

City of Leicester Local Plan

2020 to 2036

The information in this document has been used to support the preparation of the Local Plan. If you need assistance reading this document, or require it in a different format, please contact us via [email planning.policy@leicester.gov.uk](mailto:planning.policy@leicester.gov.uk) or call on 0116 454 0085.



Draft Plan for Consultation March 2020







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Contents

1. Introduction	9
2. A Profile of Leicester: A Spatial Portrait	15
3. Vision for Leicester	23
4. Strategy for Leicester	27
5. Housing	41
6. Climate Change and Flood Risk	57
7. Health and Wellbeing	65
8. Delivering Quality Places	71
9. Central Development Area	87
10. Heritage	107
11. Culture and Tourism	115
12. Employment	121
13. Town Centre and Retail	137
14. Open Space, Sports and Recreation	157
15. The Natural Environment	167
16. Transportation	173
17. Future Minerals and Waste Needs	195
18. Development and Infrastructure	201
19. Neighbourhood Planning	205
20. Planning Enforcement	207
21. Monitoring	209

Appendices

1. Housing Trajectory	
2. Heritage Local Lists	
3. Retail Hierarchy and Neighbourhood Parades	
4. How the Policies will be Delivered	
5. Site Allocations	
6. Glossary	



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Foreword

Leicester is a proud and self-confident historic city with a rich heritage of buildings, a widely based economy and a wonderful diversity in its people.

The Leicester Urban Area has grown dramatically over recent decades, with a combined population now of almost 650,000. At the same time as we face the challenge of climate change, that pressure of growth is forecast to continue.

This draft local plan is an opportunity to discuss how, within the planning system, we respond to the pressure of growth and shape the city of the future. Although the Local Plan must be focused on the administrative area of the City Council it must also take proper account of the fact that the Leicester Urban Area now extends far beyond that boundary and that the city is set at the heart of a wonderful county. (See Diagram 1 overleaf)

Issues of housing, shopping, our economy and transportation cannot be discussed in isolation. Reflecting our interdependence, the Strategic Growth Plan agreed with our partner district councils and the county council sits behind this draft Local Plan.

I hope that a wide range of organisations and interested people, both within the administrative boundary and beyond it, will want to comment and suggest amendments to this draft. The coming months offer us all a unique opportunity to help shape our city for the next 15 years and beyond.

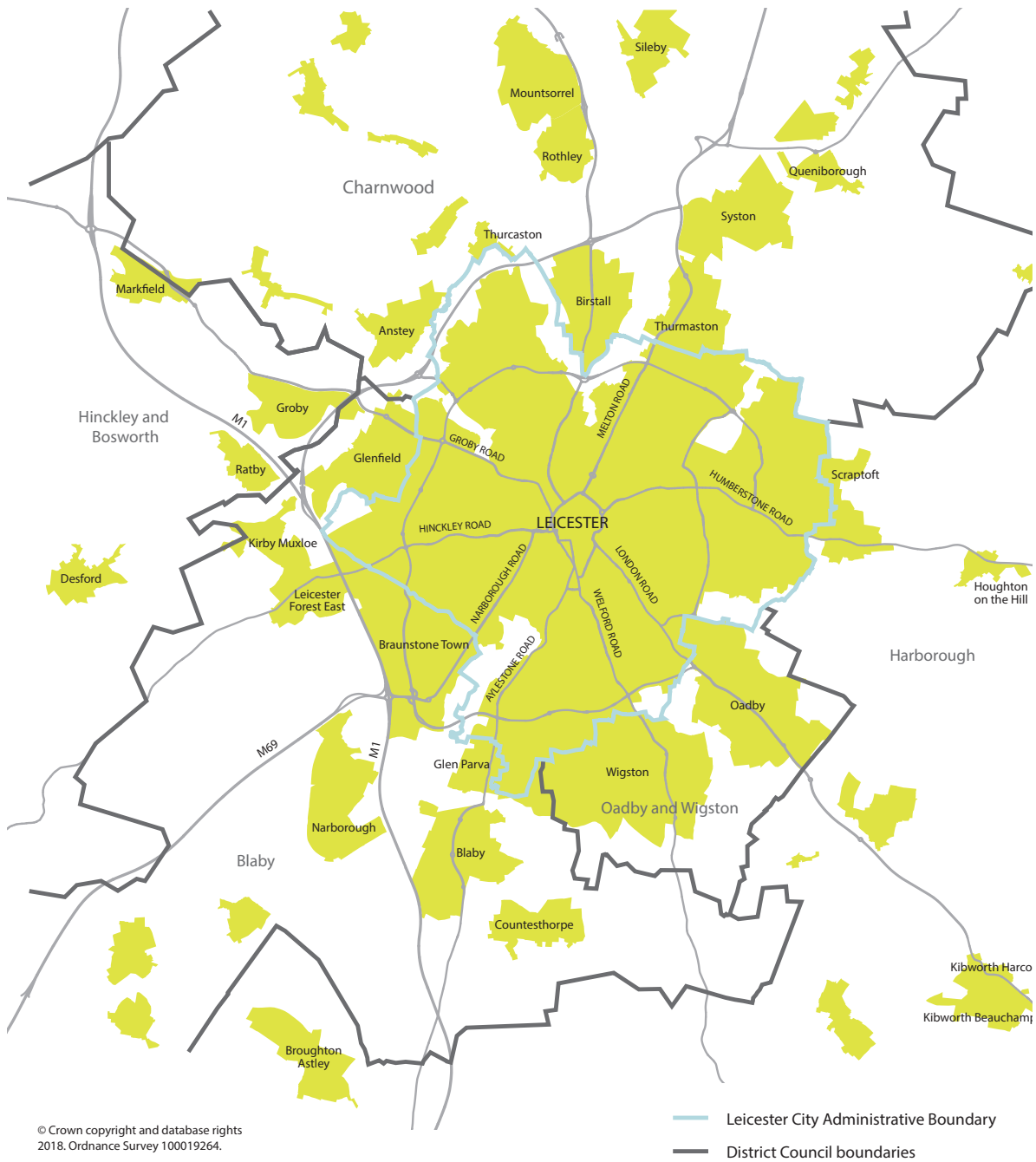
Sir Peter Soulsby
City Mayor



Sir Peter Soulsby



Diagram 01. The Leicester Urban Area





Chapter 1

Introduction



Town Hall Square

1.1 In 2019 the Government published the new 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 a draft Local Plan which sets out the vision and objectives for the growth of the city over the next 15 years.

The plan will:

- Identify broad locations for development;
- Allocate strategic development sites;
- Set clear policies that guide decisions on planning applications; and
- Indicate 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 commissioned or undertaken by the Council to underpin the Local Plan, including that which was undertaken to inform the previous Local Development Framework Core Strategy process.

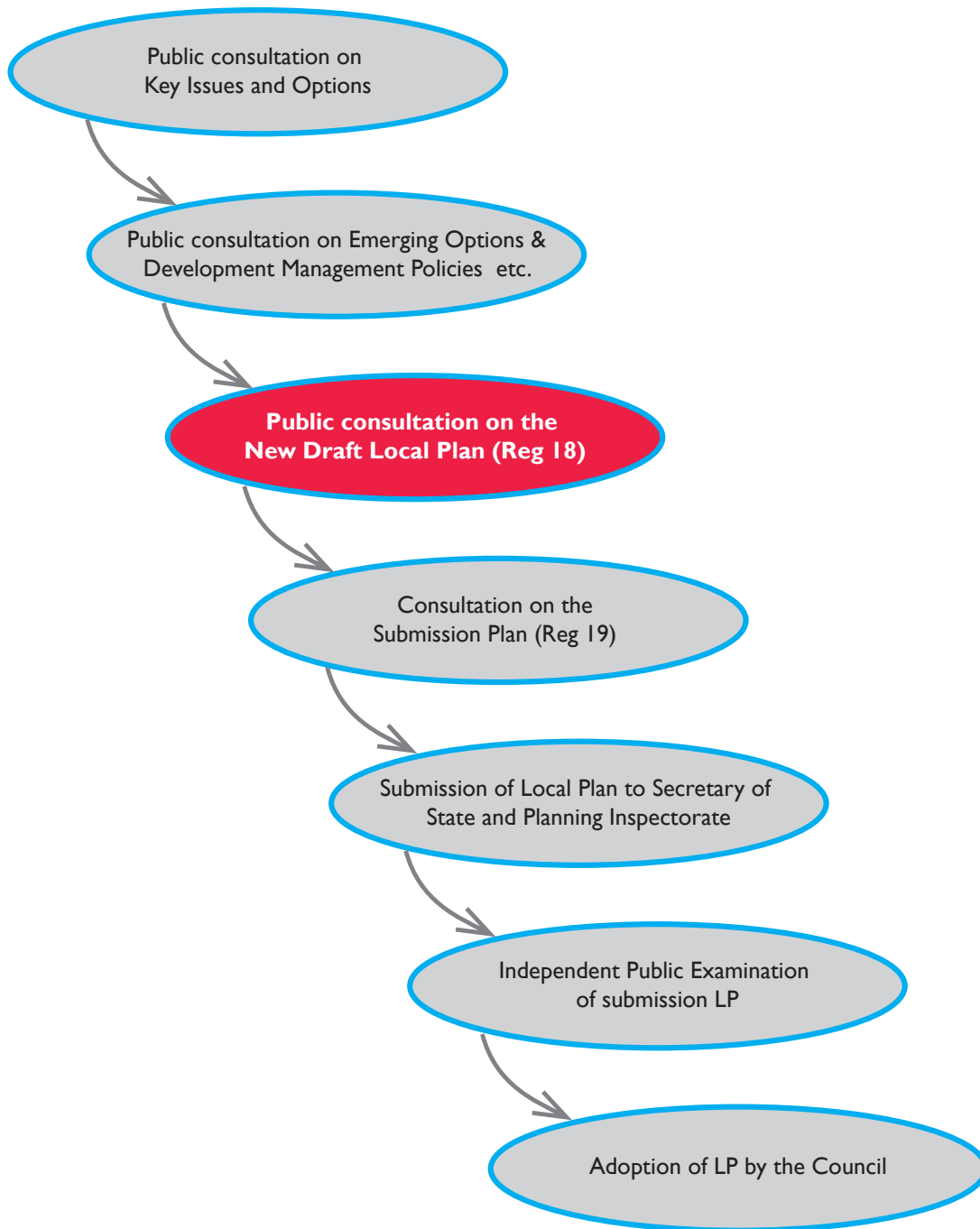
1.6 The Leicester Local Plan, following adoption, will become the development plan for the city. It sets out the vision and framework for future development for the plan period 2019 to 2036. The draft Leicester Local Plan will replace the existing Core Strategy (2014) and Saved Policies from the 2006 Local Plan.

1.7 Once finalised and adopted, 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 that the development planned is co-ordinated, well designed and will make a positive contribution to the city.

How has the plan been developed?

1.8 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 taken into account changing national guidance.

Figure 01. Key Stages in Preparing the Local Plan (Current stage in red)



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

1.9 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. The plan has been subject to a Sustainability Appraisal (SA) to assess not only the environmental effects of the plan but also the economic and social effects. The Council are also in the process of preparing a Habitats Regulations Assessment/Appropriate Assessment (HRA), Equalities Impact Assessment (EIA) and will also be undertaking a Public Health Impact Assessment as part of public consultation on the plan.

Relationship to other Strategies

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

- Climate Emergency Change Action Plan (Under Preparation).
- Economic Action Plan;
- Health and Wellbeing Strategy (Adults and Children);
- Air Quality Strategy;
- Cycling Strategy;
- Local Transport Plan;
- Local Cycling and Walking Infrastructure Plan (LCWIP);
- Leicester Tourism Action Plan;
- Leicester Food Plan;

Duty to Co-operate

1.11 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.

1.12 The process relating to Duty to Co-operate 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

1.13 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 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.

1.14 To ensure that the Leicester and Leicestershire HMA housing and employment need is fulfilled up to 2036 a Statement of Common Ground is being produced and will be signed by each local authority within the Leicester and Leicestershire HMA. This will set 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

1.15 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 sports provision and the availability of quality housing. Policy objectives may sometimes compete, and their context weighed against one another to secure an optimum outcome.

1.16 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 and the policies and proposals contained in this draft local plan.

1.17 The full evidence underpinning this Local Plan and policies are set out on the council's website.

Review of the Plan

1.18 The NPPF (2019) 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 work in co-operation with partners, stakeholders and the community to continue to review and adapt our planning policies to meet these requirements.

Further Information

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

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Chapter 2

A Profile of Leicester: A Spatial Portrait



King Richard III statue

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 that exist in the city. 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 and other settlements such as Thurmaston, Birstall, Glenfield, Leicester Forest East, Braunstone Town, Syston, Anstey, Glen Parva, Oadby, Wigston, and Scaptoft. 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 355,218 making it the largest city in the East Midlands (ONS mid-year estimate). The area provides housing, employment, shopping, public administration, leisure, health care at three hospitals and further and higher education facilities. Over recent years there has been substantial investment in the Highcross shopping centre and facilities such as The Curve & Performing Arts Centre. 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.

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 student registered in the 2017/18 academic year. 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 50 minutes drive from the city centre. This makes Leicester easily accessible from all major UK cities, Europe and international locations.

