~~

~~Policy DQP04. Landscape Design~~

~~Policy DQP05. Backland, Tandem and Infill Development~~

~~Policy DQP07. Recycling and Refuse Storage~~

~~Policy DQP08. Shopfronts and Security~~

~~Policy DQP09. Signs and Banners Advertisements Design and Location~~

~~Policy DQP10. Advertisement Hoardings~~
~~Policy DQP11. Changing Places Facilities~~
~~Policy CT02. Assets of Community Value~~
~~Policy CT03. Protection of Public Houses (Class Sui Generis)~~
~~Policy E08. Vehicles Sales and Car Washes~~
~~Policy OSSR03. Open Space in New Development~~
~~Policy OSSR04. Existing Playing Pitches~~
~~Policy OSSR05. Playing pitches and associated facilities~~
~~Policy OSSR07. Waterways~~
~~Policy T03. Accessibility and Development~~
~~Policy T04. Park and Ride~~
~~Policy FMWN02. End of life Vehicle Facilities~~
~~Policy FMWN04. Provision of New Aggregates Recycling Facilities~~

Policy VL01. Presumption in Favour of Sustainable Development

Policy SL01. Location of Development

Policy SL02. Strategic Site 1: Former Western Park Golf Course

Policy SL03. Strategic Site 2: Land to the east of Ashton Green

Policy SL04. Strategic Site 3: Land north of the A46 Bypass

Policy SL05. Strategic Site 4: Land west of Anstey Lane

Policy SL06. Strategic Site 5: Beaumont Park

Policy Ho01. Housing Allocations

Policy Ho03. Housing Mix

Policy Ho04. Affordable Housing

Policy Ho05. Housing Densities

New Policy. Older Persons' Housing

Policy Ho06. Self-build/Custom Build

Policy Ho07. Internal Space Standards

Policy Ho08. Student Development

Policy Ho10. Houses in Multiple Occupation (HMOs)

**Policy Ho12. Gypsy, Traveller and Travelling Showpeople
Accommodation**

Policy CCFR01. Sustainable Design and Construction

Policy CCFR02. Energy Statement

Policy CCFR04. Low Carbon Heating and Cooling

Policy CCFR06. Managing Flood Risk and Sustainable Drainage Systems (SuDS)

Policy HW01. A Healthy and Active City

Policy HW02. Health Impact Assessments (HIA)

Policy DQP01. Design Principles

Policy DQP02. Tall Development

Policy DQP03. Inclusive Design

Policy DQP06. Residential Amenity

New Policy. Media Screens

New Policy. Mesh Wrap Advertisements

Policy CDA01. Central Development and Management Strategy

Policy CDA02. New Development Within the Character Areas

Policy CHA01. The Railway Station

Policy CHA02. Mansfield Street

Policy CHA03. St. Margarets

Policy CHA04. Wharf Street

Policy CHA05. Belgrave Gateway

Policy CHA06. Leicester Royal Infirmary and De Montfort University

Policy CHA07. St. George's Cultural Quarter

Policy CHA08. Old Town

Policy CHA09. New Walk

Policy ORA01. Abbey Meadows and Pioneer Park

Policy ORA02. Waterside

Policy ORA03. University of Leicester

Policy ORA04. Leicester City Football Club (LCFC)

Policy ORA05. Walnut Street

Policy HE01. The Historic Environment

Policy CT01. Culture, Leisure and Tourism

Policy CT02. Assets of Community Value

New Policy. Protection of Cultural Facilities

Policy CT03. Protection of Public Houses

Policy CT04. Great Central Railway

Policy CT05. Provision of New and Retention of Existing Places of Worship

Policy E01. Non-Strategic Economic Development Areas

Policy E02. General Economic Development Areas

Policy E03. High Quality Economic Development Areas

Policy E04. Pioneer Park

Policy E05. Textile Area and Neighbourhood Employment Areas

Policy E06. St. George's Cultural Quarter

Policy E07. Employment and Skills Plans

Policy TCR01. Hierarchy of Town Centres

Policy TCR02. Supporting Sustainable Town Centres

Policy TCR03. City Centre

Policy TCR04. Central Shopping Core (Primary Shopping Core)

Policy TCR05. Town Centre Uses in Town/District and Local Shopping Centres

Policy TCR06. Development for Food and Drink Purposes

Policy TCR07. Neighbourhood Parades

Policy TCR08. Main Town Centre Development Outside of Defined Centres

Policy TCR09. Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre

Policy OSSR01. Green Wedges

Policy OSSR02. Development of Open Spaces

Policy OSSR06. Built Sport Facilities

Policy NE01. Protecting Designated Sites, legally Protected and Priority Species, and Priority Habitats

Policy NE02. Biodiversity Gain

Policy NE03. Green and Blue Infrastructure

Policy NE04. Ancient Woodland, Veteran Trees, and Irreplaceable Habitats

Policy T01. Sustainable Transport Network

Policy T02. Climate Change and Air Quality

Policy T05. Freight

Policy T06. Highways Infrastructure

Policy T07. Car Parking

Policy FMWN01. New Waste and Existing Waste Uses

Policy FMWN03. Managing Leicester's Minerals Resources

Policy DI01. Developer Contributions and Infra Structure

Policy DI02. Electronic Communications

New Policy. Plan Review

Planning Enforcement

Background

20.1 The NPPF states that the planning system operates to regulate development and the use of land in the community's interest, whilst having regard to the development plan and other material planning considerations.

20.2 The effective and proper enforcement of planning control is essential to maintain community confidence and uphold the integrity of the planning system. It is important that the local environment is protected, as are the interests of residents, visitors and businesses of the city from any harmful effects of unauthorised development. When exercising enforcement functions, the council will act in a way that is fair, transparent, accountable, proportionate, consistent and targeted at cases in which action is needed.

20.3 The Town and Country Planning Act 1990 sets out the statutory powers available to the council to enforce planning legislation. The following comprise a breach of planning control under planning legislation:

- **carrying out development that is operational development (the carrying out of building or other operations) and changes of use without the required planning permission;**
- **failing to comply with any condition or limitation subject to which planning permission has been granted;**
- **illegal advertisements;**
- **unauthorised works to listed buildings or works to protected trees.**
- **unauthorised works in conservation areas.**

Policy PE01. Planning Enforcement

The city council as a local planning authority has a general discretion to take enforcement action where development has a significant harmful impact, it is expedient and is in the public interest to do so.

The council will investigate and act, on reported breaches of planning control in accordance with Planning Enforcement Policy and Procedure. Cases will be prioritised and investigations will be carried out proportionately according to the planning harm caused and the resources available.

Where appropriate, the council will seek to resolve issues through negotiation. However, if informal negotiations fail to resolve the identified breach of planning control and where it is considered appropriate and expedient to do so, formal action will be taken.

The council's Planning Enforcement Policy and Procedure is published on the council website and will be updated periodically as required.

Monitoring: Plan Review

New paragraphs:

Introduction

We anticipate that our strategic policies will be subject to an immediate review which the council has committed to on the adoption of the Plan.

Monitoring is crucial to the successful delivery of the Local Plan, because it helps to identify the key challenges and opportunities and enable adjustments and revisions to be made if necessary.

One of the tests of soundness is whether there are clear mechanisms for implementation and monitoring. The city council is therefore committed to the effective monitoring of the policies within the Local Plan, to establish when interventions might be necessary to ensure timely delivery of what is proposed.

There is not an expectation that all the policies within the plan will be monitored. The council is committed to an immediate review on adoption of the Plan.

The city council proposes to monitor the strategic policies as listed in Chapter 19 of the Local plan, as a minimum, and has outlined the indicators, which ensure that the requirements of both the NPPF and PPG (including SEA & SA) are met.

By identifying appropriate indicators and targets, the effectiveness of policies and proposals can be monitored. The results of such monitoring will then identify which policies and implementation measures are succeeding, and which need revising or replacing because they are not achieving the intended objective.

Monitoring outcomes will normally be reported on an annual basis for a

year which begins on 1 April and ends on 31 March, unless data is not available for such a time period. An Authority Monitoring Report (AMR) is anticipated to be produced in December each year, and this is the main record of monitoring information. The need to intervene, or otherwise, will be kept under regular review.

There is also the requirement to have an up to date 5-year housing land supply, and submit the returns for the Housing Delivery Test. These requirements will be adhered to, and the required information will be published at appropriate times.

The table below shows the proposed framework for monitoring the Local Plan policies. The purpose is to clarify how the city council will be able to regularly monitor the effectiveness of the Local Plan. The city council's Authority Monitoring Reports can be found on our website.

New Policy: Plan Review

A whole Plan review will be commenced immediately upon adoption of this Local Plan.

On adoption the council will publish a Local Development Scheme to set out the timescales for completion of such a review.

The review will particularly focus upon the following areas:

- housing
- employment
- Gypsy and Travellers' accommodation
- minerals
- waste

The expectation is that the review will be complete within three years of adoption of this Local Plan, and will have regard to changes to relevant legislation, policy and guidance.

21.1 It is important that the policies and proposals of the plan are monitored and reviewed to gauge their effectiveness as they are implemented. The monitoring process highlights the areas of the plan which need reviewing and gives an indication as to whether the plan is achieving its aims. In particular, a new Housing Delivery Test has been introduced to measure each local authority's performance in delivering new homes.—

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21.2 There will be other people and organisations that will have a key part to play in the implementation of the Local Plan, including developers, landowners, public utilities and other public sector agencies such as the Environment Agency, English Heritage and Natural England. The private sector will be responsible for a large amount of delivery, whether for housing, employment, retail, or other forms of development. The council is committed to working in partnership with these various organisations to ensure that the aims and objectives of the Local Plan are delivered. Appendix 4 identifies who will have a key role to play in both the funding and delivery of development.—

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21.3 A key aspect to ensure the implementation of the Local Plan is through regular and robust monitoring. The council will regularly assess the performance of individual policies and overall progress in delivering the strategic objectives of the Local Plan. This will be done through the production of an Authority Monitoring Report (AMR). Results of monitoring will be used to inform any changes to policies or additional actions considered to be required at the time of the local plan review.—

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Key areas of the Authority Monitoring Report

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~~Housing Delivery Test~~—the monitoring of residential land availability, the supply of housing land, house building rates, brownfield development, housing densities, city centre housing and affordable housing
~~Employment~~—the supply of strategic employment land, quality of

~~employment sites, greenfield/brownfield take up rates and loss of employment land~~

~~Retailing — survey of city centre, district and local centres and neighbourhood parades, and retail floorspace — these are mainly concerned about vacancy rates and mix of uses~~

~~Supplementary Planning Documents~~

~~-~~

~~21.4 To assist with their implementation the policies and proposals in the plan will be supplemented by site development guidance and supplementary planning documents (SPD).~~

~~-~~

~~21.5 They further clarify and illustrate Local Plan policy and land use proposals providing helpful guidance for those preparing planning applications. Their purpose will be to state the type of development required or provide technical guidance on issues such as parking standards, climate change, developer contributions, tall buildings, and character areas for the Central Development Area (CDA).~~

New Table #: Monitoring Framework

[illegible]

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Total number of homes delivered on Former Western Park Golf Course</u>	<u>Deliver a minimum of 412 homes on strategic site in accordance with Policy SL02 (Objective 1)</u>	<u>Social</u>	<u>50 homes by April 2032</u>	<u>This is based on the assumption in the revised trajectory.</u>	<u>412 homes by April 2036</u>	
<u>Number of Sqm of employment space completed</u>	<u>Deliver 11.24 Ha of employment land for Class E (g)iii, B2 and B8 uses</u>	<u>Economic</u>		<u>Any mix and combination of:-</u> <ul style="list-style-type: none"> • <u>(light industry (E(g)iii),</u> • <u>general industry (B2)</u> • <u>small scale storage and distribution (B8) [under 9000sqm, per unit]</u> 	<u>32,254 sqm</u>	
<u>Delivery of Gypsy and Traveller</u>	<u>In helping to provide decent</u>	<u>Social</u>	<u>0 on site at before allo-</u>		<u>7 pitches</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>pitches</u>	<u>residential accommodation for all, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople</u>		<u>cation</u>			
SL03. Strategic Site 2: Land to the east of Ashton Green						
<u>Total number of homes delivered on Land to the east of Ashton Green</u>	<u>Deliver a minimum of 670 homes on strategic site in accordance with Policy SL03 (Objective 1)</u>	<u>Social</u>	<u>30 homes by April 2030</u>	<u>This is based on the assumption in the revised trajectory.</u>	<u>340 homes by April 2033</u> <u>670 homes by April 2036</u>	
<u>Number of Sqm of employment space completed</u>	<u>Deliver 2.4 Ha as employment land for (Class E(g)iii), B2 and</u>	<u>Economic</u>		<u>Any mix and combination of:-</u> <ul style="list-style-type: none"><u>(light industry</u>	<u>11,232 sqm</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>B8 uses</u>			<u>(E(g)iii),</u> <ul style="list-style-type: none"> <u>general industry (B2)</u> <u>small scale storage and distribution (B8)</u> <u>[under 9000sqm, per unit]</u>		
<u>Delivery of school on Strategic Land</u>	<u>Deliver secondary school working with Department for Education.</u>	<u>Social</u>			<u>Secondary school operational by 2026/27.</u>	
<u>SL04. Strategic Site 3: Land north of the A46 Bypass</u>						
<u>Total number of homes delivered on Land north of the A46 Bypass</u>	<u>Deliver a minimum of 420 homes on strategic site in accordance with Policy SL04</u>	<u>Social</u>	<u>50 homes by April 2029</u>	<u>This is based on the assumption in the revised trajectory.</u>	<u>420 homes by April 2034</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>(Objective 1)</u>					
<u>SL05. Strategic Site 4: Land west of Anstey Lane</u>						
<u>Total number of homes delivered on Land west of Anstey Lane</u>	<u>Deliver a minimum of 336 homes on strategic site in accordance with Policy SL05 (Objective 1)</u>	<u>Social</u>	<u>42 homes by April 2029</u>	<u>This is based on the assumption in the revised trajectory.</u>	<u>336 homes by April 2033</u>	
<u>SL06. Strategic Site 5: Beaumont Park</u>						
<u>Number of Sqm of employment space completed.</u>	<u>25,000 sqm of floor space for light industry (E (g)(iii)), general industry (B2) and storage and distribution (B8) uses (ancillary offices only)</u>	<u>Economic</u>			<u>25,000 Sqm of employment space in 2036</u>	
<u>Delivery of a Gypsy and Traveller</u>	<u>To help provide for the identified</u>	<u>Social</u>	<u>0 sites before alloca-</u>	<u>Assuming no delivery on al-</u>	<u>Minimum 12 caravan</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Transit Site</u>	<u>need, the city council will meet the accommodation needs of gypsies and travellers and travelling showpeople</u>		<u>tion</u>	<u>ternative sites</u>	<u>spaces</u>	
Chapter 5 <u>Housing</u>						
<u>Policy Ho02: Housing Development on Unallocated Sites</u>						
<u>No. of homes completed on windfall sites</u>	<u>Deliver 1,875 homes on windfall sites in accordance with Policy Ho02 (Objective 1)</u>	<u>Social</u>	<u>200 homes by April 2028</u>	<u>This is based on the revised trajectory in November 2024</u>	<u>200 homes by April 2028</u> <u>1019 homes by April 2032</u> <u>1875 homes by April 2036</u>	
<u>Policy Ho03: Housing Mix</u>						
<u>Decisions made in accordance with the housing mix</u>	<u>To provide a suitable mix of housing on new</u>	<u>Social</u>	<u>Not previously monitored</u>		<u>100% of decisions taken in accordance with the</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>policy</u>	<u>sites</u> <u>(Objective 1)</u>				<u>housing mix required by most up to date evidence</u>	
<u>Policy Ho04: Affordable Housing</u>						
<u>Total no. of affordable homes completed</u>	<u>Achieve 1,117 affordable homes per annum during plan period</u> <u>(Objective 1)</u>	<u>Social</u>	<u>366 affordable homes delivered in the year 2021-22</u>			<u>Review required</u>
<u>Policy Ho06: Self-build/custom build</u>						
<u>Number of self-build and custom plots being delivered.</u>	<u>Provide supply of custom/self-build plots during the Plan Period.</u>	<u>Social</u>	<u>Not previously monitored</u>		<u>Meeting demand in number of entries on custom/self-</u>	<u>Planning applications and self/custom-build regis-</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
					<u>build register</u>	<u>ter.</u>
<u>DM Policy Ho08. Student Development</u>						
<u>Any PBSA applications submitted and approved within the HMO Article 4 Direction areas</u>	<u>To meet the housing needs of both the student population and local residents</u>	<u>Social</u>		<u>Assumes popularity of PBSA will continue to increase</u>	<u>No PBSA within or abutting Article 4 Direction Areas</u>	<u>Planning Applications</u>
<u>No. of student homes approved and completed</u>	<u>To meet the housing needs of both the student population and local residents</u>	<u>Social</u>		<u>To be monitored as part of residential land availability</u>	<u>4,800 bed spaces by 2036 or to be informed by most up to date housing needs evidence produced by the council</u> -	<u>Approved permissions and completion through standard monitoring.</u>
<u>Chapter 6</u>	<u>Climate Change and Flood Risk</u>					

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
Policy CCFR05: Delivering Renewable and Low Carbon Projects						
<u>Total increase in renewable energy capacity (MWh per Year)</u>	<u>Achieve net zero carbon emissions within the city by 2030</u>	<u>Environmental</u>	<u>27,988 MWh per Year in 2019</u>		<u>No Target</u>	<u>AMR (Annual Monitoring Report)</u>
<u>Number of renewable energy project applications received</u>	<u>Achieve net zero carbon emissions within the city by 2030</u>	<u>Environmental</u>	<u>No applications in 2020</u>		<u>No Target</u>	
<u>The number of renewable energy project applications approved</u>	<u>Achieve net zero carbon emissions within the city by 2030</u>	<u>Environmental</u>	<u>Not previously monitored</u>		<u>No target</u>	
Chapter 7 Health and Wellbeing						
Policy HW02: Health Impact Assessments (HIA)						
<u>Number of (HIAs) submitted in accordance with HW02</u>	<u>Improve the health and wellbeing of local residents</u> <u>Ensure decent</u>	<u>Social</u>	<u>Not previously required monitored</u>		<u>100% of relevant application accompanied by HIA</u>	

[illegible]

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Number of nationally listed buildings</u>	<u>Maintain and enhance the contribution made by local heritage to civic pride and tourism</u>	<u>Social</u>	<u>397 in 2022</u>		<u>No Target</u>	<u>AMR (Annual Monitoring Report)</u>
<u>Number of Locally listed heritage assets</u>	<u>Maintain and enhance the contribution made by local heritage to civic pride and tourism</u>	<u>Social</u>	<u>417 in 2022</u>		<u>No Target</u>	<u>AMR (Annual Monitoring Report)</u>
<u>Number of heritage conservation areas</u>	<u>Maintain and enhance the contribution made by local heritage to civic pride and tourism</u>	<u>Social</u>	<u>25 in 2022</u>		<u>No Target</u>	<u>AMR (Annual Monitoring Report)</u>
<u>Chapter 12</u>		<u>Employment</u>				

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<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
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Table 1 – Leicester Employment Land Need Modelling, 2019-36 as Floorspace

<u>Use Class</u>	<u>Floorspace/Year Sqm</u>	<u>Total Need Over Local Plan Need, Sqm</u>	<u>Total Need, ha at 3,900 sqm/hectare</u>
<u>E(g)/B Class (Mixed) *</u>	<u>238</u>	<u>5,236</u>	<u>1.32</u>
<u>E(g) Class (Mixed)</u>	<u>1,108</u>	<u>24,376</u>	<u>6.16</u>
<u>E(g)(iii)</u>	<u>129</u>	<u>2,838</u>	<u>0.66</u>
<u>B2</u>	<u>5,989</u>	<u>131,758</u>	<u>33.88</u>
<u>B8</u>	<u>4,067</u>	<u>89,474</u>	<u>22.88</u>
<u>Total</u>	<u>11,531</u>	<u>253,682</u>	<u>65.00</u>

This also needs to include supply from the following locations and any ‘windfall employment’ development:-

Table 2 – Supply of Employment Sites – Estimated Increase in Floorspace Assuming 20 percent Increase in Site Density

[illegible]

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Total floorspace or ha lost, to non-employment development, on land allocated for business/ industrial uses (uses falling outside Classes E(g), B2, B8).</u>	<u>Deliver 29.08 Ha of employment land</u>	<u>Economic</u>	<u>Not previously monitored</u>	-	<u>No target</u>	<u>Annual Monitoring Report</u>
<u>Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses</u>	<u>Deliver 29.08 Ha of employment land</u>	<u>Economic</u>	<u>Not previously monitored</u>			
<u>Policy E03. High Quality Economic Development Areas</u>						
<u>Total floorspace or Ha lost, to non-employment development, on land allocated for business/ industrial</u>	<u>Ensure that sufficient land is available for class B2, small B8 and E(g)iii uses in pur-</u>	<u>Economic Development</u>	<u>Not previously monitored</u>		<u>Minimal loss of E(g), B2 and B8 uses</u>	<u>Annual Monitoring Report</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>uses (uses falling outside Classes E(g), B2, B8).</u>	<u>pose-built premises.</u>					
<u>Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses</u>	<u>Ensuring that sufficient land is available for class B2, small B8 and E(g)iii uses in purpose-built premises.</u>	<u>Economic</u>	<u>Not previously monitored</u>			<u>Planning applications</u>
<u>Policy E04. Pioneer Park</u>						
<u>Number of planning applications received for the uses specified in the policy</u>	<u>To attract foreign direct investment into the emerging space sector and our economic assets led by the University of Leicester</u>	<u>Economic Development</u>	<u>Not previously monitored</u>		<u>All applications approved should conform to uses specified</u>	<u>Planning Applications</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>Creation of high added value jobs and skills</u>					
<u>Policy E05. Textile Areas and Neighbourhood Employment Areas</u>						
<u>Total floorspace or ha lost, to non-employment development, on land allocated for business/ industrial uses (uses falling outside Classes E(g), B2, B8).</u> <u>Total floorspace delivered for business/ industrial uses, on land allocated or designated for such uses</u>	<u>Continue to work with neighbouring authorities to provide sufficient employment land within Leicester and across the Housing Market Area (HMA), given the critical dependencies for employment which cross the city's administrative boundaries</u>	<u>Economic Development</u>	<u>Not previously monitored</u>		<u>No target</u>	<u>Planning Applications</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>To support a thriving and diverse economy</u>					
<u>Policy E06. St. Georges Cultural Quarter</u>						
<u>Total floorspace delivered for office and on land allocated or designated for such uses business/industrial uses.</u>	<u>To protect and promote the growth of the Cultural Quarter's unique mix of creative industries, cultural facilities</u>	<u>Economic Development</u>	<u>Not previously monitored</u>		<u>No target</u>	<u>Planning Applications</u>
<u>Policy E07. Employment: Support Strategies</u>						
<u>Number of conditions / Section 106 agreements on approved applications which require an Employment and Skills Plan</u>	<u>Leicester City Council will support and promote the use of local people and businesses through the construction and implementa-</u>	<u>Economic Development</u>	<u>Not previously monitored</u>		<u>100% of relevant applications specified in the policy accompanied by section 106 agree-</u>	<u>Planning applications</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>tion stages of development proposals, particularly for large scale major proposals that generate significant levels of employment through the development phase</u>				<u>ments</u>	
<u>Chapter 13</u>						
<u>Town Centre and Retail</u>						
<u>Policy TCR01: Hierarchy of Town Centres</u>						
<u>Total retail (Class E(a)) floorspace over 200sqm approved floorspace outside of town centres</u>	<u>To sustain and enhance the vitality and viability of Leicester's hierarchy of town centres by concentrating new shopping</u>	<u>Economic</u>	<u>Not previously monitored</u>		<u>No Target</u>	<u>Planning Applications</u>

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Amount of land designated as Green Wedge (Ha)</u>	<ul style="list-style-type: none"> • <u>Prevent merging of settlements</u> • <u>Guide development form</u> • <u>Provide a “Green Lung” into urban areas</u> • <u>Provide a recreational resource</u> 	<u>Environmental/ Social</u>	<u>698.9Ha of land at plan adoption</u>		<u>Maintain amount of land designated</u>	
<u>Policy OSSR02: Development of Open Spaces</u>						
<u>Amount of open space lost due to development (Ha)</u>	<u>Ensure residents have easy access to good quality open space, sport, and recreational provision that meets the needs</u>	<u>Social</u>			<u>Minimise loss of designated space</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>of the city.</u>					
<u>Chapter 16</u>		<u>Transportation</u>				
<u>Policy T01. Sustainable Transport Network</u>						
<u>Share of journeys made by public transport or active travel compared with private cars</u>	<u>Healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience.</u>	<u>Environmental</u>				
<u>Policy T02. Climate Change and Air Quality</u>						
<u>Air quality within Leicester AQMAs</u>	<u>Improve Leicester’s nitrogen dioxide levels towards 2021 WHO targets.</u>	<u>Environmental</u>			<u>10µg/m3 of PM2.5 and NO2to be achieved by 2040</u>	
<u>Chapter 17</u>		<u>Future Minerals and Waste Needs</u>				
<u>Policy FMWN01: New Waste and Existing Waste Uses</u>						
<u>Number of applica-</u>	<u>Leicester City</u>	<u>Environmental</u>	<u>Not previ-</u>		<u>No Target</u>	