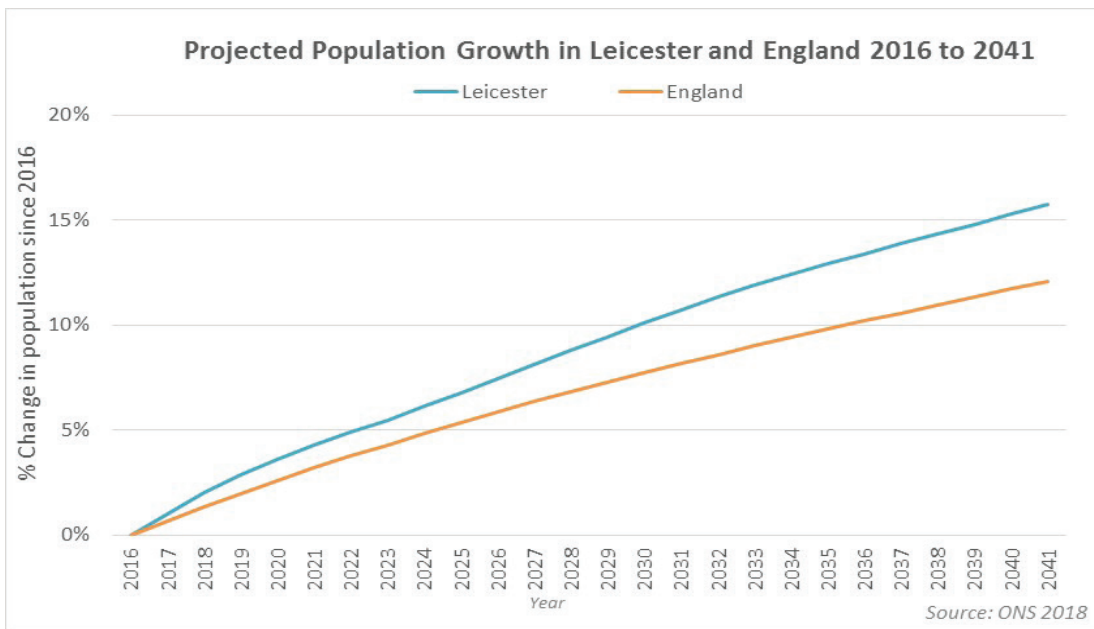
The Community – Population and Demographics

2.6 As mentioned above, Leicester is the largest city in the East Midlands with a population of 355,218 and is 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

2.7 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 25 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.

Figure 02. Population Growth



Source: ONS, 2016-based population projections

Diversity

2.8 Leicester is home to a rich and diverse range of ethnic and faith communities with 28% of the population 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 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% 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

2.9 In 2011, over a quarter (32,447) 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. 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

2.10 The council is developing a new programme of action to reduce greenhouse gas emissions and prepare for changing climate in the Climate Action Plan for the city. This plan will set 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, increase recycling, and protecting and enhancing biodiversity and our open spaces.

2.11 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 become a low emission city.

Economy

2.12 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.

2.13 Sufficient quality employment land needs to be maintained in the city to ensure that a strong and diverse economy can be sustained.

2.14 The growing confidence and strength of the city economy is well evidenced through major inward investment and a significant number of new jobs including from 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 and Makers Yard have provided much needed new workspaces for small businesses.

Homes

2.15 Leicester has more households with no car, more rented accommodation and more overcrowded households. The total social housing stock consists of approximately 20,000 properties city wide. A large proportion of this total is made up of 1-3-bedroom general needs properties. Over the past 15 years, house price increase in Leicester (189%) has 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 need of net affordable housing of 734 dwellings per annum in Leicester has been identified in Housing and Economic Develop-

ment Needs Assessment (HEDNA). This will be updated in the Local Housing Needs Assessment based on new government guidance.

2.16 A key challenge for the Local Plan is to deliver sufficient housing across the plan period to meet the urban area's need. However, due to the constraints and supply of suitable developable land within the city administrative boundary, the City Council will continue to work with 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, in line with the Strategic Growth Plan (SGP) and the emerging Statement of Common Ground (SoCG).

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

Transport

2.18 The regional transport strategy has been established through the 'Midlands Connect Strategy: Powering the Midlands Engine', published in March 2017. This identifies key long-term priorities for regional level transport investment supporting the economic development of Leicester and Leicestershire.

2.19 A strategic transport priorities document is being developed alongside the Strategic Growth Plan for the city and county which has a plan period to 2050. These plans are being prepared together by Leicester City and Leicestershire County Councils to ensure the long-term development needs and associated transportation requirements are coordinated.

2.20 Leicester City has submitted a detailed business case to the Department for Transport for the Transforming Cities Fund which would allow the city to make significant improvements to Leicester's transport network which would support the majority of new growth in Leicester for the next 5 years. A new Local Transport Plan is in development.

2.21 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 relate to climate change and air quality, growth and development and its impact on traffic levels, changing population and health.

Heritage

2.22 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 turning into a significant capital city at the time of Roman Conquest of Britain around AD43. With much of the city rebuilt with the arrival of the Industrial Revolution in mid-1700s, and more communities migrating to Leicester after World War II, the Historic Environment of the city plays an important role. 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.

2.23 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 400 Listed Buildings of special architectural or historic interest and 24 Conservation Areas.

2.24 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

2.25 Technology is changing the way we shop. We are now buying goods more frequently online and via mobile phones. 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 and our patterns of using supermarkets are also changing. These trends raise a series of challenges for how the local plan shapes change and supports our city centre, town centres and district and local centres across the city. Key issues include:

- How to integrate new retail development with a wider range of uses within the city centre;
- How to balance demand for leisure uses and particularly the night time economy, with growing residential use of the city centre; and
- 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

2.26 Leicester records the educational attainment below the UK average with 28% of Leicester's residents having no qualifications against a figure of 22% for Great Britain.

2.27 The percentage of people in Leicester with higher education qualifications is lower than in Great Britain. 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.

2.28 The University of Leicester, De Montfort University, Leicester College and other sixth form colleges including Gateway College play an important role in the city. An area of concern however 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

2.29 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.

2.30 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.

2.31 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 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

2.32 Life expectancy in Leicester is lower than the England average and although it has continued to improve over the past decade it has shown a slower improvement than England overall.

2.33 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 and the health gap between the more deprived and the more affluent communities within Leicester has remained unequal.

2.34 New and existing communities need the appropriate health and community infrastructure to support their needs and wellbeing. This will be 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

2.35 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 and the Leicester Urban Area, and requirements for minerals including aggregates and how these will be sourced.



Chapter 2: A Profile of Leicester: A Spatial Portrait





Chapter 3 Vision for Leicester



National Space Centre



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 sustainability growth in housing, jobs and skills.

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.

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 2019 (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 plan will be approved unless material considerations dictate otherwise;
- d) Where there are no policies relevant to the application, or relevant policies 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:
 - 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; or
 - Specific policies in the NPPF indicate that development should be restricted.



Chapter 3: Vision for Leicester





Chapter 4

Strategy for Leicester



Friar's Mill



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 Leicester.

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 HMA over plan periods.

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 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 (Use Classes B1, B2 and B8) 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, enabled by the provision of new strategic infrastructure;
- 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 Statement of Common Ground will be produced and signed by each local authority within the Leicester and Leicestershire HMA.

Sustainability Appraisal

4.7 The City Council has carried out a sustainability appraisal process to appraise 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 informs the decision making process to facilitate the evaluation 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

4.10 For the city the Housing and Economic Development Needs Assessment 2017 (HEDNA) identified an Objectively Assessed Need (OAN) of 1,668 dwellings each year for the period 2011-36. However, since then the Government has published the new standard methodology and the councils in the Housing Market Area including the City Council are working on the targets based on the new methodology. The housing need as calculated based on the standard methodology is 1,712 dwellings per annum. Having regard to this, the Local Plan identifies a target of 1,712 dwellings per annum and makes provision to ensure a minimum of 1,712 dwellings per annum will be delivered over the plan period 2019 – 2036 supported by the districts in the Housing Market Area.

4.11 It should be noted that the council has commissioned a local housing needs assessment which will provide more up to date evidence on the mix and types of housing need in the city, including old person accommodation and affordable housing. It must also be noted that the Local Housing Need (LHN) is currently based on 2019 as the base year for this draft plan. This will be revised with 2020 as base year before the next stage of the Local Plan.

Proposed Options for Meeting Housing needs 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;
- Seek development of new strategic locations for housing - former Western Park Golf Course; east of Ashton Green; Land north of the A46 bypass; land west of Anstey Lane; and the Leicester General Hospital site;
- 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;
- Remodelling and improvement of sites in existing residential areas to increase housing supply and create more balanced communities;
- To continue working with authorities within the Housing Market Area (HMA) to agree the spatial distribution of housing need that cannot be met in the city

4.12 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) will be agreed in a Statement of Common Ground.

2. Employment

4.13 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 in to 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 in the 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 Aston Close), was the last significant addition over 25 years ago. This is a trend that needs to be reversed to boost the city's economy.

4.14 The 2017 Employment Land Study identified the city as needing 45 hectares of employment land, (for uses that fall within Class B1c and B2). This study is currently in the process of being updated. With this in mind, the council is fully supportive of a number of economic growth projects. These include:

- 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;
- 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; and
- Retention of 'fit for purpose' textile areas and neighbourhood employment areas.

3. Central Development Area

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 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 sub-regional focus for commerce, retailing, culture, leisure and entertainment;
- Providing around 4,900 dwellings;
- Enriching the retailing experience by protecting and enhancing the historic environment through the use of 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; and

- Enabling and facilitating the provision of top grade offices.

4. Infrastructure

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

4.18 The City Council will be commissioning a new retail study to establish the need for new comparison and convenience shopping floorspace. The study will also consider 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.

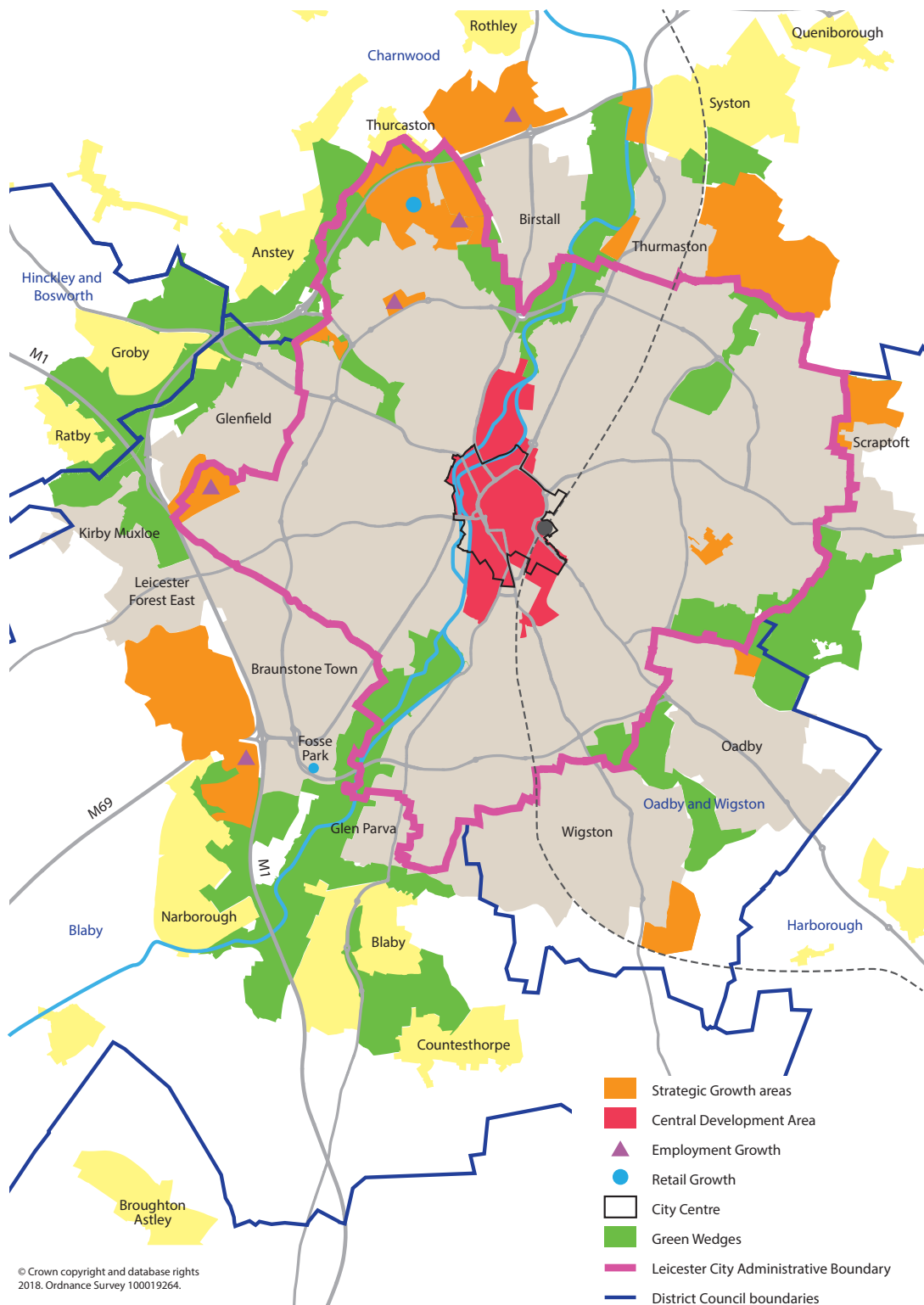
4.20 The new local plan will support shopping centres in the retail hierarchy as the most sustainable location for retail development and other main town centre uses. The city centre will be the preferred location for retail, cultural and leisure uses. Beaumont Leys Town centre has a role serving retail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

6. The Strategic Green Network

4.21 Throughout the city and in the wider Leicester area, there is a network of open spaces, parks, wildlife areas, nature reserves and greenways that connect the heart of the urban area to the wider countryside. This green network provides walkways; leisure routes and cycleways; places for formal and informal play and recreation; a place for people to see and experience wildlife; and natural places on their doorstep. The network includes areas for flood alleviation and Sustainable Urban Drainage Systems (SuDS), allotments and 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.

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.