[illegible]

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
<u>Number of applications for new facilities or extensions to existing facilities</u>	<u>Leicester City Council will provide a level of waste management capacity that is sufficient to accommodate the quantity of the region's waste</u>	<u>Environmental</u>	<u>Not previously monitored</u>		<u>No Target</u>	
Chapter 18 Development and Infrastructure <u>Policy DI01: Developer Contribution and Infrastructure</u>						
<u>Total sum of developer contributions received</u>	<u>The council will continue to secure development-specific infrastructure through the existing regulatory framework in mitigating the site-specific im-</u>	<u>Economic</u>			<u>No Target</u>	

<u>Monitoring Indicator</u>	<u>Key Policy Aim / Key Objective</u>	<u>Sustainability Category</u>	<u>Baseline</u>	<u>Assumptions / Notes</u>	<u>Target</u>	<u>Method / Action</u>
	<u>pacts of development and the provision of affordable housing</u>					
<u>Policy DI02: Electronic Communications</u>						
<u>Amount of the city covered by super-fast broadband (Ha)</u>	<u>The council will also support the provision of new mobile broadband such as 5G, public Wi-Fi provision and communications equipment only where it is sensitively designed and does not significantly impact residential amenity</u>	<u>Economic/Social</u>			<u>100% Coverage</u>	

Appendices

Appendix 1: Housing Trajectory. ~~September 2022~~ (2024)

	Completi ons	Completi ons	Yea r-1	Yea r-2	Yea r-3	Yea r-4	Yea r-5	Yea r-6	Yea r-7	Yea r-8	Yea r-9	Yea r-10	Yea r-11	Yea r-12	Yea r-13	Yea r-14	
Completi ne	1050	842															1892
Commitm ents			320 6	176 0	811	101	150	531	574	528	720	720	150	150	0	0	9410
CDA-			449	449	449	449	449	449	449	449	449	449	449	449	449	449	6286
Allocation s			26	109	99	71	131	431	466	470	378	322	259	117	160	29	3068
Windfall-						214	214	214	214	214	214	214	214	214	214	214	2354
Total- supply	1050	842	368 1	232 7	135 0	835	944	162 5	170 2	166 1	176 1	170 5	107 2	930	823	692	2301 0
Overall- Need	2464	2464	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	246 1	3942 1
Balance-	-1414	-1622	121 7	-137	- 110	- 162	- 152	-839	-761	-803	-703	-759	- 130	- 152	- 161	- 177	- 1611

Activations/Release Performance Reference	Description/Type	Manufacturing Date (YYYYMM)	Completions					Progress												Total	Status
			2025/01	2025/02	2025/03	2025/04	2025/05	2025/06	2025/07	2027/08	2028/09	2029/10	2030/11	2031/12	2032/01	2033/02	2034/03	2035/04	2036/05		
Completions				1000	1000	1000	1000												4000		
Completions Reference				1000	1000	1000	1000												4000		
2025/01/01	Initial release - 1000 units (1000 units)	2025																	1000		
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Sedgefield Method																	
Plan Year		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Housing Supply Component	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	Total
Completions	1050	842	1645	592													
Commitments					1644	1706	1101	738	376	308	265	210	210	210	210	210	7188
CDA					515	515	515	515	515	515	515	515	515	515	514	514	6178
Allocations					41	168	182	207	198	311	453	402	443	378	357	222	3362
Windfall					0	0	0	200	205	205	205	204	214	214	214	214	1875
Total Supply	1050	842	1645	592	2200	2389	1798	1660	1294	1339	1438	1331	1382	1317	1295	1160	22732
Cumulative Supply	1050	1892	3537	4129	6329	8718	10516	12176	13470	14809	16247	17578	18960	20277	21572	22732	
Overall Need	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	1296	20736
Cumulative Need	1296	2592	3888	5184	6480	7776	9072	10368	11664	12960	14256	15552	16848	18144	19440	20736	20736
Balance	-246	-454	349	-704	904	1093	502	364	-2	43	142	35	86	21	-1	-136	1996
Cumulative Difference	-246	-700	-351	-1055	-151	942	1444	1808	1806	1849	1991	2026	2112	2133	2132	1996	
Expected 5 year Supply					9341	8480	7529	7062	6784	6807	6763	6485					
Additional Need					211	211	211	211	211								
5 Year Need + 20% Buffer					9042	9042	9042	9042	9042								
5 Year Need + 5% Buffer										6804	6804	6804					
Land Supply (Years)					5.16534	4.68923	4.16335	3.90511	3.75138	5.0022	4.96987	4.76558					

Appendix 2: Heritage Local Lists

Conservation Areas in Leicester

Number	Name of the Conservation Area	Ward(s)
1	Ashleigh Road	Westcotes
2	All Saints	Abbey
3	Aylestone Village	Aylestone
4	Belgrave Hall	Belgrave/Abbey
5	Braunstone Village	Braunstone Park and Rowley Fields
6	Castle	Castle/Westcotes
7	Church Gate	Castle
8	Evington Footpath	Stoneygate
9	Evington Village	Evington
10	Greyfriars	Castle
11	Granby Street	Castle
12	High Street	Castle
13	Knighton Village	Knighton
14	Loughborough Road	Belgrave
15	Market Place	Castle
16	Market Street	Castle
17	New Walk	Castle
18	Old Humberstone	Humberstone and Hamilton/Troon

19	St George's	Castle
20	South Highfields	Stoneygate/Castle
21	Spinney Hill Park	Spinney Hills/North Evington/Wycliffe
22	Stoneygate	Knighton/Castle/Stoneygate
23	Town Hall Square	Castle
24	West End	Westcotes
25	St Paul's	Fosse

a) Local Heritage Assets in Leicester

Name	Street	Ward
No. 330, Reorganised Church of Jesus	Abbey Lane	Abbey
Mile Post (London 100)	Abbey Lane	Abbey
Chimneys & Water Tower of Former Wolsey Factory	Abbey Meadows	Abbey
Bandstand	Abbey Park	Abbey
Bathing Steps	Abbey Park	Abbey
Footbridge	Abbey Park	Abbey
Refreshment Rooms (inc. Wolsey Statue)	Abbey Park	Abbey
No. 10, RSSB Meeting Halls, Former School	Abbey Park Street	Belgrave
No. 21, Abbey Mill	Abbey Park Street	Belgrave
The Wolsey Building, Wolsey Mill Frontage	Abbey Park Street	Belgrave
1950s Council Housing Blocks: Auburn, Bentburn, Crayburn, Deansburn, Emburn, Fairburn & Gorseburn Houses	Aikman Avenue	Western

Name	Street	Ward
No. 277-311, Shopping Arcade (inc. 2-36 Elgin Avenue)	Aikman Avenue	Western
Black Boy PH	Albion Street	Castle
Lodge & Covered Reservoir, Leicester Water Centre	Anstey Lane	Beaumont Leys
Jame Mosque	Asfordby Street	North Evington
Avenue Primary School	Avenue Road Extension	Castle
Granby Primary School	Aylestone Road	Aylestone
Leicester Co-Operative Store	Aylestone Road	Aylestone
Former Railway Sheds, Gas Depot	Aylestone Road	Saffron
Gas Service Centre, Gas Depot	Aylestone Road	Saffron
Christ Church United Reformed	Barbara Road	Braunstone Park & Rowley Fields
No. 2, Wyvern Arms PH	Barkby Road	Rushey Mead
No. 3	Barrington Road	Knighton
No. 6 & 8	Barrington Road	Knighton
No. 7	Barrington Road	Knighton
No. 9	Barrington Road	Knighton
No. 16	Barrington Road	Knighton
No. 133, Former Hoskins' Brewery	Beaumanor Road	Abbey
St Patrick's Church	Beaumont Leys Lane	Abbey
No. 25 - 27	Bede Street	Westcotes

Name	Street	Ward
GCR Bridge Over River Soar	Bede Street	Westcotes
No. 106 - 108	Belgrave Gate	Castle
No. 123, Former Diamond Jubilee PH	Belgrave Gate	Castle
Haymarket Theatre	Belgrave Gate	Castle
Royal Oak Public House	Belgrave Gate	Castle
Sculpture by Hubert Dalwood (outside Haymarket Theatre)	Belgrave Gate	Castle
170, Leicester Square	Belgrave Gate	Castle
60, Mile Post (London 98, Harboro 15, Loughb'ro 11)	Belgrave Gate	Castle
No. 87	Belgrave Road	Belgrave
No. 32	Belgrave Road	Belgrave
No. 54	Belgrave Road	Belgrave
Shree Sanatan Centre, Former School	Belper Street	Belgrave
No. 20	Belvoir Street	Castle
No. 24	Belvoir Street	Castle
No. 26	Belvoir Street	Castle
No. 30 - 32	Belvoir Street	Castle
No. 43	Belvoir Street	Castle
Dutch Gable Frontage To Industrial Units 3-7	Benson Street	North Evington
Durham Ox PH	Birstall Street	Belgrave
Lodge to Braunstone Park	Braunstone Avenue	Braunstone Park & Rowley Fields

Name	Street	Ward
No. 47 -79 (odds)	Braunstone Gate	Westcotes
No. 58 - 64 (evens)	Braunstone Gate	Westcotes
Bridge Parapet over Old River Soar	Braunstone Gate/Western Boulevard	Westcotes
Former Victoria Model Lodging House, Now Part of No. 11-13, Kirtons Bakery	Britannia Street	Wycliffe
No. 47	Briton Street	Westcotes
No. 12, Former St Luke's School	Brougham Street	Wycliffe
No. 67-71, Vinola House (& 191 Ross Walk)	Bruin Street	Belgrave
Abbey Primary School	Bruin Street	Belgrave
Former Boot & Shoe Factory, nos. 11-19	Brunswick Street	Wycliffe
Nos. 21-27	Brunswick Street	Wycliffe
No. 27, Former Pineapple PH	Burleys Way	Abbey
No. 1, Formerly The Manchester PH	Burns Street	Castle
King Edward VII Post Box, outside no. 2	Bushby Road	North Evington
Caldecote Primary School	Caldecote Road	Braunstone Park & Rowley Fields
No. 11, Former Leeson's Factory	Canning Place	Abbey
Former Blue Moon PH	Carlisle Street	Fosse
No. 109, Wool Pack PH	Catherine Street	Belgrave
Church of The Nativity	Cavendish Road, Richmond Road	Saffron
No. 87, Royal Standard PH	Charles Street	Castle

Name	Street	Ward
No. 91, Halford House, Formerly Alliance & Leicester Building Society	Charles Street	Castle
No. 92 - 94	Charles Street	Castle
No. 115, City Hall, Formerly Attenborough House	Charles Street	Castle
No. 185, Rainbow & Dove PH	Charles Street	Castle
No. 193	Charles Street	Castle
Beckett's Buckets	Charles Street	Castle
No. 45	Chatham Street	Castle
Electricity Sub-Station adjacent to No. 45	Chatham Street	Castle
No. 90 - 96, Former Barclays Bank	Clarendon Park Road	Castle
No. 219, Leicester Sikh Centre	Clarendon Park Road	Castle
Knighton Library	Clarendon Park Road	Castle
No. 89-91, Former Wooden Heel Factory	Constance Road	Spinney Hill
Belgrave Library	Cossington Street	Belgrave
Sports Centre	Cossington Street	Belgrave
Curzon Works	Curzon Street	Belgrave
No. 2, Former Church of Christ	Dashwood Road	Stoneygate
Electricity Sub-Station, Adjacent No. 5	Doncaster Road	Belgrave
Former Boot & Show Factory, no. 40 (Inc. 28 Linden Street/43-45 Constance Road)	Dorothy Road	Spinney Hills