Diagram 02. 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.
- The development of strategic housing sites at the former Western Park Golf Course; land east of Ashton Green; land north of the A46 bypass; land west of Anstey Lane; and the General Hospital site 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 sites 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. Development at the Ashton Green employment location will continue to be built out during the plan period.
- The city centre will be the preferred location for retail, cultural and leisure uses that serve the city and the wider Leicester Urban Area, and for professional offices.



Clock Tower

Policy SL01. Location of Development

Development 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. 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 total of 29,104 dwellings over the Plan period from 2019-36 (1,712 dwellings annually) to meet the identified need within the City.

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

- 4,905 homes in the Central Development Area;
- 2,594 homes in the following five strategic sites; Western Park Golf Course, land east of Ashton Green, land north of the A46 Bypass, land west of Anstey Lane, and the Leicester General Hospital Site;
- The remaining 1,486 homes will be built on smaller non-strategic sites elsewhere in the city (see Appendix 5); and
- The City Council will continue to work with authorities within the Housing Market Area (HMA) to agree the spatial distribution of the housing need that cannot be met in the city. About 7,742 homes of identified housing need will be accommodated in the neighbouring districts as part of their housing targets through their local plans.

Employment

Evidence in the 2017 Employment Land Study identifies the amount of new employment development that is needed in Leicester by 2031 as being:

- 45,000 sqm offices;
- 45 ha land for light / general industry and small scale storage and distribution use; and
- strategic distribution uses not provided within city boundary.

This evidence is currently being updated in the 2020 Economic Development Needs Assessment.

High Quality Economic Development Areas

Around 45ha of land will therefore be allocated for new employment development (light industry (B1c), general industry (B2) and small scale storage and distribution (B8) uses) in the following three strategic employment sites; Western Park Golf Course, east of Ashton Green and Beaumont Leys Park and other local sites (See Table 07 in Chapter 12).

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; and
- Land around Phoenix Square, (between Burton Street, St Georges Way, Southampton Street and Morledge Street) being a mixed-use office led, with some residential use, providing a minimum of 20,000 sqm office floorspace and a maximum of 200 residential units (Use Class B1a/ C3).

Western Park Golf Course

4.23 The Local Plan identifies 52.1 ha of land to the west 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 land forward for development.

4.24 Western Park Golf Course (WPGC) is one of the key sites and will help to bring forward approximate 466 houses, provision for self-build/custom-build plots, about 3.48 ha of open space and 20.5 ha/70,000 sqm of employment land.

4.25 The site will require a masterplan to develop the site for housing, employment, green infrastructure, and open space, in keeping with the character of the surrounding area, with due regard to the surrounding Green Wedge, and in compliance with the rest of the policies in this plan. 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 Blaby District has been promoted through Blaby's 'call for sites' as part of their local plan evidence.

Policy SL02. Strategic Site 1: Western Park Golf Course (LCC owned)

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

Housing

- a) 466 homes, 30% of which should be affordable;
- b) Homes of a range of tenures, types, and sizes in accordance with Policy Ho03;
- c) High quality design in accordance with Policy DQP01;
- d) Self-build / custom build plots; and
- e) Gypsy and Traveller pitches (7 permanent pitches).

Employment

- 20.5 ha/70,000 sqm of employment land for B1, B2 and B8 uses.

Open Space

- About 3.48 ha of open space.

Delivery

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

4.26 The Local Plan identifies about 53 hectares of land to the east of Ashton Green. This site comprises two sites (land to east of Leicester Road adjacent Ashton Green – 48.10 hectares; and land north of Birstall Golf Course – 4.73 hectares). An indicative capacity of 660 dwellings has been identified on the large site which has been identified for residential development and a secondary school. The smaller parcel has been identified for employment.

4.27 The site will require a masterplan to develop the housing, green infrastructure, open spaces, sustainable urban drainage systems (SUDS), in keeping with the character of the surrounding area, 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 the infrastructure providers.

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. The development will provide:

Housing

- a) 660 homes, 30% of which should be affordable;
- b) Homes of a range of tenures, types, and sizes in accordance with Policy Ho03;
- c) High quality design in accordance with Policy DQP01
- d) Self-build / custom build plots in accordance with Policy Ho06

Facilities and services

- A secondary school with about 1,200 students capacity.

Open Space

- 4.94 ha of public open space.

Delivery

- Leicester City Council will work jointly with the landowners / promoters, 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.
- Delivery of the site must be based on a master plan, with an associated delivery and a phasing plan.

Land to the north of the A46 Bypass

4.28 The Local Plan identifies about 33 ha of land to the north of A46 Bypass. An indicative capacity of 611 dwellings has been identified on this site.

4.29 The site will require a masterplan to develop the housing and green infrastructure, open spaces, sustainable urban drainage systems (SUDS), in keeping with the character of the surrounding area, with due regard to the surrounding green wedge, and in compliance with rest of the policies of this plan. The site will be brought forward for development through joint working with agents, builders, developers, and the infrastructure providers.

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. The development will provide:

Housing

- a) 611 homes on both parcels identified at this location, 30% of which should be affordable;
- b) Homes of a range of tenures, types, and sizes in accordance with Policy Ho03;
- c) High quality design in accordance with Policy DQP01;
- d) Self-build/custom build plots in accordance with Policy Ho06; and
- e) Retention of the on-site pond.

Open Space

- To be defined in combination with environmental and biodiversity enhancements through masterplanning process.

Delivery

- Leicester City Council will work jointly with the landowners / promoters, 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; and
- Delivery of the site must be based on a master plan, with an associated delivery and a phasing plan.

Land west of Anstey Lane

4.30 The Local Plan identifies 17 hectares of land at this strategic location which comprises two parcels of land (land north of Billesdon Close – 12.8 hectares with a site capacity of 240 homes; and The Paddock – 4.5 hectares with a capacity of 85 dwellings). A total indicative capacity of 325 dwellings has been identified at this location.

4.31 The site will require a masterplan to develop the housing, green infrastructure, open spaces, sustainable urban drainage systems (SUDS), in keeping with the character of the surrounding area, with due regard to the surrounding green wedge, and in compliance with rest of the policies of this plan. Subject to comprehensive access solution, the site is suitable for housing.

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

Leicester City Council will work in partnership with developers and delivery partners to deliver land west of Anstey Lane identified as a strategic development location in the spatial strategy. The development will provide:

Housing

- a) 325 homes across two parcels, 30% of which should be affordable;
- b) Homes of a range of tenures, types, and sizes in accordance with Policy Ho03;
- c) High quality design in accordance with Policy DQP01; and
- d) Self-build / custom build plots in accordance with Policy Ho06.

Delivery

- Leicester City Council will work jointly with the landowners / promoters, 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.
- Delivery of the site must be based on a master plan, with an associated delivery and a phasing plan.

General Hospital site

4.32 The Local Plan identifies 28 ha of land at the General Hospital site submitted last year as part of the 'call for sites' process to the City Council. An indicative capacity of 532 dwellings has been identified on this site.

4.33 The site will require a masterplan to develop the housing, green infrastructure, open spaces, sustainable urban drainage systems (SUDS), in keeping with the character of the surrounding area and in compliance with rest of the policies of this plan.

Policy SL06. Strategic Site 5: General Hospital site

Leicester City Council will work in partnership with developers and partners to deliver the brownfield land at the General Hospital site identified as a strategic development location in the spatial strategy. The development will provide:

Housing

- 532 homes, 30% of which should be affordable;
- Homes of a range of tenures, types, and sizes in accordance with Policy Ho03; and
- High quality design in accordance with Policy DQP01.

Delivery

- Council will work jointly with the landowners / promoters, 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; and
- Delivery of the site must be based on a master plan, with an associated delivery and a phasing plan.



Chapter 5 Housing



Abbey Meadows 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.

- Housing and Economic Development Needs Assessment (HEDNA 2017);
- Local Housing Needs Assessment – Under Preparation;
- Gypsy and Traveller Accommodation Needs Assessment (2017);
- Gypsy and Traveller Accommodation Needs Assessment (Partial Update 2019);
- Strategic Housing and Economic Land Availability Assessment (2017);
- National Space Standards Local Evidence – Under Preparation; and
- Townscape Analysis and Design Guidance – Evidence for Character Areas (2019).

Background

5.2 The NPPF suggests that local planning authorities should deliver a wide choice of high quality homes, and they should 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 good quality of life and meet the needs of the city's residents.

5.3 The City Council will use the most up to date housing evidence base, including the Housing and Economic Needs Assessment (HEDNA 2017), to identify the size, type, tenure and range of housing that is needed within the different communities within the city. However, it should be noted that the City Council are also undertaking a local needs assessment which will provide more up to date evidence on the types of housing needed for the city. It must also be noted that the Local Housing Need (LHN) is currently based on 2019 as the base year for this draft plan. This will be revised with 2020 as base year before the next stage of the Local Plan.

Strategic Growth Plan

5.4 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, 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.

5.5 To ensure that the Leicester and Leicestershire HMA housing need is fulfilled up to 2036, a Statement of Common Ground (SoCG) is being produced which will be signed by each local authority within the Leicester and Leicestershire HMA. This will set out how the Leicester and Leicestershire HMA housing need will be delivered, including how need that cannot be accommodated within each individual local authorities will be dealt with.

Housing Requirements and Supply

5.6 In accordance with the Spatial Strategy (Policy SL01) provision needs to be made for a minimum of 29,104 dwellings during the plan period 2019 - 2036 (1,712 dwellings per year). As mentioned above, this will be revisited with 2020 as the base date before the next consultation.

5.7 The Local Plan will seek to deliver this through a variety of options in accordance with paragraph 59 of the NPPF. This includes existing commitments; the allocation of housing sites including strategic sites; capacity within the Central Development Area; windfall allowance; and the distribution of the remainder of the housing need within the HMA to be agreed in the Statement of Common Ground (SoCG).

5.8 Extant outline and full planning permissions up to 31st March 2019 have been included in the commitments. Student and older people's housing with the appropriate conversion rate has also been considered in the supply. A total of 9,827 dwellings (about 33.77%) 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. However, this may change as the plan progresses.

5.9 A range of sites have been assessed and identified in the plan as new allocations. These include five strategic sites where around 2,594 (8.91%) dwellings will be developed. The plan also allocates other smaller sites (outside the Central Development Area) which have a capacity of 1,486 (5%) dwellings.

5.10 The new NPPF encourages Local Planning Authorities to promote effective use of land in meeting the need for homes and other uses, making as much use as possible of previously-developed land or brownfield land, while safeguarding and improving the environment. Based on the Townscape Analysis and Design Guidance evidence, the plan identifies the Central Development Area (CDA) as a significant location for housing development. About 4,905 dwellings (16.85%) of total housing need across the plan period is proposed in this area.

5.11 The NPPF also supports the development of windfall sites through planning policies as long as it is realistic having considered the historic windfall rates and expected future trends. Considering the historic supply of homes in the city through the development of windfall and small sites development, about 2,550 (8.76%) will contribute towards the city's housing supply over the plan period.

5.12 In addition to the above, the council will seek to achieve its housing target through joint working with neighbouring districts within the Leicestershire HMA. The remainder of the need of 7,742 homes (27%) will be met by the HMA partners under Duty to Cooperate. The unmet need declared by the City Council may be subject to change and this will be reflected in the Statement of Common Ground (SoCG) as the plan progresses.

5.13 Table 1 below shows how the council's housing requirement will be met over a 15 year period from 2019-36.

Table 1: Housing provision from 2019-36

	Component	Dwellings
A	Housing Need 2019-36 (Standard Method 2019)	29,104 (1,712 dwellings per annum)
	Commitments	
B.	Commitments major developments detailed permissions and outlines	9,827
D.	Saved previous Local Plan allocations	0
E.	Reserved matters applications with a resolution to grant subject to s106 agreements.	0
H.	Small sites allowance / windfalls based on past rate	2,550 (150dpa based on past delivery rate)
J.	Allocations identified in the draft plan	1,486
K.	City centre capacity work	4,905
L.	Strategic sites	2,594
N.	Total capacity within the city	21,362
O.	Remainder need to be accommodated within the HMA (A-N)	7,742

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

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



Ashton Green housing

Housing Allocations

5.16 A systematic assessment of a range of sites was carried out in order to identify draft housing allocations. Most of the sites were identified through the Strategic Housing & Economic Land Availability Assessment (SHELAA 2017). Sites capable of accommodating 5 or more units or those with an area of 0.25ha and above were considered and appraised before being allocated. The sites were assessed for suitability, availability, and achievability with a reasonable prospect that they will come forward for development at specific points in time within the plan period. Viability testing on site typology was also carried out.

5.17 The draft non-strategic allocations are listed in Appendix 5.

Policy Ho01. Housing Allocations

New housing will be delivered within the Local Plan on sites as identified in Appendix 5.

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;
- e) Respect the character of the area, in compliance with the environmental policies in the Local Plan; and
- f) Address site specific issues as set out in the Site Allocations document.

Housing Development on Unallocated Sites

5.18 There are other sites (e.g. Infill, backland development) which have not been allocated for residential development in the Local Plan but might come forward as windfall development sites. Over the last few years an average of 150 dwellings per year has been provided on such sites

5.19 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 they 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 small unallocated sites where:

- a) The proposals contribute to the identified housing need;
- b) The proposals are in compliance with relevant policies within this plan;
- c) The proposals will be supported by existing infrastructure or provide new infrastructure as part of the development; and
- d) The proposals are in accordance with design principles set out in Policy DQP01 in order to provide a high quality living environment and create sustainable communities.

Meeting a Range of Housing Needs

5.20 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.

5.21 This section is informed by Housing and Economic Development Needs Assessment (HEDNA) 2017 study which is the most up to date evidence available. However, the City Council are currently undertaking a local housing needs study which will provide more up to date evidence in due course.