Name	Street	Ward
No. 15, Former Consanguintarium	Earl Howe Street	Wycliffe
No. 16, Former Chilprufe Factory	East Park Road	North Evington
Imperial Buildings	East Park Road & Rolleston Street	North Evington
No. 378, Frontage to Former Evington Cinema	East Park Road	Spinney Hill
No. 2	Egginton Street	Spinney Hill
No. 7	Elmsleigh Avenue	Knighton
Former Co-Operative Stables, No. 2B	Empire Road	Fosse
Former Zion Chapel	Erskine Street	Castle
Mayflower Methodist Church	Ethel Road	Spinney Hill
Faircharm Estate, Former St Mary's Mills	Evelyn Drive	Braunstone Park & Rowley Fields
Mayflower Primary School	Evington Drive	Spinney Hill
Masjid Umar Mosque	Evington Drive, Evington Lane	Stoneygate
St Philip's Church	Evington Lane	Stoneygate
Golf Club House, Leicestershire Golf Club	Evington Lane	Evington
Victoria R Post Box, adjacent No. 155	Evington Lane	Evington
Electricity Sub-Station adjacent to No. 228	Evington Road	Stoneygate
No. 18 - 24 (evens)	Evington Street	Wycliffe
Dunlop Buisness Centre, Former Dunlop Works	Evington Valley Road	Spinney Hill
Electricity Sub-Station Adjacent To Supra House	Evington Valley Road	Spinney Hill

Name	Street	Ward
National Space Centre	Exploration Drive	Abbey
Carrick Point	Falmouth Road	Evington
No. 72, Former Sturdee Mills Factory	Forest Road	North Evington
Gatehouse to Former Borough Fever & Smallpox Hospital	Fosse Lane	Fosse
No. 140B, Former Methodist Church & Hall	Fosse Road North	Fosse
No. 354 - 364	Fosse Road North	Fosse
No. 366, Estonian House	Fosse Road North	Fosse
Tram Shelter at Junction With Groby Road	Fosse Road North	Fosse
No. 249, Formerly Westfield Hall	Fosse Road South	Braunstone Park & Rowley Fields
No. 281, Vicarage	Fosse Road South	Braunstone Park & Rowley Fields
Holy Apostles Church	Fosse Road South	Braunstone Park & Rowley Fields
No. 1, Black Horse PH	Foxon Street	Westcotes
No. 62	Friday Street	Abbey
No. 72-74, Former Corporation Depot	Friday Street	Abbey
No. 20, Frog Island Mills	Frog Island	Abbey
North Bridge	Frog Island	Abbey
17, Foresters Arms PH	Frog Island	Abbey
No. 1 & 3	Gaddesby Avenue	Braunstone Park & Rowley Fields
No. 2 - 6	Gallowtree Gate	Castle

Name	Street	Ward
No. 10 - 12	Gallowtree Gate	Castle
No. 18 - 26	Gallowtree Gate	Castle
Sporting Success Sculpture	Gallowtree Gate	Castle
1, Garden Street Slum House	Garden Street	Castle
No. 1A, Tajdaar e Madina, Former Free Library	Garendon Street	Wycliffe
No. 52, The Font PH, Former Harrison & Hayes Hosiery Factory	Gateway Street	Castle
Thurnby Lodge Primary School	Gervas Road	Thurncourt
BAPS Shri Swaminarayan Mandir	Gipsy Lane	Rushey Mead
Gurdwara Shri Guru Dashmesh Sahib, Former Gipsy Lane Hotel	Gipsy Lane	Rushey Mead
Rushey Mead Primary School	Gipsy Lane	Rushey Mead
Church of Our Lady of Good Counsel	Gleneagles Avenue	Rushey Mead
No. 119, 119A, 119B & 119C	Glenfield Road	Western
No. 165, Former St Cathrine's Convent	Glenfield Road	Western
Christ the King Catholic Primary School	Glenfield Road	Western
St Andrew's Methodist Church & Hall	Glenfield Road East	Fosse
Blessed Sacrament Church	Gooding Avenue	Braunstone Park & Rowley Fields
Island Place	Gooding Avenue	Braunstone Park & Rowley Fields
Sparkenhoe Community Primary School Annexe	Gopsall Street	Wycliffe

Name	Street	Ward
Abbey Park Weir	Grand Union Canal	Abbey
Evans Weir	Grand Union Canal	Abbey
Hitchcocks Weir & Footbridge over Old Mill Race	Grand Union Canal	Abbey
Limekiln Lock	Grand Union Canal	Abbey
North Lock & Bridge	Grand Union Canal	Abbey
Swans Nest Weir	Grand Union Canal	Abbey
Aylestone Mill Lock & Bridge	Grand Union Canal	Aylestone
Belgrave Lock	Grand Union Canal	Belgrave
Freemen's Lock	Grand Union Canal	Westcotes
Freemen's Weir	Grand Union Canal	Westcotes
St Mary's Mill Lock	Grand Union Canal	Westcotes
Flood Water Marker	Grand Union Canal	Westcotes
Twelve Arches Railway Bridge	Grand Union Canal, River Soar	Westcotes
No. 25, Mansion Court, Former Russells'	Grasmere	Saffron

Name	Street	Ward
Factory	Street/Eastern Boulevard	
No. 52-54, Former Great Central Station (inc. Parcel Building)	Great Central Street	Abbey
Central House	Great Central Street	Abbey
Great Central Railway Station Viaduct	Great Central Street/Jarvis Street	Abbey
Shaftesbury Hall, 3 Holy Bones (inc. 12-14 Great Central Street)	<u>Great Central Street</u>	<u>Abbey</u>
Great Central Street	Abbey	
Bridge over the River Biam	Great Central Way	Braunstone Park & Rowley Fields
No. 234, Lancaster Arms PH	Green Lane Road	North Evington
Picadilly Cinema, Former North Evington Working Mens Club	Green Lane Road	North Evington
Crematorium & Chapels, Gilroes Cemetery	Groby Road	Beaumont Leys
Glenfrith House, Leicester Frith Hospital	Groby Road	Beaumont Leys
Jewish Chapel, Gilroes Cemetery	Groby Road	Beaumont Leys
Lodge & Entrance Gates/Railings, Gilroes Cemetery	Groby Road	Beaumont Leys
No. 16	Guilford Road	Knighton
Nos. 17 & 19	Guilford Road	Knighton
Former Mortuary Building, Leicester General Hospital	Gwendolen Road	Evington

Name	Street	Ward
Former North Evington Infirmary Building, Leicester General Hospital	Gwendolen Road	Evington
Hadley House, Leicester General Hospital	Gwendolen Road	Evington
No. 258 - 260	Gwendolen Road	Spinney Hill
No. 345, Formerly Highcross House	Gwendolen Road	Spinney Hill
Oak House, Formerly Crown Hills House	Gwendolen Road	Spinney Hill
Manor House Neighbourhood Centre	Haddenham Road	Braunstone Park & Rowley Fields
Nos. 1 - 14	Haig Place, Braunstone Avenue	Braunstone Park & Rowley Fields
Nos. 15-17	Halford Street	Castle
St Luke's Church & Hall	Halifax Drive	Abbey
Shree Mandata Samaj Sahayak Mandal, No. 1	Harrington Road	Wycliffe
Carey Hall Baptist Church, no. 159	Harrison Road	Rushey Mead
Methodist Church & Hall	Harrison Road	Rushey Mead
No. 2 Heathley Park, Former Lodge to Borough Isolation Hospital	Heathley Park Drive/Groby Road	Beaumont Leys
No. 6 Rowlinson Court, Former Borough Isolation Hospital	Heathley Park Drive/Groby Road	Beaumont Leys
Former Knighton Fields House, Knighton Fields Centre	Herrick Road	Knighton
Knighton Fields Centre, Former Domestic Science Training College	Herrick Road	Knighton
The Lodge, Braunstone Park	Hinckley Road	Braunstone Park &

Name	Street	Ward
		Rowley Fields
No. 60B	Hinckley Road	Westcotes
St Peter's Church	Hinckley Road	Westcotes
Wyggeston's Hospital Chapel	Hinckley Road	Westcotes
No. 400	Hinckley Road	Western
No. 445 - 445A	Hinckley Road	Western
Dovelands Primary School	Hinckley Road	Western
Springfield, no. 408	Hinckley Road	Western
Tram Shelter East of Western Park Entrance	Hinckley Road	Western
Western Park Bandstand	Hinckley Road	Western
Western Park Bowling Pavilions	Hinckley Road	Western
Western Park Gates	Hinckley Road	Western
St Guthlac's Church	Holbrook Road	Knighton
No. 2, Former Coach & Horses PH	Hollington Road	Stoneygate
No. 5, Coventry Building Society	Humberstone Gate	Castle
Tower to Former Lewis's Store	Humberstone Gate	Castle
Fulhurst Community College	Imperial Avenue	Braunstone Park & Rowley Fields
No. 19, Swan & Rushes PH	Infirmery Square	Castle
Knighton Street Offices, Leicester Royal Infirmery	Infirmery Square	Castle
Pedestrian Shelter In Grounds of Leicester Royal Infirmery	Infirmery Square	Castle

Name	Street	Ward
Inglehurst Junior School	Ingle Street	Fosse
No. 2, Former Generator House	Jarvis Street	Abbey
No. 2 - 14 (even)	Jubilee Road	Castle
All Saints Church	Kerrysdale Avenue	Rushey Mead
St Paul's Former Vicarage	Kirby Road	Fosse
Railway Bridge	Knighton Fields Road East	Saffron
Railway Viaduct	Knighton Lane East	Knighton
Church of St Thomas More	Knighton Road	Knighton
Old Christians Meeting House, no. 51	Laburnum Road	Humberstone & Hamilton
Richard Attenborough Arts Centre	Lancaster Road	Castle
No. 70 & 80 (inc. 89 Richmond Road), Former Police & Fire Station & Free Public Library	Lansdowne Road	Saffron
Fleet House, Former British Steam Specialities Factory	Lee Circle	Castle
Lee Circle Car Park	Lee Circle	Castle
The Old (Methodist) Chapel	Leicester Street	North Evington
No. 112, Victoria Jubilee PH	Leire Street	Rushey Mead
No. 96, Summer Hill	Letchworth Road	Western
No. 100	Letchworth Road	Western
No. 105	Letchworth Road	Western
No. 106	Letchworth Road	Western

Name	Street	Ward
No. 121	Letchworth Road	Western
No. 123	Letchworth Road	Western
No. 128, Lyndhurst	Letchworth Road	Western
Linden House, No. 55	Linden Street	North Evington
The Linwood Centre	Linwood Lane	Saffron
Bridge Parapet Opposite Railway Station	London Road	Castle
No. 413, Sefton House	London Road	Knighton
No. 421, Cottesmore	London Road	Knighton
No. 429, Ventnor	London Road	Knighton
No. 436, Rathlin	London Road	Knighton
No. 453, Old Stoneygate Tram Depot	London Road	Knighton
Eastern Boundary Wall To Leicester High School For Girls	London Road	Knighton
Former Portland House, Leicester High School For Girls	London Road	Knighton
George V Post Box, Outside Railway Station	London Road	Knighton
No.45, Former Print Works	London Street	North Evington
No. 31	Lower Brown Street	Castle
Nos. 38 & 40	Marsden Lane	Aylestone
Former St Paul's Church	Melbourne Road	Spinney Hill
Melbourne Centre	Melbourne Road	Spinney Hill
No. 2	Melbourne Road	Wycliffe

Name	Street	Ward
New Testament Church of God	Melbourne Road	Wycliffe
No. 63 & 63A, Cantabury House, Former Church of St Michael & All Angels	Melton Road	Belgrave
No. 98-100, Former Cinema	Melton Road	Belgrave
Sacred Heart Church & Parish Club	Mere Road	North Evington
Queens Building, De Montfort University	Mill Lane	Castle
No. 255, Milligan House	Milligan Road	Aylestone
No. 2 - 16 (evens)	Morland Avenue	Knighton
No. 3, 5 & 7	Morland Avenue	Knighton
No. 17, 19 & 21	Morland Avenue	Knighton
No. 23	Morland Avenue	Knighton
No. 1	Morland Avenue	Knighton
No. 317 - 355 (odd)	Narborough Road	Braunstone Park & Rowley Fields
No. 230, Former Tram Depot	Narborough Road	Braunstone Park & Rowley Fields
No. 330, Electricity Sub-Station	Narborough Road	Braunstone Park & Rowley Fields
No. 332, Lodge to Former Manor House	Narborough Road	Braunstone Park & Rowley Fields
Tram Shelter South of Haddenham Road	Narborough Road	Braunstone Park & Rowley Fields
Trinity Methodist Church & Hall	Narborough Road	Braunstone Park & Rowley Fields
No. 2 - 10	Narborough Road	Westcotes