Housing Mix

5.22 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 the new housing development meets the current and future needs of the city's population. A range of homes including family homes, student housing, specialist housing, self-build/custom-build will be supported through the Local Plan policies. Table 2 shows the suggested mix of market housing and affordable housing for the city.

Table 2: Housing Mix

Size	Market housing	Affordable housing
1 bedroom	0-10%	35-40%
2 bedrooms	20-30%	25-30%
3 bedrooms	45-55%	25-30%
4+ bedrooms	10-20%	5-10%

Source: HEDNA 2017

5.23 The HEDNA also suggests that Leicester has an annual need of 94 dwellings of special-

ist housing for older people between 2011 and 2036.

Accessible and Adaptable dwellings

5.24 For many years, the Council had sought a proportion of new affordable housing dwellings to be built to its own wheelchair 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](#).

5.25 These are split into three levels – M4(1), M4(2) and M4(3).

- Standard M4(1) is the default level and is the standard 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 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; and
- 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).

5.26 Government guidance states that where an identified need exists, councils should clearly state in their local plan the proportion of new dwellings complying with these requirements. Monitoring the need for affordable homes built to the wheelchair accessible standards reveals that since 2011, a shortfall has existed of between 93 to 128 dwellings.

Policy Ho03. Housing Mix

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

- a) Proposals for residential developments of 10 dwellings or more should seek to provide an appropriate mix and size of dwellings to meet the needs of current and future households in the City including extra care and accessible housing, having regard to the latest evidence of housing need.
- b) Proposals for retirement homes, sheltered homes and care homes will be supported and encouraged 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 encouraged to meet the technical standard for access of Building Regulations 2015 Part M4(3), or any subsequent revisions.

Affordable Housing

5.27 The City Council currently requires a percentage of all dwellings on sites of 15 dwellings or more to be affordable. These should be provided on site and only in exceptional circumstances will off site contributions be acceptable.

5.28 The HEDNA states that the Housing Market Area (HMA) has a total affordable housing need of 2,238 per annum for the period 2011-36; 734 of which is Leicester's annual need. This affordable housing need in Leicester has grown by 158% since the last needs assessment was undertaken in 2014. The HEDNA also notes that Leicester has a notably higher level of overcrowded, concealed and shared households compared to the rest of the HMA.

5.29 The Local Plan will seek to achieve an affordable housing mix in accordance with the housing mix policy. This policy considers the overall affordable housing target as well as the threshold for the city from 2019-36.

5.30 The proportion of affordable housing need that should be met through different products is based on the HEDNA findings until such time as the new evidence on the Local Housing Needs is updated.

Policy Ho04. Affordable Housing

Leicester City Council will seek to deliver affordable homes to achieve the affordable housing target with appropriate mix in accordance with Policy Ho03. The Council will seek to achieve the affordable housing targets through supporting the proposals on Greenfield sites with 30% target of affordable housing required on all major schemes. The Council will also achieve the affordable housing target through the delivery of schemes through Private Registered Providers and Council's own delivery programmes.

Housing Densities

5.31 In considering the most appropriate and efficient density for a site, it will be necessary to consider the site and area in the context of its surroundings. 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 these higher densities, developers must have regard to creating good quality environments.

5.32 The City Council will be looking to achieve a higher density in the Central Development Area (CDA) (50+ dwellings per hectare). Outside of the CDA, we will be seeking to achieve a minimum of 30 dwellings per hectare. However, it is recognised that proposals may vary, and these will be considered 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 meet the locally identified needs of the city. The following density targets will be expected to be met:

- Central Development Area – 50 or more dwellings per hectare; and
- Rest of the city – minimum of 30 dwellings per hectare.

Self-build / Custom Build

5.33 Custom build housing is where a developer with a site undertakes most of the design and building work 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 home, either building it themselves or contracting a builder to undertake the work.

5.34 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 those individuals to occupy as homes. A self build / custom build register has been established in order to provide evidence of demand. The City Council will support self-build, custom-build housing as evidenced by the local housing needs study.

Policy Ho06. Self-build/Custom Build

Where sites provide for 10 or more homes, consideration should be given to including 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.

Internal Space Standards

5.35 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 and these were successfully achieved.

5.36 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.](#)

5.37 There is emerging evidence, which suggests that some new homes that have been built

in the city over the last few years are very small. To ensure good quality homes, the council seeks all new dwellings to meet the NDSS, including conversions and change of use. There might be exceptional circumstances where development schemes cannot comply with all the space standards required. Leicester City Council will consider these on a case-by-case basis.

Policy Ho07. Internal Space Standards

All proposals for new dwellings must meet the Nationally Described Space Standard (NDSS) as a minimum.

Student Housing

5.38 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.

5.39 The construction and occupation of student accommodation also creates employment opportunities. supports local business 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 the traditional first years) are now more likely to stay in PBSA.

5.40 The council seeks to meet the needs of the student population and local residents. High-quality purpose-built accommodation provides an alternative and releases general housing stock, continues to form an important element of the council's housing policy. 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.

5.41 The main facilities that will be accessed by students, (for example temporary work, shops, bars, public transport interchanges) are generally in the city centre, and at the two main university campuses. To encourage sustainable travel, new schemes 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.

5.42 The council has also sought to protect existing family accommodation across the city, for which there is an identified need and regulate the use of HMOs through Article 4 direction areas. In order to ensure PBSA positively contributes towards maintaining sustainable communities, the council will encourage student accommodation to be in appropriate locations outside of Article 4 direction areas.



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



Student accommodation



DM Policy Ho08. Student Development

New student development will be supported where:

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

Where necessary, occupation will be limited to students in perpetuity.

Retention of Family Housing

5.44 It is the council's aim to retain larger, good quality existing family housing. This will be informed by the new Local Housing Needs Assessment. 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. Any properties with 4 or more bedrooms will be assessed on their individual merits.

Houses in Multiple Occupation (HMO's) Class C4

5.45 Shared houses for between 3 and 6 unrelated people, (known as smaller HMOs) currently only need planning consent in three defined areas of the city. The three areas where these restrictions apply are:

- Central;
- Clarendon Park; and
- Westcotes.

[The current extent of the areas is shown on the council's website.](#)

5.46 Outside of these areas planning consent is required for all shared houses for more than 6 unrelated people, known as Large HMOs. There continues to be a demand for large

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.

5.47 Although there has been some decrease in the number of students who are living in HMO's, (attributed in part to the introduction of the Article 4 direction areas, and an increase in purpose built student accommodation), it has been noted that a large proportion of HMO's have not returned to use by families. Although it varies in different areas, some of the properties simply transfer from occupation by students to occupation by non-students (within Class C4).

5.48 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 Universities, student accommodation providers, shared housing landlords and local residents to try to manage conflicts between various sections of the community.

Policy Ho10. Houses in Multiple Occupation (HMOs)

Planning permission will not be granted for houses in multiple occupation, unless the extent of the other existing non-family housing in the neighbourhood has been considered:

- a) To ensure that there is no adverse impact on the character of the area and to maintain a mixed community; and
- b) The existing proportion of HMOs and other non-family housing, and whether this proportion amounts to a significant concentration within the lower super output area in which the development is located.

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.

5.48 The council will consider restrictions in other areas following consultation on the draft local plan.

Hostels

5.49 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.

5.50 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, the range of housing available in the area and residential amenity;
- b) Special consideration is given to the construction and internal arrangement of the premises to minimise potential noise disturbance to and from adjacent properties; and
- c) Adequate accommodation including garden or amenity space is provided to meet the needs of the residents.

Gypsies and Travellers and Travelling Showpeople

5.51 In helping to provide decent residential accommodation for all, the City Council will meet the accommodation needs of gypsies and travellers and travelling showpeople.

5.52 The Government's Planning Policy for Gypsy and Traveller Sites (PPTS 2015) 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; and
- Identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and where possible for years 11-15.

5.53 The Joint Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017 (Joint GTAA 2017) provides the evidence base for current and future need for Gypsy, Traveller and Travelling Showpeople accommodation in the city.

5.54 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.

5.55 These assessments identified the accommodation needs in the city as shown in Table 3.

Table 3. 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

5.56 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”.

5.57 We need to plan to accommodate seven permanent gypsy and traveller pitches in the city over the plan period to 2036.

5.58 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 Local Housing Needs Assessment.

5.59 For planning policy purposes, the definition of “gypsies and travellers” is set out in Annex 1 of the PPTS 2015.

Table 4. Travelling Showpeople: identified need for additional plots

	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

Transit Sites

5.60 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 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.

5.61 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; and
- Two additional show people plots (over 10 years).

5.62 The criteria below will be applied to all applications for new gypsy, traveller and travelling showpeople sites. 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; and
- f) There should be no significant detrimental impact upon the amenity of nearby residents, businesses or the local environment.



Chapter 6

Climate Change and Flood Risk



Towpath by the River Soar



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.

- Climate Change Evidence Base (2015);
- Climate Change Action Plan (2019) - Under Preparation;
- Strategic Flood Risk Assessment (2020)
- Water Cycle Study - Under Preparation

Background

6.2 The 2008 Climate Change Act, as amended, commits the UK government to delivering a 100% reduction in carbon dioxide emissions 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.

6.3 In February 2019, Leicester City Council declared a climate emergency and have committed to develop a new action plan to play its part in tackling climate change. However, climate change is not just a city problem and affects the Leicester Urban Area with increases in rainfall events and drier summers across the region. An increasing population will also put pressure on the environment. In view of this, the council will look to work strategically with authorities in the Leicester Urban Area to find joined up solutions to climate change.

6.4 Building design will be expected to apply the energy hierarchy, taking a 'fabric first' approach so that as far as possible development 'locks in' low carbon performance. In addition, recognising that more local (decentralised) zero and low carbon heat and electricity generation will be necessary for the UK to decarbonise quickly and efficiently, development will also be expected to identify and implement appropriate, viable opportunities for on-site zero or low carbon generation or connection to a nearby decentralised supply.

6.5 In addition, flats, apartments, employment workspace units and other similar developments should be designed to enable full control of energy use, and separate energy billing based on actual usage, at an individual flat/apartment/workspace unit level.

6.6 As well as reducing carbon emissions, development should be adapted to the expected changes in Leicester's climate. It should be designed to be resilient to the increased risk of flooding and increased likelihood of hotter, drier summers, and heatwaves. The energy hierarchy should be applied to prevent overheating and reduce carbon emissions – with the need for air conditioning avoided or kept to a minimum. Water use should also be minimised.

6.7 Applicants should also demonstrate how their proposal will address any national standards relating to energy efficiency and renewable energy generation.

6.8 It is anticipated that policies will be assessed and strengthened at the five-yearly plan

review to consider progressively increased levels of carbon dioxide reduction, culminating in a net-zero emissions requirement as soon as possible and in alignment with national regulation.

Policy CCFR01. Sustainable design and construction for new developments

Energy and Carbon Reduction

All development must demonstrate how it will minimise energy demand and carbon emissions based on the following energy hierarchy:

- a) Minimising energy use through, and maximising the opportunities for, on-site or near-to-site renewable or low carbon energy supply through passive design measures including: site layout, building orientation, form and massing, daylighting levels, passive ventilation: shading, solar control glazing, and landscaping;
- b) Further minimising energy demand through a high thermal performance of the building fabric and highly energy efficient systems including for heating, hot water, ventilation and lighting;
- c) Meeting as much as possible of the heating, hot water, electricity and, where necessary, cooling demand from renewable energy sources, low carbon generation on-site or supply from a decentralised generation scheme;
- d) Where on-site generation can provide renewable or low carbon energy that is surplus to the immediate needs of the development, making provision for any surplus to be stored for later use or supplied for use elsewhere.

Waste and resources

All major development should demonstrate how it will maximise an efficient use of resources, including minimising waste and maximising sustainable recycling and the re-use of materials through both construction and use.

Resilience to climate change

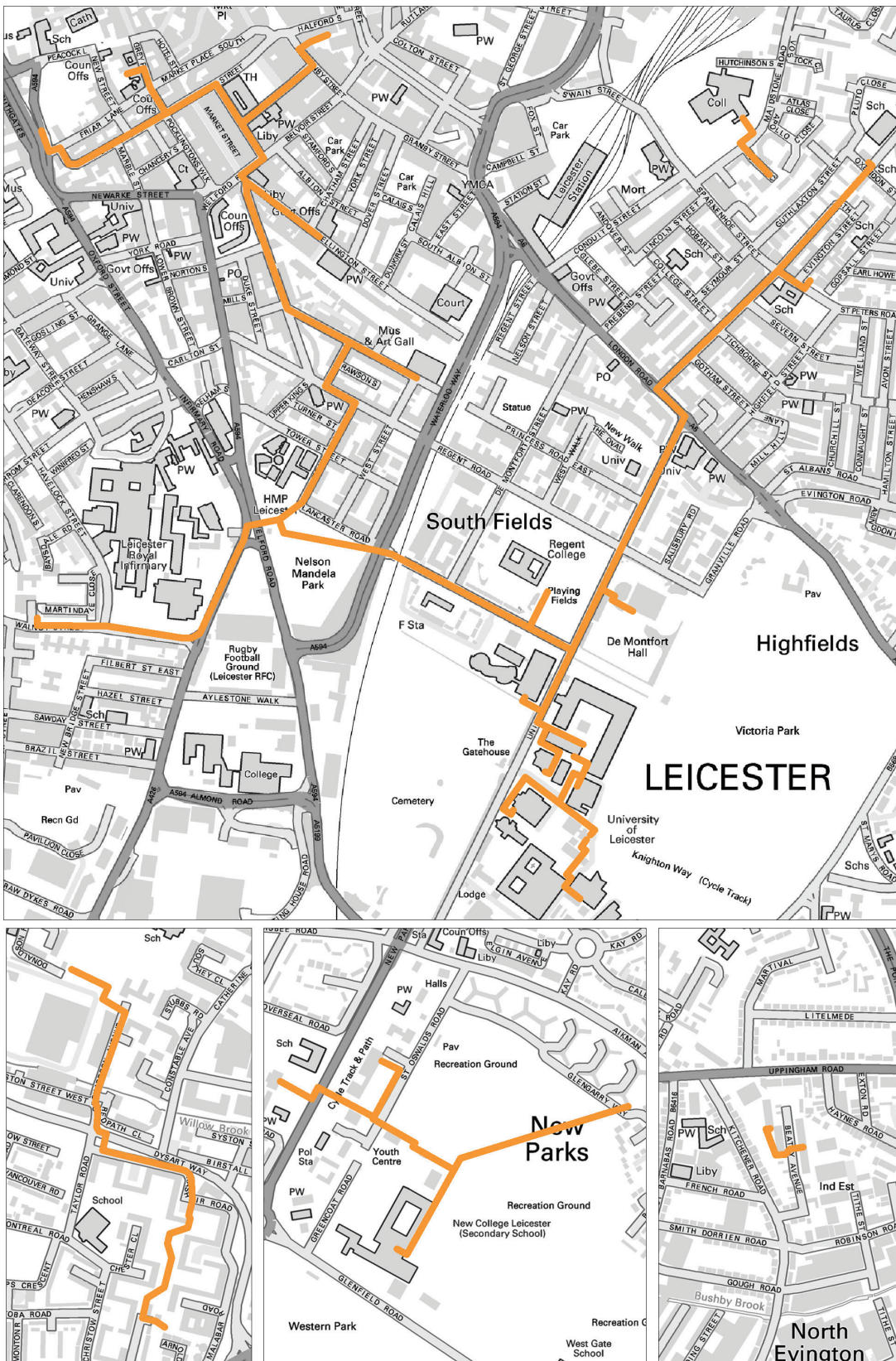
All major development should demonstrate how the risks associated with future climate change have been planned for as part of the layout of the scheme and design of its buildings to ensure its longer-term resilience through measures which shall include:

- a) Use of sustainable drainage systems (SuDS);
- b) Design of new buildings to minimise water demand and promote water efficiency;
- c) Green roofs and walls;
- d) Flood resilience measures for buildings, and not causing flooding elsewhere; and
- e) Designing new buildings to avoid overheating and cooling.

Low Carbon Heat Network

6.9 In line with the energy hierarchy where feasible development will be expected to connect to low carbon heat networks such as the district heating network as shown in the Diagram 3 below.

Diagram 3. Existing district heating network



Low Carbon Energy Projects

6.10 Leicester City Council will support renewable and low carbon energy projects, including community led initiatives, subject to the impacts below being mitigated.

6.11 Wind turbines will be considered in light of their impacts on amenity and support by the community, in line with the ministerial statement of June 2015.

Policy CCFR02. Delivering renewable and low carbon energy projects

Proposals for new renewable and low carbon energy projects will be supported subject to the following:

- 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; and
- c) Impacts on residential amenity including air quality, noise, traffic, recreation and access.

The Water Environment

Flooding

6.12 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. The Local Flood Risk Management Strategy (LFRMS) for Leicester is available on the Leicester City Council website.

6.13 There are many sources of flooding, such as fluvial, pluvial, sewer, groundwater and reservoir flooding. Fluvial flooding relates to flooding from rivers such as the River Soar and its tributaries. Pluvial flooding relates to flooding from surface water runoff.

6.14 The Environment Agency provides the most up to date information for flood risk within Leicester. Using this information, a Strategic Flood Risk Assessment (SFRA) was produced and has been used to Sequentially Test development sites within this Local Plan. For some sites, a high level 'exemption test' analysis has also been carried out.

6.15 For some forms of development on sites not 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 that are least likely to flood but not to the exclusion of all other planning concerns.

6.16 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 the both Sequential and Exceptions Tests. Responsibility for

determining whether the Sequential and Exception tests have passed lies with the Council. Where applicable, planning application reports written by the Council will address whether the proposal passes the Sequential and Exception Tests for development in Flood Zones 2, 3a and 3b.

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

Sustainable Drainage Systems (SuDS)

6.18 Leicester is at high risk from surface water flooding. The Surface Water Management Plan (SWMP) study addresses this in more detail, and its findings have been used in the production of the LFRMS.

6.19 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 a 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 Council's website.

6.20 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 high up the drainage hierarchy (infiltration; surface water body; surface water sewer/other drainage system; combined sewer).

Policy CCFR03. 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, in accordance with the sequential and exception tests;
- b) The development must be safe for its lifetime and not increase flood risk elsewhere.
- 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 and contribute towards achieving biodiversity net gain, and have low maintenance requirements. It shall be demonstrated that the SuDS can be managed and maintained throughout the lifetime of the development;
- d) Opportunities for the enhancement of watercourses should be realised wherever possible, such as in parks and public open spaces;
- e) Adequate provision for access to watercourses must be provided to allow for maintenance and emergency works to be carried out by the relevant authority; and
- f) Opportunities to access the watercourses, and their settings, for recreational purposes should be taken.

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:

- a) It will not lead to a net increase in the built footprint of the existing building;
- b) It will not lead to a reduction in flood storage (through the use of flood compensation measures);
- c) It will not lead to an increased risk of flooding elsewhere; and
- d) It will not put any future occupants of the development at risk.



SUDs at Ashton Green



Chapter 6: Climate Change and Flood Risk





Chapter 7

Health and Wellbeing



Leicester Market



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.

Background

7.2 Health and wellbeing are positive attributes that enable individuals and communities to thrive, rather than simply an absence of illness. Land use can be associated with significant health impacts on a local population 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 policy which covers policy areas such as design, employment, transport, climate change, housing and the 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 is 'Healthy Places', with the ambition 'To make Leicester the healthiest possible environment in which to live and work'. There are four objectives 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; and
- Develop and encourage healthy neighbourhoods and a sense of community.

7.5 There are many other land use relevant objectives in the four remaining 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 and mental health and wellbeing issues described, 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 recognition that healthcare and other supportive infrastructure, proportionate to the level of need accrued from 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, 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.

7.9 Healthy, functional design also supports and delivers accessible, healthy and sustainable food choices and food growing opportunities; greater social cohesion and community support systems, with residents both feeling and being safer; positive work and educational opportunities, particularly through allocation of land for employment in areas of socio-economic deprivation and low employment; greater opportunities for incidental physical activity and other life-enhancing leisure activities, while reducing the risks of infectious illnesses and exacerbation of long-term conditions that come by way of 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, and supporting local biodiversity and as a wildlife resource. By providing regular outdoor activity, food growing can also help to improve health and reduce health inequalities (Leicester Food Plan).

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



Bridge at High Cross Shopping Centre

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:

- a) Assessing major developments for their health impact. This will include how the development will contribute to improving health and reducing health inequalities. Where adverse impacts are identified, the development will be expected to demonstrate how it will address or mitigate these impacts;
- b) Improving pedestrian and cycle access to green and open spaces;
- c) Improving access for all to the city's health facilities and services, leisure and sports and recreation facilities and protect and enhance where appropriate;
- d) Promoting high levels of regular exercise by making the public realm and pedestrian and cycle routes safer and more attractive;
- e) Good design including inclusive design;
- f) Seeking to improve air quality;
- 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 including 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 and 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; and
- h) The inclusion of productive trees and plants in landscaping proposals for new developments where appropriate.

Health Impact Assessments (HIA)

7.12 A 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.

7.13 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. This should ideally be prior to the submission of planning applications to ensure that health and wellbeing is considered fully at the outset. Where this is not appropriate however they should form part of the material submitted to support the relevant planning application.

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.

7.14 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:

- 1) All forms of residential development where:
 - I. The number of houses provided is 150 or more; or
 - II. The site area is 5 ha or more and it is not known whether the development fall within sub-paragraph 1(i)
- 2) All forms of urban development (not involving housing) where:
 - I. The area of development exceeds 1 ha; or
 - II. In the case of industrial development exceeds 5 ha.
- 3) Waste Development.



Chapter 7: Health and Wellbeing





Chapter 8 Delivering Quality Places



Hotel, High Cross St



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.

- Building for Life - (BfL12) 2015;
- Townscape Analysis and Design Guidance - Evidence for Character Areas (2020);
- Tall Development Study 2020;

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 local history. They should be able to last for many years and can accommodate a range of uses and activities that support the people of Leicester's everyday lives. Good design is fundamental to the creation of attractive, successful and sustainable places and 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 existing built, natural and historic environment. It should promote the image of Leicester as an exciting modern city and improve the quality of life of the city's residents. Landowners and developers must also undertake effective 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. The council will require specifications for materials and construction sections and plans at planning application stage to agree quality and to avoid a later diminished quality of materials.

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 Life 12 (BfL12) standards (or any subsequent standard). The City Council will aim to ensure that those proposals secure as many 'greens' as possible whilst minimising 'ambers' and avoiding 'reds'. If 'Building for Life' is superseded or replaced, then the council reserves the right to insist on compliance with any future standard. This would be fully addressed either as part of future plan review or supplementary planning guidance for the avoidance of doubt.

8.7 In addition, 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; and
- Parking Standards and Design SPD.

Policy DQP01. Design Principles

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

1. Context and Character

- 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 existing local character, distinctiveness and identity; and
- c) Create or contribute to a new character and identity where an existing place has limited positive qualities.

2. Built Form

- a) Contribute positively to its context in terms of scale, height, amount, massing, urban form, layout, siting, appearance, façade design 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 by considering the arrangement and location of development blocks, streets, groupings of buildings, views into and out of development, landmarks, different building types and uses, open spaces, landscaping and natural features; and
- 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.

3. 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. 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 walking and cycling by providing routes that are safe, well connected, convenient and accessible for those with all including those with limited mobility;
- d) Provide well-integrated, conveniently sited, well landscaped and safe car and cycle parking that does not dominate the development or have a detrimental impact upon the appearance of the area; and
- e) Maximise opportunities for improving & extending the existing network of public transport routes and pedestrian & cycling routes in the city.

4. Public realm

- a) Create high quality public spaces that are appropriately located and connected into a network of routes, feel safe and inclusive, are accessible to all and encourage social interaction;
- b) Provide attractive public spaces making best use of existing and new landscaping, materials, lighting, public art, and street furniture offering versatility to accommodate people with different needs and a range of activities to ensure the spaces are well-liked and well-used; and
- c) Contribute to a vibrant and safe public realm by providing active frontages including well-positioned and designed main entrances to encourage physical activity between buildings and spaces and natural surveillance. Developments that incorporate living spaces on the ground floor will need to be designed to balance the need for privacy and surveillance.

5. Mix of uses

- a) Provide an appropriate mix of uses and facilities within a development to meet the needs of the occupants and the needs of the neighbourhood and community to support the creation of sustainable and walkable communities; and
- b) Provide a mix of homes tenures, types and sizes.

6. Homes and buildings

- a) Provide a clear distinction between public, communal / shared and private spaces with well-designed boundaries and thresholds that are appropriate to the context, attractive, use high quality materials and can be easily maintained;
- b) Use materials that are of high quality and made to last;
- c) Provide buildings with well-designed, well-positioned and well-integrated private or shared external spaces that are fit for purpose and can be easily and conveniently accessed to encourage use, are appropriate to their required use and adjacent internal uses, safe and secure, and consider how environmental factors may affect usability;

- d) For higher density developments, 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;
- e) 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 that are integrated to minimise visual impact and avoid clutter.

7. 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) Create individual homes and gardens that can adapt to the changing needs of their users and the way they live over time; and
- c) 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 home sizes from smaller to large homes in higher density developments which containing a high proportion of smaller homes or cluster flats.

8. Building for Life

- a) All proposals for ten or more dwellings, should demonstrate, through a design statement, how they have been designed to meet Building for Life 12 standards. Proposals which 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 addressed and assessed. 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 context the general prevailing height of the City centre of Leicester is 4-5 storeys and so 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 3 storeys (9 metres) taller; and
- A development where any element of built form is 8 storeys (24 metres) and above.

8.10 Due to the fact that tall development in the city centre is defined as between 8 storeys (24 metres) and 15 storeys (45 metres) any tall development over 15 storeys would be considered super tall in Leicester and would have a significant impact on the townscape

of city & city centre. Therefore there are very limited opportunities for super tall development at this scale and they would be allowed only in exceptional circumstances as defined by future supplementary planning guidance.

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.

8.12 Leicester City Council will produce a supplementary planning document providing further guidance on tall development. This guidance will provide further information in regards to specific areas for consideration when proposing taller development in Leicester. It will identify:

- Heritage assets;
- Views: including local townscape views, local heritage views and views and vistas of city-wide significance;
- Significant public spaces and parks;
- Transport hubs;
- Areas of the city undergoing growth and changes (See Character Area and tall building evidence base);
- Local environment requirements; and
- Design quality expectations.

8.13 The guidance will also identify areas in the city which are constrained and will have an extremely limited opportunity for tall development and areas in the city which will provide some potential for tall development.



Jubilee Square

Policy DQP02. Tall Development

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, urban grain, streetscape, public open spaces and landscape, rivers and waterways;
- b) Has an appropriate impact on local townscape views, local heritage views and views and vistas of city-wide significance;
- c) Will have a positive relationship with public spaces and parks;
- d) Any proposal is accompanied by a comprehensive assessment and analysis of considerations as identified in this policy;
- e) Has an appropriate or no impact on the local environment including microclimate (wind), air quality, night time appearance, overshadowing and the lack of sunlight within the development itself, and to neighbouring buildings, streets and public realm;
- f) Demonstrates adequate levels of privacy between adjacent properties and within the development;
- g) Will have an appropriate relationship with other tall development;
- h) Will not prejudice the future development potential of adjacent sites;
- i) Exhibits an exceptional standard of architectural quality in scale, form, massing, proportion, silhouette and facing materials;
- j) Exhibits a design that is of a 'human scale' appropriate to the context, townscape and heritage of Leicester; and
- k) Provides uses and a design at street level that interacts with and contributes positively to its surroundings and enhances the public realm.