Name	Street	Ward
No. 22	Narborough Road	Westcotes
No. 24 & 26	Narborough Road	Westcotes
Elim Pentecostal Church & Hall	Narborough Road	Westcotes
Library	Narborough Road	Westcotes
The Huntsman PH (inc. Coachhouse)	Narborough Road	Westcotes
Horse Trough	Narborough Road	Westcotes
No. 3, Former Kapital Buildings	Navigation Street	Abbey
162, Masjid Usman Mosque	Nedham Street	Wycliffe
No. 66, Leicester Electricity Sports Pavilion	New Bridge Street	Saffron
Church of the Mother of God	New Parks Boulevard	Western
No. 20, Former Education Department Building	Newarke Street	Castle
Allen House	Newarke Street	Castle
No. 9-11, Minster House	Northampton Street	Castle
Former Northfield House, Northfield House Primary School	Northfield Road	Troon
No. 1, Former Red Cow Hotel	Orchard Street	Castle
No. 28, Former Grammar School	Oxford Street	Castle
No. 53	Oxford Street	Castle
Former Entrance Arch to J.E. Pickard's Wool Spinning Mill	Oxford Street	Castle
Jain Centre	Oxford Street	Castle

Name	Street	Ward
Stocking Farm Community Centre	Packwood Road	Abbey
The Old Transformer Station	Painter Street	Abbey
New Parks House, New Parks Primary School	Pindar Road	Western
No. 40, Former Lodge to Humberstone House	Pine Tree Avenue	Humberstone & Hamilton
No. 42, Former Lodge to Humberstone House	Pine Tree Avenue	Humberstone & Hamilton
Pine Cottage	Portland Towers	Knighton
Portland Lodge	Portland Towers	Knighton
Portland Towers	Portland Towers	Knighton
<u>No. 140, Former Steam Laundry</u>	<u>Queens Road</u>	<u>Castle</u>
Brice Memorial Hall	Queens Road	Castle
Regent College (inc. Gates & Lodge)	Regent Road	Castle
Blind Arcading to Railway Cuttings	Regent Street	Castle
Willowbrook Primary School	Roborough Green	Thurncourt
The ZIP Building, nos. 39-41	Rydal Street	Saffron
New Parks Reservoir	Sacheverel Road	Western
Former Leicester Frith Farm	Sangha Close	Beaumont Leys
No. 12, Former Vicarage	Scott Street	Castle
No. 75	Shanklin Drive	Knighton
Remains of Great Central Railway over River Soar	Slater Street & Ravensbridge Drive	Abbey

Name	Street	Ward
Bridge over River Soar (inc. Old Bridge Foundations)	Soar Lane	Abbey
12 & 14	Somerville Road	Braunstone Park & Rowley Fields
No. 22, Ulverscoft	South Knighton Road	Knighton
Former Shakespeares Head PH	Southgates	Castle
Former Wholesale Market Terracotta Relief Panels	St Augustine Road	Fosse
No. 64, Former GCM Factory	St Barnabas Road	North Evington
Former Vicarage (Part of St Barnabas Primary School)	St Barnabas Road	North Evington
St Barnabas School	St Barnabas Road	North Evington
Former Corah Factory	St John Street	Abbey
St Aidan's Church	St Oswald Road	Western
No. 2, Former Vicarage	St Peters Road	Wycliffe
No. 300, Former Corona Works	St Saviours Road	North Evington
No. 308, Former Smith, Faire & Co. factory	St Saviours Road	North Evington
No. 352 - 358, Former Faraday Works	St Saviours Road	North Evington
No. 451, Former Wildt Mellor Bromley Factory	St Saviours Road	Spinney Hill
Queen Victoria Diamond Jubilee Plaque, on No. 323 - 333 (odds)	St Saviours Road	Spinney Hill
No. 1A	Stamford Street	Castle
Stamford Buildings (Grahame Gardner Factory)	Stamford Street	Castle

Name	Street	Ward
Janazahgah (Muslim Prayer Building), Saffron Lane Cemetery)	Stonesby Avenue	Eyres Monsell
No. 83 & 85, Evington Parks	Stoughton Drive North	Stoneygate
Natural House	Stoughton Lane	Evington
St Hugh's Church	Sturdee Road	Eyres Monsell
Evita House, Former Railway Goods Shed	Sussex Street	Wycliffe
Railway Arches	Sussex Street	Wycliffe
Road Bridge over Railway	Swain Street	Spinney Hill
No. 38 - 46 (inc. No. 132 Beaconsfield Road & No. 171 Upperton Road)	Sykefield Avenue	Westcotes
No. 49 & 51 (inc. No. 173 & 175 Upperton Road)	Sykefield Avenue	Westcotes
No. 14 - 24	Talbot Lane	Aylestone
Ariel Industries Factory	Temple Road	North Evington
Crabtree Cottages	Thurcaston Road	Beaumont Leys
Tudor PH	Tudor Road	Fosse
Attenborough Building, University of Leicester	University Road	Castle
Bennett Building, University of Leicester	University Road	Castle
Charles Wilson Building, University of Leicester	University Road	Castle
Chemistry (Research) Building, University of Leicester	University Road	Castle
Chemistry (Teaching) Building, University of Leicester	University Road	Castle

Name	Street	Ward
Library, University of Leicester	University Road	Castle
Percy Gee Building, University of Leicester	University Road	Castle
Physics Building, University of Leicester	University Road	Castle
Ratray Lecture Theatre, University of Leicester	University Road	Castle
The Gatehouse, University of Leicester	University Road	Castle
Wyggeston & Queen Elizabeth I College	University Road	Castle
Former Eagle Brewery	Upper Charnwood Street/Vulcan Road	Wycliffe
No. 2, The Old Railway Shed, Former CPH Thurmaston	Upperton Road	Westcotes
Liberty Statue	Upperton Road	Westcotes
Two Former Great Central Railway Bridges over the Old River Soar	Upperton Road	Westcotes
No. 243-249, Co-Op	Uppingham Road	Evington
Humberstone Park House, Lodge & Stable Block	Uppingham Road	Evington
Tram Shelter to West of Humberstone Park	Uppingham Road	Evington
No. 1, Former Uppingham Hotel	Uppingham Road	North Evington
No. 78, Baptist Church	Uppingham Road	North Evington
No. 104, Former Stationmaster's House	Uppingham Road	North Evington
Spinney Hill Primary School & Community Centre	Ventnor Street	Spinney Hill
No. 292 - 304 (evens)	Victoria Park Road	Castle

Name	Street	Ward
Vulcan House, Former Gimson Building	Vulcan Road	North Evington
Thurmaston Day Nursery, Formerly Calby Lodge	Warren Drive	Troon
No. 39 - 41, Former Jemsox Factory	Welford Road	Castle
No. 203, The Donkey PH	Welford Road	Castle
Cemetery Gates & Boundary Wall, Welford Road Cemetery	Welford Road	Castle
George V Post Box, Outside No. 48	Welford Road	Castle
Grave of Thomas Cook, Welford Road Cemetery	Welford Road	Castle
Wakerley Family Monument, Welford Road Cemetery	Welford Road	Castle
No. 495, Lodge	Welford Road	Knighton
No. 517 - 519	Welford Road	Knighton
No. 2 - 4, LCC Adult Education College	Wellington Street	Castle
No. 70, The Pick Building	Wellington Street	Castle
No. 7-9, The Clarendon PH	West Avenue	Castle
No. 19, Church of the Martyrs Hall	Westcotes Drive	Westcotes
Frontage to Electricity Sub-Station adjacent to No. 48	Westcotes Drive	Westcotes
No. 21, Tesco	Western Boulevard	Westcotes
Tram Shelter South of The Newarke	Western Boulevard	Westcotes
No. 30	Western Road	Westcotes
No. 42, Former Equity Shoes Building	Western Road	Westcotes

Name	Street	Ward
The Western PH	Western Road	Westcotes
No. 1	Westhill Road	Western
No. 9, Green Gables	Westhill Road	Western
Nos. 3-9	Westminster Road	Knighton
St Albans Church	Weymouth Street	Belgrave
Shree Sanatan Mandir	Weymouth Street	Belgrave
No. 4-18, Gilbros Business Centre	Wharf Street South	Castle
No. 80	Wharf Street South	Castle
No. 4	Wheat Street	Castle
Former St Saviours School	Whinchat Road	North Evington
Oaklands School	Whitehall Road	Evington
Whitehall Primary School	Whitehall Road	Evington
No. 4	Wigston Lane	Aylestone
No. 33, Jameah Girls Academy, Former Market Hall	Wood Hill	North Evington
Former St Saviours Vicarage	Wood Hill	North Evington
No. 7	Woodboy Street	Wycliffe
No. 2, Former Hawley & Johnson Ltd Dyers	Woodgate	Fosse
No. 36, Woodgate Resource Centre	Woodgate	Fosse
No. 21 - 23. Fabric Apartments	Yeoman Street	Castle
No. 2 - 12, York Place	York Street	Castle
No. 14 - 18, Former Briggs Factory	York Street	Castle

Name	Street	Ward
Gospel Hall	York Street	Castle

b) Historic Parks and Gardens

Number	Name	Street	Ward
1	Braunstone Park	Braunstone Avenue	Braunstone Park & Rowley Fields
2	Bridge Road Memorial Garden	Bridge Road	North Evington
3	Fosse Road Recreation Ground	Fosse Road North	Fosse
4	Gilroes Cemetery	Groby Road	Beaumont Leys
5	Gwendolen Gardens	Gwendolen Road	Spinney Hill
6	Western Park	Hinckley Road	Western
7	Westcotes Park	Imperial Avenue	Braunstone Park & Rowley Fields
8	Knighton Park	Palmerston Way	Knighton
9	Belgrave Cemetery	Red Hill Way	Abbey
10	Westcotes Gardens	Upperton Road	Westcotes
11	Humberstone Park	Uppingham Road	Evington
12	Nelson Mandela Park	Welford Road	Castle
13	Goldhill Spinney	Windley Road	Eyres Monsell

c) Archaeology sites

Number	Name	Street	Ward
1	Evington Hillfort, Leicestershire Golf Club	Evington Lane	Evington
2	Roman Town Wall Remains	Junior Street	Abbey
3	Park Pale	Near Gorse Hill	Beaumont Leys
4	Roman Mithraeum	Near Holiday Inn, St Nicholas Circle	Castle
5	Glenfield Tunnel	Near Kemp Road, Dillon Way	Western
6	Hamilton Ridge & Furrow	Near Keyham Lane West	Humberstone & Hamilton
7	Humberstone Fishponds	Near Lower Keyham Lane	Humberstone & Hamilton
8	The Humber Stone	Near Thurmaston Lane, Sandhills Avenue Roundabout	Humberstone & Hamilton
9	The 'Norman' Undercroft	Site of BBC Offices, 9 St Nicholas Place	Castle
10	Norfolk Street/Cherry Orchard Villa	Site of Glenfield Road East Car Park	Fosse/Westcotes
11	Roman Forum/Basilica	Site of Jubilee Square & St Nicholas Circle	Castle
12	Roman Macellum	Site of Travelodge, 80 Highcross Street	Castle

Appendix 3: Retail Hierarchy and Neighbourhood Parades

Tier 1: Leicester City centre

Tier 2: Beaumont Leys Town centre

Tier 3: District centres

1. Belgrave Road/Melton Road
2. Evington Road
3. Narborough Road/Hinckley Road

Tier 4: Local centres

1. Abbey Lane
2. Aikman Avenue
3. Allandale Road/Francis Street
4. Asquith Boulevard
5. Aylestone Road Cavendish Road
6. Aylestone Village
7. Blackbird Road/Groby Road/Woodgate
8. Catherine Street/Cannon Street
9. Downing Drive
10. East Park Road North
11. Egginton Street
12. Evington Village
13. The Exchange
14. Fosse Road North
15. Gipsy Lane
16. Green Lane Road/Bridge Road
17. Hamilton
18. Hartington Road
19. Hinckley Road

20. Homefarm/Strasbourg Drive
21. King Richards Road
22. Lockerbie Walk/Dunblane Avenue
23. London Road
24. Loughborough Road
25. Malabar Road
26. Marwood Road
27. Melbourne Road
28. Nedham Street
29. Netherhall Road
30. Queens Road
31. Saffron Lane/Burnaston Road
32. Saffron Lane/Cavendish Road
33. Saffron Lane/Duncan Road
34. Saint Saviours Road West
35. Saint Stephens Road
36. Sandhills Avenue
37. Sparkenhoe Street
38. Swinford Avenue
39. Thurncourt Road
40. Uppingham Road (East and West)
41. Victoria Road East
42. Wakerly Road/Ethel Road
43. Welford Road/Gainsborough Road
44. Welford Road/York Road
45. Wharf Street North
46. Wood hill

Tier 5: Neighbourhood Parades

1. Aylestone Road/Hazel Street
2. Aylmer Road
3. Barley croft centre
4. Beaumont Lodge

5. Bede Park
6. Belgrave Boulevard
7. Burnham Drive
8. East Park Road (South)
9. Fosse Road South/Hinckley Road
10. Fullhurst Avenue
11. Gervas Road
12. Guthridge Crescent
13. Harrison Road
14. Heyford Road
15. Humberstone Road/Farringdon Road
16. Humberstone Village
17. Lanesborough Road
18. Nicklaus Road
19. Norwich Road
20. Ryder Road (Braunstone Frith)
21. Saint Saviours Road (East)
22. Sharman Crescent
23. Southfields Drive
24. Wheatland Road
25. Berners Street
26. Catherine Street/Brandon Street
27. Fosse Road South/Harrow Road
28. Fosse Road South/Upperton Road
29. Green Lane Road/Coleman Road
30. Meadvale Road
31. Parkstone Road/Cardinals Walk
32. Raven Road
33. Upperton Road/Wilberforce Road
34. Wellinger Way

Appendix 4. Infrastructure List

Infrastructure required for the local plan.