8.14 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.

8.15 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.

8.16 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.

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

8.18 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, and must be located where it can be accessed safely and conveniently.

Inclusive Design

8.19 For Leicester to be a “confident city” our neighbourhoods, buildings, streets and spaces need to be consistently designed to be accessible and inclusive. 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; and
- Where necessary review and ‘rebalance’ other design priorities to ensure that inclusive design is given sufficient weighting.

8.20 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:

- a) Can be used safely, easily and with dignity by all so that they are convenient and welcoming with no disabling barriers and can use them independently and without undue effort, separation or special treatment;
- b) Are convenient and welcoming with no disabling barriers, so everyone can use them confidently, independently and without undue effort, separation or special treatment;
- c) 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); and
- d) 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

8.21 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.

8.22 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.

Policy DQP04. Landscape Design

Development will be expected to:

- a) Retain landscape features e.g. topography, hydrology and existing vegetation, woodlands, trees and hedgerows. The loss of any existing landscape features should be justified and appropriately mitigated for;
- b) Respect, and give consideration to the protection and enhancement of irreplaceable habitats such as ancient woodlands and veteran trees;
- c) Consider aspect and shading, and avoid creating a later pressure for removal of trees and other features;
- d) Provide a landscaping scheme which forms part of an integrated design approach, including overall layout, access routes, lighting and street furniture;
- e) 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;
- f) 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; and
- g) Ensure planting schemes take into account how the landscape will mature, seasonal changes and its relationship to existing biodiversity.

Backland, Tandem and Infill Development

8.23 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. These developments must be well planned to avoid real or perceived harm to the amenity and privacy of existing and proposed residents, as well as harm to the character of a neighbourhood.

8.24 In assessing access and highways requirements discussion will be required with the local transport authority, and/or any subsequent relevant guidance.

Policy DQP05. Backland, Tandem and Infill Development

Backland development for new dwellings will be acceptable subject to the following:

- a) Development potential of adjoining land is not unreasonably prejudiced;
- b) Satisfactory access in terms of highway safety, highway function, perceived and actual safety, residential amenity;
- c) Development should minimise the number/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, 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;
- f) Privacy, light, outlook and 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) All backland development must be adequately drained following SuDS principles with no net increase on green field run off rates; and
- i) Development will respect the historic environment. In conservation areas, backland development will seek to ensure that the overall character and urban grain of the area is retained, and that any new development is sympathetic, in terms of size, scale and design, to its specific location.

Residential Amenity and New Development

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



Ashton Green Housing

Policy DQP06. Residential Amenity

In determining planning applications, the following factors concerning the amenity of existing or proposed 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, either individually or cumulatively;
- b) The visual quality of the area including management of waste and potential litter problems;
- c) Additional parking and vehicle manoeuvring;
- d) Privacy, overshadowing, overlooking and overbearing;
- e) Safety and security;
- f) Access to key facilities by walking, cycling or public transport; and
- g) Accessibility for all.

Recycling and Refuse Storage and Waste Management

8.26 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

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. 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.

8.27 Policy DQP07 should be in line with Leicester City Council's Waste Management Guidance.

Shopfronts and Security

8.28 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.

8.29 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; and
- e) Are of an appropriate material, design and finish, applied before installation.

Signs and Banners

8.30 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.

8.31 However, 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 05. Internally illuminated signs: levels of Illumination

Illuminated area (Units in Candelas per m ²)	Zone 1 Medium district brightness areas (e.g. small town centres, urban locations)	Zone 2 High district brightness areas (e.g. town and city centres with high levels of night time activity)
Up to 10m ²	800	1000
Over 10m ²	600	600

8.32 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 or highway safety.

Policy DQP09. Signs and Banners

Advertisement Design and location

Consent will be given for signs and advertisements unless they:

- a) Do not relate well to the building on which they are fixed or to the surrounding area; or
- b) Have a harmful impact on visual amenity; or
- c) Cause unacceptable light pollution or loss of amenity through excessive glare, light spillage or sky glow; or
- d) Would have an unacceptable impact on highway safety.

Projecting and Fascia Signs

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.

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

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.

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.

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

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; or
- b) Would have an unacceptable impact on highway safety.

Architectural and Feature Lighting

8.33 The 'Architectural and Feature Lighting Strategy' 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.

8.34 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.

8.35 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

8.36 Advertisement hoardings that screen development sites can provide visual interest and stop derelict or vacant sites being visible from the street scene. The City Council has successfully taken enforcement action against inappropriate hoardings. However, advertisement hoardings can be detrimental to the street scene and provide a rather 'industrial' feel to the character of an area. 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

8.37 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; and
- h) Health facilities, such as hospitals, health centres and community practices.



Chapter 8: Delivering Quality Places





Chapter 9 Central Development Area



National Space Centre, Abbey Meadows



Evidence Base

9.1 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 (2020);
- Local Housing Needs Assessment (2020) – Under Preparation;
- Draft Economic Development Needs Assessment (2020) – Under preparation;
- Leicester City Centre Offices Study (2019); and
- HEDNA 2017.

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, based on townscape character management, (see diagram 4 & 5), which maximises sustainable development opportunities.

9.3 Major housing growth is planned for the Central Development Area (CDA) with at least 4,905 new homes by 2036 which is around 16% of the planned housing provision. This area will make a significant contribution to addressing the city's future housing needs.

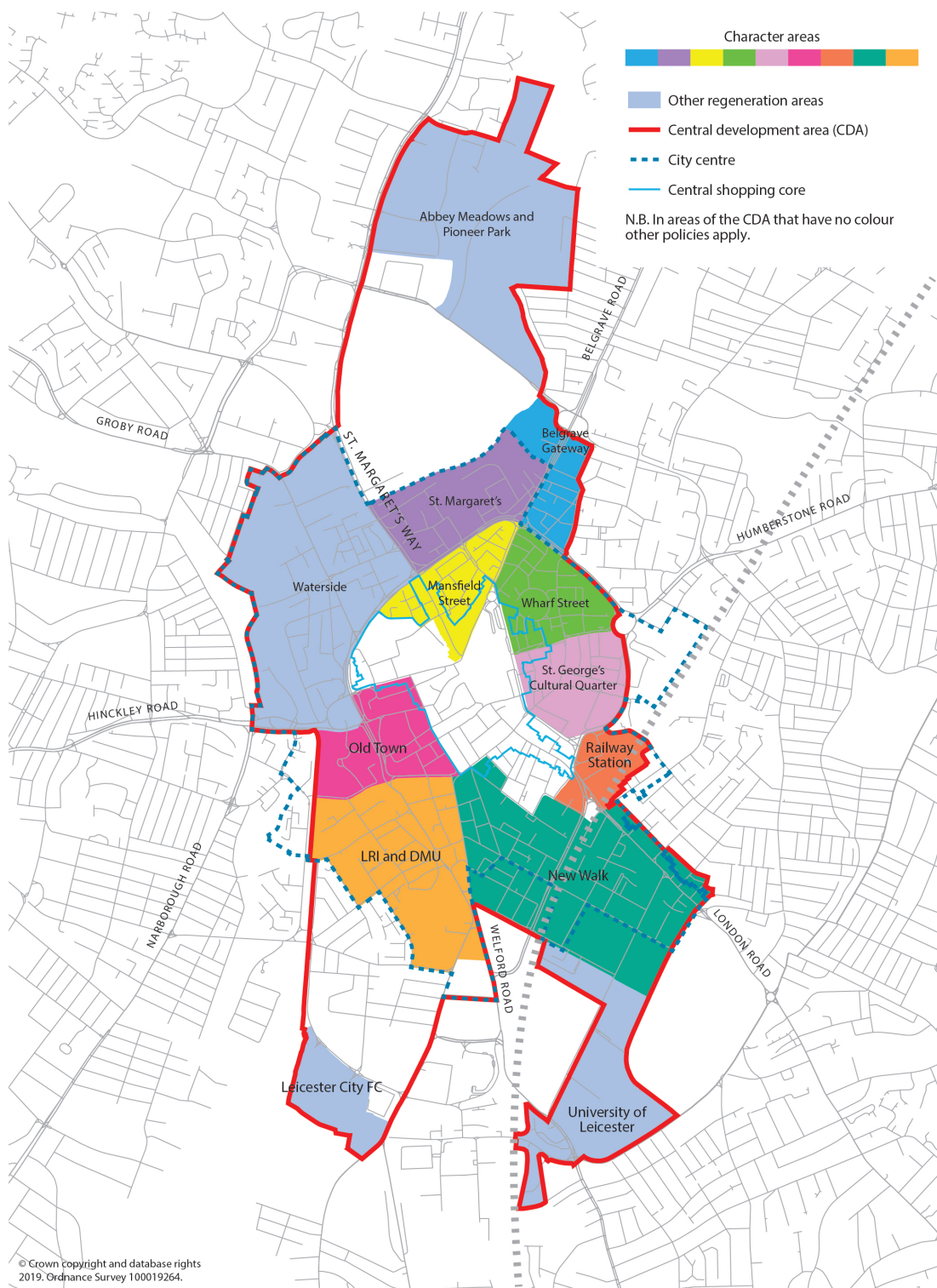
9.4 Much of the development activity needed to enable restructuring of the economy will occur in this area within and around the city centre, within the Central Development Area. Leicester's future economic prosperity will depend on making sure that it has the right appeal to a skilled and mobile workforce as being 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.

9.5 In order for development within these areas to come forward successfully, the provision of infrastructure to enable sites to be accessed, as well as to serve the existing and resulting communities, is very important. The infrastructure includes highways and other transport improvements, education facilities and public realm.

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, using high quality design as a way of creating certainty and developer confidence.

Diagram 04. 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.

New development within the CDA must be comprehensive and well co-ordinated, complementing and building on delivery programmes and additional planning documents. All new development within the character areas will be expected to follow the principles of townscape character management (see diagram 05).

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

- Provide a range of high-quality homes and employment opportunities, which meet the needs of Leicester and support its goals of prosperity and economic growth;
- 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, to 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; and
- Protect existing habitats and enhance or create new areas for wildlife; and
- Be comprehensive and co-ordinated, complementing and building on delivery programmes and Supplementary Planning Documents.

Defining the Character Areas

9.7 Through comprehensive assessment of the Central Development Area, the City Council has divided the area into 13 distinct areas, including 9 Character Areas and 4 other Regeneration Areas. These are tailored to the individual context of each area and based on the area's defining characteristics. (See diagram 04)

9.8 There are 9 Character Areas:

- Railway Station;
- Mansfield Street;
- St. Margaret's;
- Wharf Street;

- Belgrave Gateway;
- LRI and DMU;
- St. Georges Cultural Quarter;
- Old Town; and
- New Walk.

Other Regeneration Areas

- Abbey Meadows and Pioneer Park;
- Waterside;
- Leicester City Football Club; and
- University of Leicester.

Character Areas - Policy Basis

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 13 areas are set out in the “Uses” policy CDA03.

9.10 Further detail for the nine character areas can be found in the associated character area Townscape Analysis and Design Guidance evidence documents, which have been prepared for each area. It is expected that in time this guidance will be adopted as supplementary planning guidance.

9.11 These documents establish the relevant townscape management options attributed to that area (that is described in the following pages) and have provided the basis to be able to develop policies, objectives and clear guidance for development that is tailored to the circumstances and context of each character area. They are focussed on directing and prioritising development; provide townscape guidance specific to each character area; building heights; and identifying pro-active aims and interventions which include public realm, transport, heritage, streetscapes.

9.12 Within the character areas it is expected that change will be managed, depending on its character. As is shown in Table 06 and Diagram 05 some areas are appropriate for “Re-development” and may undergo significant growth, development and intensification. Significant growth should be done cohesively and comprehensively, whilst considering the need for new infrastructure. Others, in areas of “Protection”, which are predominantly made up of heritage assets, will provide less opportunity for development, since their inherent distinct historical character needs to be maintained, enhanced and protected.

Townscape Character Management

9.13 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;

Chapter 9: Central Development Area

- Developing an area's character;
- Intensification by increased density and higher density building types; and
- Redevelopment.

Table 06. Character Area Management Options

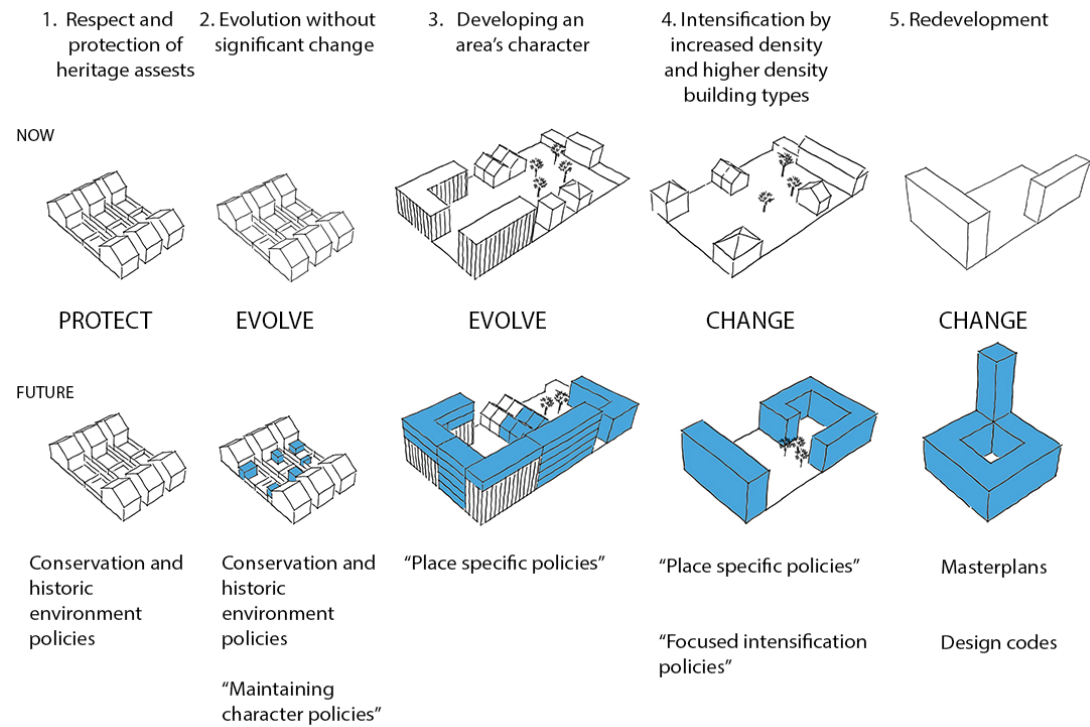
Character Area management options	Respect and protection of heritage assets	Evolution without significant change	Developing an areas character	Intensification by increased density and higher density building types	Redevelopment
New Walk	X	X			
Old Town	X	X			
St. Georges	X	X	X		
LRI and DMU	X	X			
Belgrave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



View of New Walk

Diagram 05. Character Area Management Options

(Copyright, London Borough of Croydon)



9.14 Diagram 06 overleaf, shows how this relates to each of the character areas. It shows the Waterside Area, in addition to the nine character areas, as there is already a detailed Supplementary Planning Document for this area.



Orton Square

Diagram 06. Character Area Development and Management Plan



Criteria to Guide New Development in the Character Areas

9.15 To successfully manage development within these areas, the following criteria will be important for any development. These requirements will be expanded within future supplementary planning guidance.

1. Building Heights

9.16 Within each of the character areas:

- Existing building heights have been identified;
- Future heights are proposed based on a contextual and townscape analysis; and
- Potential for tall development is identified, if appropriate.

2. Heritage Led Development

9.17 All development must enhance the setting of the heritage assets and other buildings which make a positive contribution to the townscape, ensuring that they continue to make a significant contribution to the distinctiveness of the area as it undergoes change. Development must be designed to recognise, respect and take account of the importance of existing buildings, in terms of contributing to the legibility of that character area and ensuring that they remain the dominant ‘markers’ and frontages in the area.

3. Improving streetscape, pedestrian and cycle connectivity

9.18 New development will be expected to improve connectivity, both within the character area and to surrounding areas, by contributing to the opening of new connections and improving the streetscape. This includes improving the quality of existing connections for pedestrians and cyclists. Further opportunities for improvements will be identified within future supplementary planning guidance.

4. Creation of Active Frontages and the Design of Ground Floors

9.19 Proposed development will be expected to present active frontages to the street, to maximise natural surveillance over the public realm. It is expected that particular attention will need to be given to ground floors, where there is a need to balance privacy with surveillance and provide appropriate design solutions. Specific streets and spaces where new active frontages are needed, and the reinstatement of active frontages are of vital importance to the character area will be identified in future supplementary planning guidance.

5. Improving the Character and Appearance of the Character Area

9.20 Opportunities for improving the appearance and setting of specific existing buildings and spaces will be encouraged and actively promoted by the council. The council will work with landowners of identified buildings and spaces, aiming to achieve the objectives as set out in the associated character area “Townscape Analysis and Design Guidance” (which will be integrated into future supplementary planning guidance).

6. Buildings and Structures Making a Positive Contribution to the Townscape

9.21 Buildings which make a positive contribution, but are not locally listed, will be identified in the future supplementary planning guidance. It is the council's aspiration that there should be a general presumption against their demolition, due to their importance as part of the townscape and appearance of the character area.

7. Designed to Repair Street Frontages

9.22 New development will be expected, in design terms, to repair street frontages and fragmented urban grain, to reinstate perimeter blocks and recreate well defined and enclosed streets. Areas of focus will be identified as part of future supplementary planning guidance.

8. Green Infrastructure

9.23 Provision of new green infrastructure will be expected, which makes a significant contribution to the character of a place and how it feels. This is needed particularly in building dominated urban environments where the relief of trees, landscaping and planting provision is important. Areas of focus will be identified as part of future supplementary planning guidance.



Granby Street

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 supplementary planning guidance for each of the character areas:

- New buildings and extensions to existing buildings will be expected to be built to a height no higher than the identified proposed building height, except in areas, which have been identified in with 'potential for tall development';
- Nationally and locally listed buildings, other identified heritage assets, including the protection of key views will be 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.

Uses within the Character Areas and the Other Regeneration Areas

9.24 The Central Development Area will be the focus of major housing development; employment and physical regeneration, to ensure that the city remains a viable & sustainable location and that communities can develop & flourish. This will mean that at least 4,905 additional dwellings will be expected to be delivered within this area.

9.25 However, within each of the character areas, to ensure that individual objectives are met, certain land uses should be the focus of new development. These are set out in the policy and supporting text below.

9.26 In all cases, it is expected that any new uses which come forward within these areas will need to be able to co-exist with the existing uses in each of these areas, based on the 'agent of change' principle. Development will be expected to provide suitable mitigation before the development has been completed.

Character Areas:

The Railway Station

9.27 The vision for 'the railway station' is to become the foremost office destination within the city centre. This will be achieved by allocating land around Campbell Street sorting office and the Station car park for a comprehensive major office development, providing a minimum of 20,000 sqm of new offices.

9.28 Development will also be expected to:

- Provide improvements to this primary city gateway;
- Strengthen pedestrian connectivity from the station to the city centre, improve the infrastructure and transport hub and create quality public realm; and
- Allow a mix of uses which are ancillary, to support the office development, such as hotel, food & drink and leisure.

Mansfield Street

9.29 The vision for 'Mansfield Street' is to facilitate residential led regeneration which better integrates the area into the economic and cultural diversity of the city centre. This will be achieved by ensuring predominantly retail uses within the central shopping area, predominantly commercial and industrial uses to the east of Abbey Street and residential uses in the area between Darker Street and Abbey Street.

9.30 Development will also be expected to:

- Maintain the ongoing provision of a mix of uses in the area; and
- Deliver a new bus route from the new Haymarket bus station through to Mansfield Street and onto St Peter's Lane alongside Highcross.

St. Margaret's

9.31 The vision for 'St. Margaret's' is for a mixed use regeneration area based around residential development. The area's redevelopment will need a comprehensive approach, requiring a masterplan, to set out a deliverable, cohesive vision. There are significant existing industrial uses which means that the phasing and delivery of any new development will need to be carefully considered. Also due to the nature of the area leisure uses and offices will also be acceptable.

9.32 Development will also be expected to:

- Continue to improve connectivity and footfall to Abbey Park from the City centre;
- Achieve creative reuse of underused industrial architecture and heritage assets, including the Corah site; and
- Improve connectivity with Belgrave Road /Golden Mile.

Wharf Street

9.33 The vision for ‘Wharf Street’ is to become a residential neighbourhood based around a coordinated and comprehensive approach which enables the creation of an attractive, successful and sustainable place with a distinctive identity which will become somewhere that is a great place to live.

9.34 Development will also be expected to:

- Complement the already emerging residential neighbourhood including the existing mixed-use development;
- Manage the increased demand for buy to let type residential accommodation; and
- To make adequate provision for new public realm infrastructure where feasible.

Belgrave Gateway

9.35 The vision for ‘Belgrave Gateway’ is for an area that includes residential regeneration which is carefully managed. Development which supports existing land uses will also be encouraged. This includes the existing Leicester College Campus, the defined employment area in the northern part fronting Belgrave Gate, and the existing residential area to the south.

9.36 Development will also be expected to:

- Facilitate 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;
- Enhance this important gateway and its links to the city centre; and
- Continue to improve connectivity and footfall, to Abbey Park from the city centre.

Leicester Royal Infirmary and De Montfort University

9.37 The vision for ‘Leicester Royal Infirmary and De Montfort University’ is for an area based on an evolutionary approach to new development supports allows the important existing developments in the area and new significant investment in upgraded health provision. The City Council will work with De Montfort University, Leicester Royal Infirmary & Leicester Tigers Rugby Club to deliver their long-term development strategies. Any new development will need to be sympathetic to the existing land uses and ensure that a mix of uses are retained in the area. Development will also be expected to improve connectivity between the west end of Leicester and the east of the city to enhance movement to the City centre.

St. Georges Cultural Quarter

9.38 The vision for ‘St Georges Cultural Quarter’ is for a mixed use regeneration area which preserves its distinct heritage character, whilst continuing to enhance the residential, cultural & employment opportunities within the area.

9.39 This will be achieved by promoting the area as a destination, providing a vibrant community, combining a mix of cultural facilities, leisure, the arts, urban living and creative sector business / jobs. Any new residential development should be 'high quality living environments' which do not compromise the provision of offices, workspaces and leisure uses. Further development of key leisure venues such as Curve and Phoenix will also be promoted provided they meet the key aims for the area.

9.40 Within this area there will be allocated a comprehensive office development providing a minimum of 20,000sqm of office floorspace.

9.41 Development will also be expected to:

- Encourage new companies into the area;
- Assist to make the area a lively and creative environment, appealing to artists and creative companies, for creative workspace and start-up companies (mixed use);
- Promote and enhance the area's vibrant cultural diversity and its rich cultural offering of the arts; and
- Promote more footfall through, linking through the public spaces of Orton Square and St George's Churchyard.

Old Town

9.42 The old town is the city's historical core and contains unique heritage including the Castle Mott, Cathedral and latterly the grave & Visitor Centre for King Richard III. It has the city's highest concentration of important heritage and architectural and archaeological assets, built up over several centuries, which it is intended to conserve and enhance. This area is also historically the city's legal quarter which means it has a commercial attraction for small offices.

9.43 The vision therefore for 'Old Town' is based around the protection of the existing heritage assets whilst allowing conservation led development where appropriate. This will be achieved by allowing only high-quality residential development, by maintaining & developing high quality small offices Class B1(a) offices between 100 and 1,000 sqm and enabling further tourism and economic growth, with due consideration of the significance of this part of the city.

New Walk

9.45 The vision for 'New Walk' is for an area which protects the existing heritage assets but also allows for conservation led development based primarily around small-scale office development. Residential development (Class C3) and student accommodation (Sui Generis) will be acceptable in the form of new development on existing vacant plots. When planning permission is required, only good quality existing offices will be retained wherever their quality permits (i.e. unless they are unsuitable for modern office uses).

9.46 All new development or conversions will be expected to help create a high-quality environment in which to live and work. Proposals should also promote the conservation, enhancement and sensitive use of listed buildings and conservation areas. Also, within this

area changes to D1 uses will be acceptable, where they do not adversely affect residential amenity. [See also Policy E03]

Policy CDA03. Uses Within Character Areas

Within the character areas, the table below sets out what uses will be expected. The focus of development should be the primary use for these areas except where the uses are ancillary to the primary uses or where they are specific use as defined by the supporting text above.

Area	Uses	
	Primary	Ancillary
Railway Station	Major Office (Use Class B1a) minimum 20,000 sqm	Hotel (Class C1) Food & Drink (Class A3) Leisure (Class D2)
Mansfield Street	Residential (Class C3), Employment (Class B1c; B2 & B8)	Retail (Class C3) within the central shopping area and Leisure (Class D2) Community (Class D1)
St. Margaret's	Residential (Class C3) Leisure (D2) Education (D1) Office (B1a)	
Wharf Street	Residential (Class C3)	Retail (Class A1) within the central shopping area Food & Drink (Class A3) Leisure (Class D2) Community (Class D1)
Belgrave Gateway	Residential (Class C3) Expansion and/or enhancement to Leicester College campus (Class D1); Employment (Class B1(c), B2 & B8)	Hotel (Class C1)
Leicester Royal Infirmary and De Montfort University	Development directly related to Leicester Royal Infirmary (Class D1), De Montfort University (D1), Leicester Tigers stadium (D2), Student Accommodation (Sui Generis) Residential (Class C3)	Other Leisure uses (Class D2), Food & Drink (Class A3), Retail (Class A1) within the central shopping area

St. Georges Cultural Quarter	Major Office (Use Class B1a) minimum 20,000 sqm; Residential (Class C3); Expansion of the Curve & Phoenix Cinema (Class D2); Small scale Offices B1a) and Workspaces (B1c/B2) to support the Creative Industry	Other Leisure uses (Class D1); Food & Drink (Class A3); Retail (Class A1) within the central shopping area
Old Town	Heritage Based Regeneration; Residential (Class C3); Small Offices (Class B1a); Retail (Class A1) within the central shopping area	Tourist Based Leisure uses (Class D2)
New Walk	Enhancing Heritage Assets; Offices (Class B1a); Existing offices will be retained wherever their quality permits; Education Use	Residential (Class C3) and Student Accommodation (Sui Generis) new development on existing vacant plots; Retail (Class A1) within the London Road shopping centre

Other Regeneration Areas

1. Abbey Meadows and Pioneer Park

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

- Abbey Meadows;
- Pioneer Park;
- Employment Land; and
- The National Space Centre (NSC) & Abbey Pumping Station.

a) Abbey Meadows

9.48 The focus for development with Abbey Meadows area is to be based around developing residential communities (new & existing), at Wolsey Island, the former BUSM site at Ross Walk and Abbey Meadows west, and ensuring that these are properly linked to existing adjacent communities. Specific focus is required in this area on the canal and riverside,

ensuring that ecology is enhanced and that connectivity, through pedestrian and cycle links and bridges, is provided between the Science and Innovation Park, Belgrave and Abbey Park. Provision of a vehicular access spine road is required along with new public open space and access to education and health care. Some additional provision of mixed uses and community uses will be required, including accommodating demand for school places.

b) Pioneer Park

9.49 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;

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

c) Employment Land

9.51 Within this area the employment land will be retained for the provision of use Class B1(c), B2 and B8 uses to help the city meet its future employment needs.