Below is a list of the proposed infrastructure required to support the adopted local plan.

The list represents the current understanding of the infrastructure required at the time of adoption however the council will produce a developer contributions strategy (SPD) post adoption of the local plan which will set out council's priority for funding infrastructure.

Transport Infrastructure

Infrastructure required	Funds Required
Connecting St Margaret's A6/Central Ring: improvements to facilitate improved cycle and pedestrian crossings and movements and the filling-in of the subways and inbound bus lanes. Cycle Lanes between Highcross Street and Abbey Street on the Central Ring Road, and up to South Church Gate on St Margaret's Way.	£15m
Walking/Cycling and public realm improvements to facilitate and encourage the take up of sustainable travel and support growth and regeneration primarily outside of the city centre. Barkby Road Catherine Street Gwendolen Road Hinckley Road Queens Road Spencefield Lane Uppingham Road	£11.2m
Bus Priority Enforcement system cameras	£0.75m
Car Parking including Contactless Payment infrastructure & Car Club/Car Club infrastructure	£2m

Infrastructure required	Funds Required
Programmes to promote and encourage the take up of sustainable travel	£3m
<p>Infrastructure required to support major growth locations (Ashton Green, Beaumont Park and Former Western Park Golf Course):</p> <p>Improvements to public transport, walking and cycling infrastructure/ measures</p> <p>Signalisation of A47 Hinckley Road/Golf Course Lane/Meadwell Road junctions</p> <p>Alterations to the A6 Loughborough Road/Sibson Road signal controlled junction</p> <p>Signalisation of the A563 Krefield Way/Red Hill Way/Beaumont Leys Lane roundabout</p> <p>increase the size (capacity) of the Ratby Lane roundabout.</p>	£10m
<p>Infrastructure required to support Waterside:</p> <p>Further Walking and Cycling improvements in Waterside/Frog Island area linked to the already delivered TCF A50 corridor scheme</p> <p>Bike hire, bike storage and signage</p> <p>Cycle Path along the canal between Repton Street, A50 and A6 to provide a missing link in connectivity</p>	£14.1m
<p>Improvements within the Central Ring Road supporting regeneration within the city centre:</p> <p>Lee Circle area</p> <p>St George's area</p> <p>Granby Street area</p> <p>South city centre (Regent Street) area</p> <p>Leicester Royal Infirmary/Oxford Street</p> <p>St Martin's area pedestrianisation</p> <p>Charles Street</p>	£14m
<p>Railway Station Improvements Phase 2</p> <p>Further enhancements to the railway station to support increase</p>	£20m

Infrastructure required	Funds Required
<p>in rail passenger capacity and accessibility to the rail station: Multi-story car park. Releases land for redevelopment as offices Overbridge replacement (increase capacity) and provides access to new car park and enables electrification Fox Street improvements Taxi Rank (station street)</p>	
<p>Orbital and Radial corridors joining the City Centre and Regeneration sites to the neighbourhoods within the City, and settlements outside Leicester. Schemes include Walking/Cycling interventions and public realm improvements to facilitate and encourage the take up of sustainable travel:</p> <ul style="list-style-type: none"> Rally Bank - Beaumont Leys Lane to Redhill along old railway A6 - Thurcaston Road to Redhill Belgrave Road/Melton Road Loughborough Road Bennion Road Beaumont Leys Lane Melton Road (Golden Mile) Gorse Hill bus link (including cycle path) Humberstone Rd/Uppingham Rd Hamilton Way Link Highfields Catherine Street Evington Lane East Road/Green Lane Corridor Aylestone Road (Richmond Road to Banks Road) London Road (outer section) Welford Road (near cemetery) A6 (Victoria Park Road to Oadby) Saffron Lane phase 3 (to city boundary) Stoughton Drive Park and Ride Site at Leicester Racecourse Soar Valley Way bus lane Glenfield Road Great Central Way – (Bede Park to Braunstone Gate) 	£84m

Infrastructure required	Funds Required
<p>Narborough Road Hinckley Road A47 St Augustine's to Glenfield Road – Hinckley Rd & Wyngate Junctions – Ivanhoe Line Bridge King Richard III cycle heritage route Leicester to Bosworth West End National Cycle Route N6 Bede to Abbey Park University of Leicester/University Road Corah's redevelopment site Removal of bus pinch points city wide and walk/cycle Improvements in North of the City: Wingate Drive- Fosse Road North - Blackbird Road- Abbey Park Road - Dysart Way) Removal of bus pinch points city wide and walk/cycle Improvements in North of the City between the A47(W) and A47(E)</p>	
<p>Walking/Cycling and public realm improvements to facilitate and encourage the take up of sustainable travel and support growth and regeneration primarily outside of the city centre. This will include cycle streets on strategic neighbourhood routes:</p> <p>Buckminster Road Colchester Road Coleman Road Downing Drive Gleneagles Av Hallam Crescent Humberstone Drive Humberstone Lane - Troon Way to city boundary Hungarton Blvd Imperial Ave Keyham Lane Lower Keyham Lane Narborough Road north Outer Ring Road - Abbey Lane to BLL Outer Ring Road - Troon Way - Gleneagles to Barkby Ravensbridge Drive</p>	£28m

Infrastructure required	Funds Required
Redhill Circle Uppingham Road – Hungarton Boulevard to Spencefield Lane Welford Road Whitehall Road	
MicroMobility Hubs	£0.5m
Cycle Parking	£0.5m
Highways Pinch point Schemes	£5m
City Wide Cycle Programme: Cycle Pinch Points and severance: e.g., Swain Street, A47 NCN Realignment Park paths project (Improvement & adoption of paths across all major parks) Railway crossings projects (underpasses & bridges of in-use & redundant lines) Bike Share Scheme extension (500 electric bikes plus 50 dock stations)	£8.2m
Electric Buses and associated infrastructure	£167m
Electric Vehicle Charging Infrastructure	£2m
Behaviour Change Programmes	£5m
Corporate Training Facility and skill development design project	£0.2m

Other infrastructure

Topic	Total projected infrastructure investment 2022 - 2036	Explanation
Education	£70.3m	Funding across entire spectrum (Early Years, Primary and Secondary Education, Education for 16 – 18-Year-Olds and SEND provision).
Primary Health	£150m	Identified the potential need for 5 major new primary healthcare complexes to achieve the rollout of Leicester, Leicestershire, and Rutland's Primary Care Strategy in the City.
Secondary Health	£495m	
Social Care	£55.2m	Based on the profiling the 396 units of accommodation identified in the Supported Living and Extra Care Housing Strategy 2021 – 2031, plus a funding for Adaptations and Assistive Technology.
Outdoor Sports & Leisure	£6.6m	
Indoor Sports and Leisure	£15.4m	
Burial facilities	£4.0m	A combination of increases in death rate (Covid 19) significant increases in plot purchasing and ongoing death rates well above a rolling 5-year average (+14.2% in May 2022) has accelerated need for new 8 ha cemetery
Community facilities ¹	£0.59m	Service sees no investment needs beyond £0.59m allocated for securing extended hours self-access to the

Topic	Total projected infrastructure investment 2022 - 2036	Explanation
		City's libraries; at its request, the March 2020
Gypsy and Traveller Provision	£0.875m	Provision of a 7 pitch permanent site and 12 pitch transit site.
Police		
	£0.32m	Provision of small police base, location to be determined subject to development location and phasing.
Fire and Rescue	£9.45m	Extension of current level of building work investment programme and appliance replacement.
Full Fibre Broadband	£76.0m	
Totals	£954.385m	

Appendix 5: How the policies will be delivered

In implementing the policies and proposals within the Local Plan it is recognised that the private sector will have a key role to play in both the funding and delivery of development. Equally, the Council will have an important role to play and will make use of all appropriate mechanisms.

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Strategy Policy SL01. Location of Development		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy SL02. Strategic Site 1: Former Western Park Golf Course	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy SL03. Strategic Site 2: Land to the East of Ashton Green	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy SL04. Strategic Site 3: land North of the A46 Bypass	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy SL05. Strategic Site 4: Land west of Anstey Lane	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy SL06. Strategic Site 5: Beaumont Park	<input checked="" type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Policy Ho01. Housing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Allocations						
Policy Ho02. Housing Development on Unallocated Sites		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho03. Housing mix		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho04. Affordable housing		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho05. Housing densities					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<u>New Policy: Older Persons' Housing</u>		<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Policy Ho06. Self- build/Custom build		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho07. Internal Space Standards				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
DM-Policy Ho08. Student <u>Residential Accommodati</u>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
<u>on</u> Development						
Policy Ho09. Retention of Family Housing				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho10. Houses in Multiple Occupation (HMOs)				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho11. Hostels				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy Ho12. Gypsy, Traveller and Travelling Showpeople		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CCFR01. Sustainable Design and Construction					<input checked="" type="checkbox"/>	
Policy CCFR02. Whole Life- Cycle Carbon- Emissions <u>Energy</u> <u>Statement</u>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CCFR03. Energy Statement		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy CCFR04. Low Carbon Heating and Cooling		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy CCFR05. Delivering Renewable and Low Carbon Energy Projects		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy CCFR06. Managing Flood Risk and Sustainable Drainage Systems (SuDS)		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy HW01. A Healthy and Active City	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy HW02. Health Impact Assessments (HIA)		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy DQP01. Design Principles				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP02. Tall Development				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP03. Inclusive Design		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP04. Landscape Design				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP05. Backland, Tandem and Infill <u>residential</u> Development				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP06. Residential Amenity				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy DQP07. Recycling and Refuse Storage		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy DQP08. Shopfronts and Security					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
DQP09. Signs					<input checked="" type="checkbox"/>	

[illegible]

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CHA01. The Railway Station			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA02. Mansfield Street			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA03. St Margaret's			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA04. Wharf Street			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA05. Belgrave Gateway			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA06. LRI & De Montfort University			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA07. St Georges Cultural Quarter			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA08. Old Town			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CHA09. New Walk			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy ORA01. Abbey Meadows and			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Pioneer Park						
Policy ORA02. Waterside			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy ORA03. University of Leicester			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy ORA04. Leicester City Football Club			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy ORA05. Walnut Street			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy HE01. The Historic Environment		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy HE02. Archaeology		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy CT01. Culture, Leisure and Tourism		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<u>New Policy: Protection of Cultural Facilities</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy CT02. Assets of Community Value		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Policy CT03. Protection of Public Houses (Class Sui generis)					<input checked="" type="checkbox"/>	
Policy CT04. Great Central Railway Museum-	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy CT05. Provision of new and retention of existing Places of Worship <u>and</u> <u>associated</u> <u>facilities</u>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy E01. Non-strategic Economic Development Areas		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy E02. General Economic Development Areas		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Policy E03. High Quality Economic					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Development Areas						
Policy E04. Pioneer Park	☑	☑			☑	
Policy E05. Textile Areas and Neighbourhood Employment Areas	☑	☑	☑	☑	☑	☑
Policy E06. St. Georges Cultural Quarter				☑	☑	
Policy E07. Employment_ <u>and Skills</u> <u>Plans</u> : Support Strategies					☑	
Policy E08. Vehicles Sales and Car Washes					☑	☑
Policy TCR01. Hierarchy of Town Centres					☑	☑
Policy TCR02. Supporting Sustainable town centres –	☑	☑	☑	☑	☑	☑

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Impact assessments						
Policy TCR03. City Centre					<input checked="" type="checkbox"/>	
Policy TCR04. Central Shopping Core (Primary shopping Area)					<input checked="" type="checkbox"/>	
Policy TCR05. Town Centre uses in Town/ District and Local Shopping Centres					<input checked="" type="checkbox"/>	
Policy TCR06. Development for <u>Hot Food Takeaway and</u> Food and Drink <u>Uses in Town, District and Local Shopping Centres Purposes</u>					<input checked="" type="checkbox"/>	
Policy TCR07.					<input checked="" type="checkbox"/>	

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Neighbourhood Parades						
Policy TCR08. Main Town Centre Development Outside of Defined Centres					<input checked="" type="checkbox"/>	
Policy TCR09. Planning Conditions: Main Town Centre Development and Class E Uses Outside of a Defined Centre				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Policy OSSR01. Green Wedges				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy OSSR02. Development of Open Spaces		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy OSSR03. Open Space in New				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Development						
Policy OSSR04. Existing Playing Pitches, <u>Sports and Recreational Buildings</u>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy OSSR05. Playing pitches and associated facilities		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy OSSR06. Built Sports Facilities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy OSSR07. Waterways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy NE01. Protecting designated sites, legally protected and priority species and priority habitats	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy NE02.				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Highways Infrastructure						
Policy T07. Car Parking					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy FMWN01. New Waste and Existing Waste Uses					<input checked="" type="checkbox"/>	
Policy FMWN02. End of Life Vehicle Facilities					<input checked="" type="checkbox"/>	
Policy FMWN03. Managing Leicester's Minerals Resources					<input checked="" type="checkbox"/>	
Policy FMWN04. Provision of New Aggregate Recycling Facilities					<input checked="" type="checkbox"/>	
Policy DI01. Developer Contributions and					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	Local/ National Funding	Partnerships	CPO	Developer Contribution	Planning Management	Other Local Plan/SPD/ Regeneration Framework
Infrastructure						
Policy DI02. Electronic Communicatio ns					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Policy PE01. Planning Enforcement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<u>New Policy: Mo01 Plan Review</u>						<input checked="" type="checkbox"/>

Appendix 6: Housing Site Allocations (Non-strategic)

Site- numbe r	Site address	Area	Category	Capacity- (dwellings)
15-	Land to south of St Augustine Road/west- of Duns Lane	Inner	Brownfiel d-	44-
19-	Velodrome Saffron Lane-	Inner	Brownfiel	38

Site-number	Site-address	Area	Category	Capacity-(dwelling-s)
			d-	
190-	Lanesborough Road — Former Allotments-	NW-	Greenfiel d-	37
219-	Land rear of Rosedale Avenue/Harrison-Road allotments	NE-	Greenfiel d-	53-
222-	Evington Valley Road (Former Dunlop-Works)-	Inner	Brownfiel d-	48
240-	114-116 Western Road-	Inner	Brownfiel d-	5
297-	Sturdee Road - The Exchange-	S-	Brownfiel d-	20
307-	Mary Gee Houses — 101 — 107 Ratcliffe-Road-	SE-	Brownfiel d-	40
335-	Manor House Playing Fields — Narborough-Road-	Inner	Greenfiel d-	14
449-	Allextan Gardens Open Space-	W-	Greenfiel d-	25
481-	Brent Knowle Gardens-	NE-	Greenfiel d-	12
488-	Carter Street/Weymouth Street/Bardolph-Street East-	NE-	Brownfiel d-	30
501-	Groyland Green-	NE-	Greenfiel	9

Site-number	Site-address	Area	Category	Capacity-(dwelling-s)
			d-	
505-	Dorothy Road/Linden Street/Constance Road-	Inner	Brownfiel d-	31
525-	Fulford Road Open Space-	W-	Greenfiel d-	58
529-	Glovers Walk Open Space-	NW-	Greenfiel d-	34-
549-	Hockley Farm Road Open Space-	W-	Greenfiel d-	8-
557-	Ingold Avenue Open Space-	NW-	Greenfiel d-	54-
559-	Judgemeadow Community College Playing Fields-	SE-	Greenfiel d-	13
569-	Krefeld Way/Darenth Drive Open Space-	NW-	Greenfiel d-	33-
577-	Land adjacent Keyham Lane/Preston Rise-	NE-	Greenfiel d-	23
589-	Land to east of Beaumont Leys Lane-	NW-	Greenfiel d-	34-
620-	Morton Walk Open Space-	NE-	Greenfiel d-	9
626-	Neston Gardens green-space/Mud Dumps-	S-	Greenfiel	47-

Site number	Site address	Area	Category	Capacity (dwellings)
			d	
629	Netherhall Road Open Space	NE	Greenfield	77
631	Newlyn Parade/Crayford Way	NE	Greenfield	13
646	Rancliffe Gardens	W	Greenfield	52
647	Ranworth Open Space	S	Greenfield	36
648	Rayleigh Green	NE	Greenfield	18
669	Spendlow Gardens	S	Greenfield	11
684	Land Adjacent Evington Leisure Centre	SE	Greenfield	15
715	Land North of Gartree Road	SE	Greenfield	35
960	Land West of Bede Island Road (Braunstone Gate)	Inner	Greenfield	5
961	Welford Road Playing Fields	S	Greenfield	14
962	Amenity Land Between Coleman Road	SE	Greenfield	9

Site number	Site address	Area	Category	Capacity (dwellings)
	and Goodwood Road (East of Hazelnut Close and Ellwood Close)		d	
963	Southfields Infant School and Newry Specialist Learning Centre	S	Brownfield	35
992	Woodstock Road	NW	Greenfield	5
1001	Philips Crescent	NW	Greenfield	5
1007	Glazebrook Square	W	Greenfield	12
1030	Land to the west of Dysart Way	Inner	Greenfield	9
1034	Forest Lodge Education Centre, Charnor Road	W	Brownfield	26
1035	VRRE/Gipsy Lane	NE	Brownfield	12
1037	Spence Street	SE	Brownfield	22
1039	Bisley Street/Western Road	Inner	Brownfield	17
1041	Land off Hazeldene Road Adj Kestrel's Field Primary School	NE	Greenfield	21

Site number	Site address	Area	Category	Capacity (dwellings)
1042	Land off Heacham Drive (Phase 2) (former playing fields)	NW	Greenfield	53
1051	Gilmorton Community Rooms/Hopyard Close Shops	S	Brownfield	9

Appendix 7. Glossary

Term	Definition
Affordable housing	<p>Housing for sale or rent, for those whose needs are not met by the market.</p> <p>This includes housing that provides a subsidised route to home ownership and/or is for essential local workers. It must be of one or more of the following types, see definitions in Annex 2 of the NPPF:</p> <ul style="list-style-type: none">Affordable housing for rentBuild to RentStarter homesDiscounted market sales housingOther affordable routes to home ownership including shared ownership, relevant equity loans, other low-cost homes for sale and rent to buy.
Agent of Change	<p>Agent of Change is the principle that the person or business responsible for causing the change, is responsible for managing the impact of the change. (For example, if new housing is built next to a night club, or business, the person or company responsible for building the housing, must pay to include necessary insulation, so future occupants are not disturbed by any noise.)</p>
Air Quality Management Area (AQMA)	<p>An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.</p>
Archaeological Alert Area	<p>An area covering the city's historic Roman and medieval core and indicates where development is most likely to have an impact upon surviving archaeological remains and where investigations may be required.</p>
Archaeological remains	<p>Heritage assets that contain information on past human</p>

Term	Definition
	activity which may be revealed if the subject of expert investigation.
Article 4 direction	A direction which withdraws automatic planning permission granted by the General Permitted Development Order.
<u>Biodiversity Assessment</u>	<u>Submitted as part of a planning application, this document sets out the size, scale and biodiversity value of any habitat/vegetation types existing on a site proposed for development, those being retained and/or lost due to the proposal, and those to be provided as part of biodiversity compensation and enhancement measures.</u>
<u>Biodiversity Gain Hierarchy</u>	<u>Outlined in national planning practice guidance, it emphasises that on-site biodiversity gains should be considered first, followed by registered offsite biodiversity gains, and – as a last resort – biodiversity credits.</u>
<u>Biodiversity Gain Plan</u>	<u>To be conditioned as part of a planning application, it sets out the full strategy for achieving Biodiversity Net Gain, including how the net gains will be managed and maintained.</u>
<u>Biodiversity Metric</u>	<u>A tool to be used for measuring biodiversity on development sites or changes in land use, which fall within the major planning application threshold.</u>
<u>Biodiversity Net Gain</u>	<u>Development that leaves biodiversity in a measurably better state than before.</u>
Brownfield Sites	Land which has previously been developed

Term	Definition
	encompassing vacant or derelict land, infill sites and land occupied by redundant or unused buildings.
Building for a Healthy Life	A Design Toolkit, based on 10 principles, to assist good design for neighbourhoods, streets, homes and public spaces. It a design tool for creating places that are better for people and nature, that puts a greater focus on healthier communities. (It is based on the well-known previously used “Building for Life 12”).
Changing Places	Changing Places are fully accessible toilets that are designed so that they are completely accessible and provide sufficient space and equipment for people who are not able to use the toilet independently. They must be an extra facility, in addition to the accessible toilets for independent use
Character Area	These are defined parts of the city centre which are unique in character and intended to be cohesive and readily identifiable areas in the city centre. They help to focus policy and promote specific types of development, in each area. The Central Development Area, in chapter 3 of the Local Plan, is spit into 13 of these areas.
Comparison goods	Comparison goods relate to items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
Conservation (of the historic environment)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Convenience goods	Convenience goods relate to everyday essential items including confectionary, food, drinks, newspapers and magazines.

Term	Definition
Decentralised energy systems	Local renewable and local low-carbon energy sources, such as communal/district heating networks.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Design Codes	The National Planning Policy Framework expects local planning authorities to develop local design codes or guides, taking account of the National Design Guide and the National Model Design Code. This guidance sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area, based on local aspirations for how their area will develop, following appropriate local consultation.
Development Management Policies	Detailed policies which will support the implementation of the Leicester Local Plan and help with the day to day assessment of planning applications.
Development Plan Document	DPDs are the documents prepared by the Local Planning Authority which have development plan status. Also known as a Local Plan (See below).
Design Quality Framework	A local series of guides, to help you make better design choices for your building project and to meet planning requirements more easily. The framework is In line with the National Design Guide. (See Design Codes above)
Embodied carbon	The carbon emissions resulting from the materials, construction, and use of a building over its entire life, including its demolition and disposal. It includes any CO ₂ created during the manufacturing of building materials (material extraction, transport to manufacturer, manufacturing), the transport of those

Term	Definition
	materials to the job site, and the construction practices used.
Enterprise Zone	Enterprise Zones are created by government to stimulate business growth. Rate reductions are offered to businesses either to move into premises or expand existing premises.
Evidence Base	The information and data gathered by a council to justify the ‘soundness’ of a local plan, including information on the physical, economic, and social characteristics of the area.
Examination	Once any Development Plan Document has been consulted upon, the Local Planning Authority must submit it to the Government to test that the document is ‘sound’. An Inspector holds a Public Inquiry = ‘the examination’.
Fenestration	The arrangement of windows in a building.
Fifteen-minute Neighbourhood	It is a neighbourhood is one in which you can access all of your most basic, day-to-day needs within a 15-minute walk of your home.
General Permitted Development Order (GPDO)	The Town and Country Planning (General Permitted Development) (England) Order 2021, is planning law which sets out what type of development needs planning permission and what is allowed without planning permission.
Green Flag	A national standard for assessing open spaces.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Term	Definition
Green space	Leicester has a wide range of open spaces that make a major contribution to the quality of life of city residents and visitors. These include green wedges, parks, children's play areas, sports pitches, natural open space, allotments, cemeteries, civic spaces, rivers, and canals as well as other incidental open spaces that together comprise the open space network.
Green Wedge	Green wedges are extensive areas of predominantly open and green land. They run from the edges of the city towards the city centre. In most cases green wedges extend beyond the city boundary through green wedge allocations in adjoining districts. This gives them a strategic importance as they connect the city to the surrounding Leicestershire countryside.
Green Lung	Providing a green lung is one of the functions of a green wedge. To act as a green lung means creating a continuous link between the open countryside and land which penetrates into urban areas, to provide communities with access to green infrastructure and the countryside beyond. Acting as a green lung also means providing a range of other uses such as, open space, sport and recreation facilities, flood alleviation measures, improving air quality, protection/improvement of wildlife sites and the links between them, protection/improvement of historic/cultural assets and the links between them, links to green infrastructure at both a strategic and local level, and transport corridors.
Heritage asset (See Designated Heritage assets, above)	<p>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.</p> <p>Heritage asset includes designated heritage assets and assets identified by the local planning authority (including</p>

Term	Definition
	local listing and the historic environment record).
<u>High Quality</u>	<u>Being designed to a high specification. A development meeting both environmental and social standards important to its sustainability</u>
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Houses in Multiple Occupation (HMO)	Shared houses occupied by groups of people living together as a single household, as their only and main residence, who share basic amenities such as a kitchen and bathroom.
Housing Market Area (HMA)	The Housing Market Area (HMA) comprises all the local authorities in Leicestershire and Leicester.
Human Scale	‘Human scale environments’ are where streets, spaces, building elements and their proportions reflect the scale of a human and are therefore comfortable and more recognisable to the human experience of a place.
<u>Living conditions</u>	<u>Include considerations such as privacy, outlook, peace and quiet, daylight and sunlight etc. of the occupiers of residential properties.</u>
Local Development Document	<p>These fall into three categories:</p> <ol style="list-style-type: none"> 1. Development Plan Documents (DPD's) including Core Strategy, Local Plan and Area Action Plans (AAP's); (form the Statutory Development Plan) 2. Supplementary Planning Documents (SPD's); which amplify the policies of the Statutory Development Plan.

Term	Definition
	<p>3. Supporting documents which relate to the process of preparing all Local Development Documents, such as the Statement of Community Involvement (SCI).</p> <p>The procedure for their creation is set out in Planning Policy Statement 12.</p>
Local Development Framework	A Local Development Framework (LDF) is a set of documents which guide planning and development in a local authority's area. Think of the Local Development Framework as a folder comprising the three different types of Local Development Documents (see above), which together form the Statutory Development Plan.
Local Enterprise Partnership (LEP)	LEPs are voluntary partnerships between local authorities and businesses, to help determine local economic priorities and lead economic priorities lead on economic growth and job creation within a local area.
Local Industrial Strategy (LIS)	LIS's are local term plans implementing locally, the Governments 'National Industrial Strategy'.
<u>Local Nature Recovery Strategy</u>	<u>A new mandatory system of strategies that apply to certain geographical areas, ensuring that opportunities to recover nature are joined-up. They will bring together landscape scale, multifaceted approaches focused on preserving, conserving and enhancing nature and meeting other environmental objectives such as climate change, flood mitigation, and improved air and water quality.</u>
Local Plan	A 'plain English' term for a Development Plan Document.
Lower Super Output Area (LSOA)	These are the smallest areas that the Government collects census data in. They contain a similar population

Term	Definition
	size, with an average of approximately 1,500 residents or 650 households each.
Major Development	10 or more houses (or if a number is not given, where the area is more than 0.5 hectares), or 1,000 sqm (or more) new floorspace. For non-residential development it means additional floorspace of 1,000 m ² or more, or a site of 1 hectare or more.
Main Town Centre Uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurant, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices: arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities.
National Design Guide	See Design Codes above.
National Planning Policy Framework (NPPF)	Key part of current government's reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
National Planning Practice Guidance (NPPG)	Web-based resource to make advice and guidance on planning practice accessible and usable.
Neighbourhood Centres	Neighbourhood Centres are located outside of designated town centres. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.
Non-Designated Heritage	Any heritage asset that is not a designated heritage

Term	Definition
Asset	asset.
Open Space (see Green space above)	All land in Leicester that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types and sizes of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
<u>Outlook</u>	<u>What you look out on to, such as the prospect from a window</u>
Permitted Development (PD)	PD rights allow a right to make certain changes to a building without the need to apply for planning permission and change of uses.
Portal Framed Building	Portal framed buildings are modern in construction and generally low-rise. They are built using columns and horizontal or pitched rafters. This form of continuous frame structure is stable in its plane and provides a clear span that is unobstructed by bracing and is therefore well suited to modern employment use.
Private rented sector housing (PRS housing)	Any residential property in which a tenant lives and pays rent to a private landlord. It also includes buy-to-let properties, (i.e. purchased by individuals, or institutional investors, from which they plan to earn a secondary income in the form of rental revenue). Developers, with the financial support of institutions, have capitalised on this and seized the opportunity to offer accommodation of a far greater quality than is typically provided in private buy-to-let properties. These schemes are professionally managed in order to maintain their high-quality image. It is a recently growing sector in Leicester, aimed at provision for young workers, who require quality city centre living accommodation.

Term	Definition
Public realm	All parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or civic uses.
Purpose Built Student Accommodation (PBSA)	This is a specialist form of residential development, normally in the form of a single block of residential accommodation, used by students in full time education at the university and colleges in the area. The accommodation can comprise of different types of space, including: a mix of cluster flats, a communal lounge and bathroom; studio flats; individual or double rooms, containing bed space, living space and en-suite facilities. The accommodation often includes communal common, gyms/games rooms, open space and laundry rooms.
Registered Parks & Gardens	Designated heritage assets that includes designed landscapes of all ages and are subject to the planning policies within the NPPF.
Scheduled Monuments	A site that's legally protected because of its national heritage significance. Scheduled monuments might be: archaeological sites, such as ancient burial mounds, or more recent remains, such as from the coal industry or World War 2, that is included on the Schedule of Monuments found on the National Heritage List for England which is maintained by Historic England.
Sequential Approach	A method of identifying suitable sites for development, based upon their location.
Social Housing	Homes are provided by government agencies or non-profit organisations and are subsidised for the benefit of those with low incomes or specific needs

Term	Definition
Strategic Growth Plan (SGP)	This sets out the aspirations for delivering growth in the Leicester and Leicestershire HMA. It sets out, in broad terms, the amount and location of future growth (housing, economic, infrastructure) that the Leicester and Leicestershire HMA (Housing Market Area) will be expecting to accommodate until 2050.
Street Hierarchy	<p>A planning technique for laying out road networks, which excludes through-traffic from developed areas. It considers the importance of each road type in the network and eliminates direct connections between certain types of links, (so prevents connections between residential streets and arterial roads and allows connections between similar order streets).</p> <p>The lowest level of the hierarchy (cul-de-sacs), link with the next order street, (a primary or secondary “collector”, such as a ring road), which in turn links with the arterial. Arterials then link with the intercity highways at strictly specified intervals at intersections that are either signalized or grade separated.</p>
<u>Subordinate</u>	<u>Having less significance. Part of a development on which its viability and function isn’t contingent</u>
Sui generis	Sui generis is a Latin expression, that is a legal classification. It refers to anything that ‘of its own kind or class’ (i.e., it does not fall into a use class).
Super Output Area (SOA) (see Lower Super Output area, above)	<p>This is a geographical area used throughout England and Wales to help the reporting of local statistics.</p> <p>The larger super output areas are split into numerous lower areas.</p>
Supplementary Planning Document (SPD)	The is a local development document that may cover a range of issues, thematic or site specific, by providing further detail of policies and proposals.

Term	Definition
Sustainability Appraisal (SA)	An appraisal required by law to ensure that all policies and proposals in Development Plan Documents (DPDs) reflect sustainable proposals. The SA assesses the social, economic, and environmental impacts of policies and proposals.
Sustainable Urban Drainage system (SUDs)	These are designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.
Tandem Development	A kind of backland development in which one or more dwellings are directly behind each other and served by the same driveway.
Transit provision (gypsy and travellers)	Site intended for short stays containing a range of facilities. There is normally a limit on the length of time residents can stay.
Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

New Appendix: Superseded Development Plan Documents and Policies

Leicester City Core Strategy (2014):

- CS Policy 1. Location of Development
- CS Policy 2. Addressing Climate Change and Flood Risk
- CS Policy 3. Designing Quality Places
- CS Policy 4. Strategic Regeneration Area
- CS Policy 5. Ashton Green
- CS Policy 6. Housing Strategy
- CS Policy 7. Affordable Housing
- CS Policy 8. Existing Neighborhoods
- CS Policy 9. Gypsy and Traveller and Showpeople Accommodation
- CS Policy 10. Employment Opportunities

- CS Policy 11. Retail Hierarchy
- CS Policy 12. City Centre
- CS Policy 13. Green Network
- CS Policy 14. The Transport Network
- CS Policy 15. Managing Demand for Car Use
- CS Policy 16. Cultural Strategy
- CS Policy 18. Historic Environment
- CS Policy 19. Infrastructure and Developer Contributions

Leicestershire & Leicester Waste Development Framework – Core Strategy & Development Control Policies:

- Policy WCS1: Waste Management Capacity
- Policy WCS2: Strategic Waste Sites
- Policy WCS3: Non-Strategic Waste Sites
- Policy WCS4: Waste Location Principles
- Policy WCS5: Reuse, Recycling, Waste Transfer and Composting Facilities
- Policy WCS6: Anaerobic Digestion, Incineration, Mechanical-Biological Treatment and Other Energy/Value Recovery Technologies
- Policy WCS7: Non-Inert Waste Landfill
- Policy WCS8: Inert Waste Landfill
- Policy WCS9: Other Forms of Waste Management
- Policy WCS10: Environmental Protection
- Policy WCS11: National Forest
- Policy WCS12: Charnwood Forest
- Policy WCS13: Green Wedges
- Policy WCS14: Transportation of Waste
- Policy WDC1: Sustainable Design
- Policy WDC2: Sites of National Historic Importance
- Policy WDC3: Sites of Regional and Local Importance
- Policy WDC4: Archaeology
- Policy WDC5: Countryside
- Policy WDC6: Agricultural Land
- Policy WDC7: Landscaping and Woodland
- Policy WDC8: Health and Amenity
- Policy WDC9: Cumulative Impact
- Policy WDC10: Transportation of Waste
- Policy WDC11: Public Rights of Way
- Policy WDC12: The Water Environment
- Policy WDC13: Air Safeguarding
- Policy WDC14: Information in Support of Planning Applications
- Policy WDC15: Reclamation and Aftercare
- Policy WDC16: After-Use
- Policy WDC17: Planning Conditions

- Policy WDC18: Planning Obligations

City of Leicester Local Plan (2006) – Saved Policies Version

- PS05. Central Office Core (New Business Quarter)
- PS06 St. George's Residential and Working Community
- PS07. Waterside
- PS08. Science and Technology Based Business Park and Environs - Abbey Meadows
- PS09. Potential Development Areas (PDAs)
- PS09a. Proposed PDA Uses Within Strategic Regeneration Area
- PS09b. Proposed PDA Uses Outside the Strategic Regeneration Area
- PS10. Residential Amenity and New Development
- PS11. Protection from Pollution
- UD06. Landscape Design
- SPA03. Offices for Financial and Professional Services
- SPA04. Food and Drink Uses (Class A3, A4 and A5) in the Central Shopping Core
- SPA05. Development of Non-Retail Key City Centre Uses and Facilities
- SPA09. Riverside Development
- AM01. The Impact of Development on Pedestrians and People with Limited Mobility
- AM02. Cycling and Development
- AM05. Buses and Development
- AM11. Parking Provision with Non-Residential Development
- AM12 Residential Car Parking Provision
- H01. New Housing Development Proposals
- H03. Density
- H05. Loss of Housing
- H07. Flat Conversions and New Build Flats
- H10. Retention of larger Residential Properties
- H16. Hotels, Hostels and Residential Institutions in Restricted Zones
- E02. Key Employment Areas
- E03. Primarily Employment Areas
- E04. Business Parks
- E05. Major Office Development
- E06. Primarily Office Areas
- E15. Abbey Meadows Research Business Park
- E16. Sunningdale Road Waste Facility Site
- R02. Planning Conditions: Main Food Shop Development
- R03. Local and District Shopping Centres
- R05. Development for Food and Drink Purposes
- BE10. Shopfront Design

- BE11. Shopfront Security
- BE16. Renewable Energy
- BE20. Flood Risk
- BE22. Outside Lighting
- GE01. Sites of Specific Interest
- GE02. Sites of Importance for Nature Conservation, Local Nature Reserves and Regionally Important Geological Sites.
- GE03. Biodiversity Enhancement Sites
- GE06. Protection of Green Wedges
- GE09. Green Space
- GE16. Blackbird Road Playing Fields Policy Area
- GE17. Powergen Land at Raw Dykes Road and Aylestone Sports Ground
- GE18. Aylestone Policy Area
- GE19. Allotments
- GE20. St Mary's Policy Area

Supplementary Planning Documents

- Student Housing SPD (2012)
- Affordable Housing SPD (2011)
- City Centre Car Parking Strategy (2011)
- Climate Change Supplementary Planning Document (2011)
- Green Space SPD (2011)
- Residential Amenity Supplementary Planning Document (2008)
- Employment Land Supplementary Planning Document (2007)
- Leicester Abbey Meadows Supplementary Planning Document (2007)
- Tall Buildings Supplementary Planning Document (2007)
- Tree protection Supplementary Planning Guidance (2003)

New Appendix: Maps of areas where an HMO Article 4 Direction applies