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

9.52 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).



Housing at Wolsey Island

Policy CDA04 Uses within Abbey Meadows and Pioneer Park

Within the area of Abbey Meadows and Pioneer Park, the table below sets out what uses will be expected.

The focus of development should be the primary use for these areas except where the uses are ancillary to the primary uses or where they are specific use as defined by the supporting text above.

Area	Uses	
1. Abbey Meadows and Pioneer Park		
	Primary	Ancillary
Abbey Meadows	Residential (Use Class C3)	Community (Class D1) Education (D1)
Pioneer Park	A Science and Innovation Park a centre for research including :- <ul style="list-style-type: none"> • Development and technology-based business (Use Class B1b); • Innovation Centre Building (Use Class B1a, b and c); • Associated Educational Use (Class D1) • Associated Research Institute (No Use Class), 	D1 uses (except places of worship)
Employment Land	Employment Uses (Use Class B1(c), B2 and B8 uses)	
The National Space Centre (NSC) and Abbey Pumping Station	Major Leisure Use specifically related to the NSC &/ or Abbey Pumping Station (Class D1)	

2. Waterside

9.53 The vision for Leicester's Waterside is the creation of a thriving urban neighbourhood offering a unique and vibrant place to live. It will be expected that the development of new offices and space for local businesses to flourish will be required and that opportunities to reconnect Leicester to its waterfront which brings opportunities for leisure, green connections and wildlife will be expected. 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. To support this area the other mixed uses and community uses will also be needed including accommodating demand for school places from this & the surrounding areas.

3. University of Leicester

9.54 Within the area of the University of Leicester opportunities to consolidate and improve the existing University of Leicester operational campus (D1) and to create new student accommodation to meet the needs of the University will be supported. Opportunities to improve provision for walking, cycling and public transport, to improve accessibility and connectivity to the city centre, will also be supported. The need to preserve and enhance designated and non-designated heritage assets will be a priority.

4. Leicester City Football Club (LCFC)

9.55 Within the LCFC regeneration area, opportunities to consolidate and improve the Stadium and associated facilities will be supported. Ancillary, supporting development, such as a Hotel etc, 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 CDA05 Uses in Other Regeneration Areas

Within the other regeneration areas, the table below sets out what uses will be expected. The focus of development should be the primary use for these areas except where the uses are ancillary to the primary uses or where they are specific use as defined by the supporting text above.

Area	Uses	
	Primary	Ancillary
2. Waterside	Residential (Class C3) Offices (Class B1a)	Community uses (D1 use class) Education (Class D1) accommodating demand for school places
3. University of Leicester	University related development (Class D1) Student accommodation (Sui Generis)	D1 uses (except places of worship)
4. Leicester City Football Club; (LCFC)	Expansion and enhancement to King Power Stadium (Class D2)	Hotel (Class C1) Residential (Class C3)



Chapter 9: Central Development Area





Chapter 10 Heritage



St. Martin's West



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.

- Leicester Heritage Action Plan (2018);
- Leicester Local Heritage Asset Register (2016); and
- Leicester Heritage at Risk Register (2017).

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 and that it can continue to contribute to the success and growth of the city.

The Historic Environment

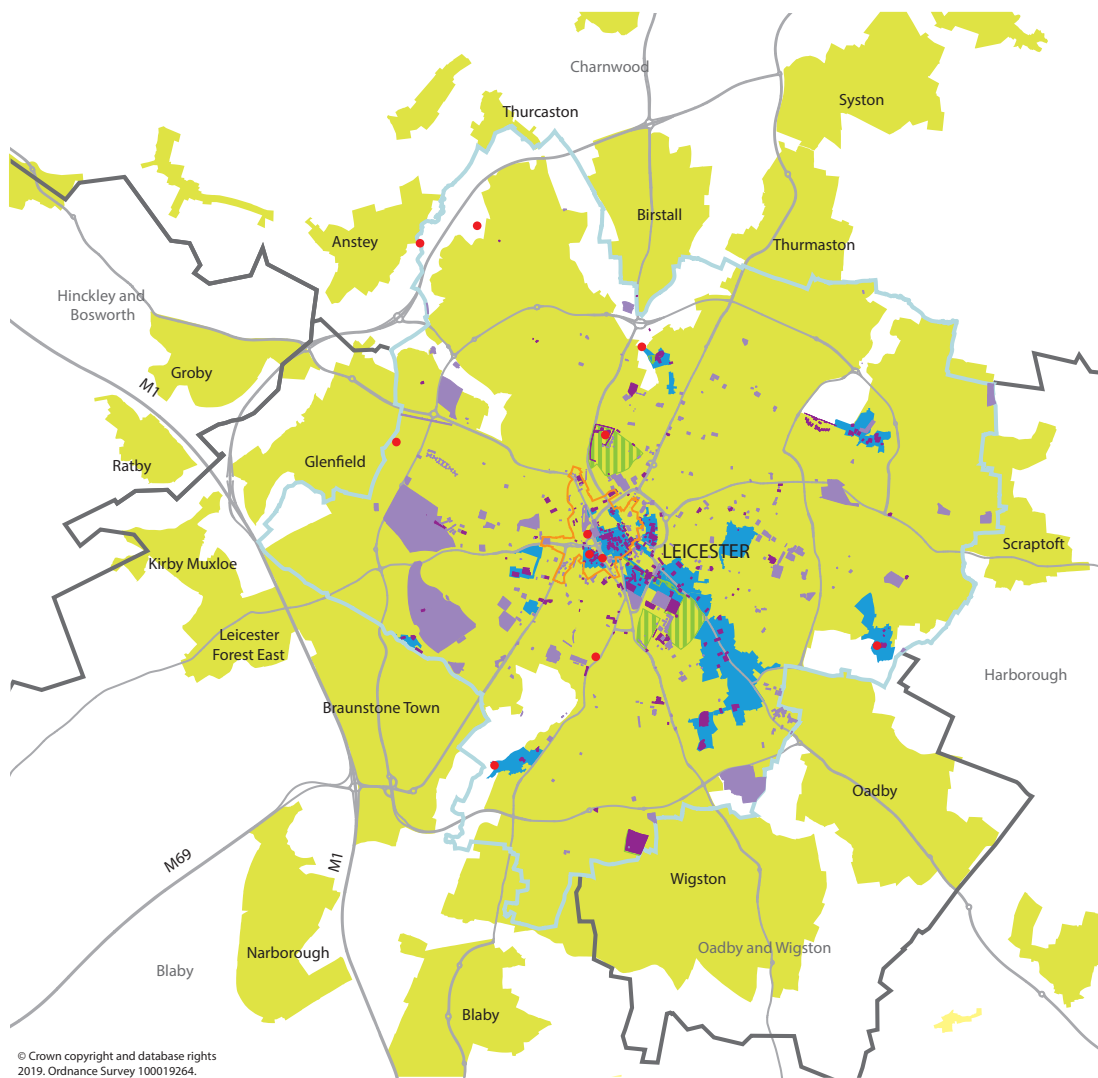
10.4 Leicester currently has 11 Scheduled Monuments, protecting ‘nationally important’ archaeological remains. In addition to this, there are currently 400 listed buildings within the city, reflecting their national importance as buildings of special architectural or historic interest. There are also 24 Conservation Areas and over 394 buildings of local interest, as well as 6 nationally listed Historic Parks and Gardens. 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 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.

10.7 See Appendix 02 for a list of Conservation Areas and Locally Listed Assets.

Diagram 7. Heritage



- Conservation Areas
- Historic Parks and Gardens
- Scheduled Monuments
- Listed Buildings
- Locally Listed Buildings
- Archaeology Alert Area
- Leicester City boundary
- District Council boundaries

Policy HE01. The Historic Environment

The Council will seek to preserve and enhance the significance of the city's heritage assets.

Listed Buildings

The Council will support applications where the proposal would:

- a) Preserve or enhance the special architectural or historic interest of the listed building;
- b) Respect the setting of the listed building; and
- c) Encourage the active use of the listed building, securing its long-term preservation.

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, building lines and important views;
- d) Retains historically significant landscape elements, including trees and traditional building features; and
- e) Preserves important views within into and out of the Conservation Area.

Within Conservation Areas, development involving demolition will not be supported unless 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 a suitable redevelopment scheme has been approved, with planning permission that links the demolition to the implementation of the approved scheme. Exception 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 preserve 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 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 are discouraged, unless it can be demonstrated that the loss is outweighed by the wider public benefits of the proposal.

See Appendix 02.



Former Fenwicks Building

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.

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. It should be noted, however, that archaeological remains are not confined to the Archaeological Alert Area.

Policy HE02. Archaeology

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

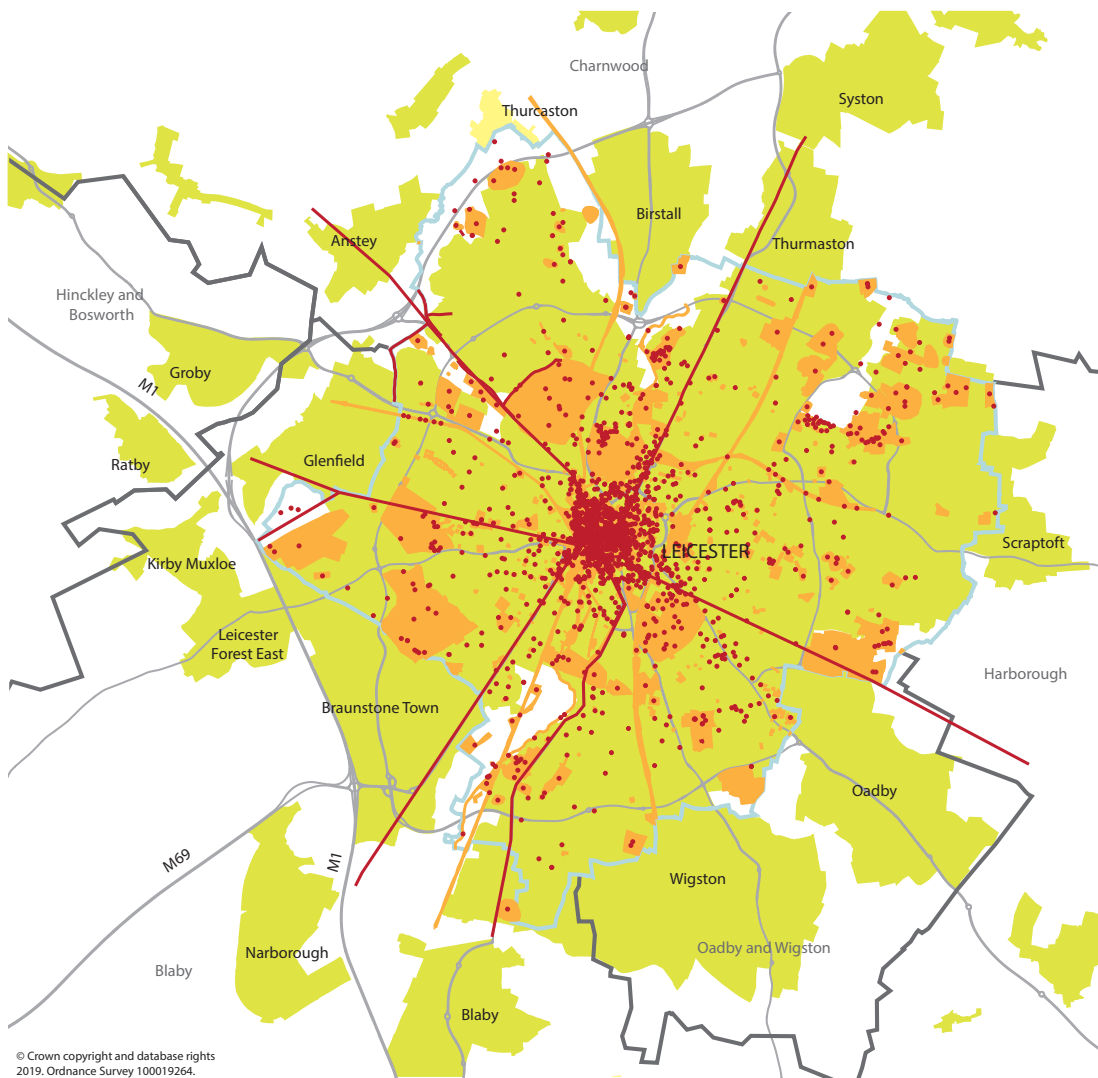
- a) A proposal would affect known or potential archaeological remains; or
- b) A development is located within the Archaeological Alert Area.

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.

Diagram 8. Heritage assets





Chapter 10: Heritage





Chapter 11

Culture and Tourism



DeMontfort Hall



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 (2015);
- Economic Action Plan (2016); and
- Strategic Economic Plan (2014).

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 cultural offer is an important part of the quality of a place and it 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 from a wide area and from across the world. Its tourist offer also has a wide reach attracting 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, and the modern city is 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 (2015) for the city sets out a vision whereby in 2020 and beyond, Leicester will be firmly established as a primary tourism destination.

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 coming here. 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 for the first time in their history.

11.6 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.

11.7 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; and
- To build the confidence of the people of the city.

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 sequential test;
- b) Are accessible by sustainable modes of transport e.g. public transport, walking and cycling;
- c) Do not generate significant volumes of additional traffic; and
- d) Do not have an adverse effect upon residential amenity.

Some Leisure uses may need to be supported by an impact assessment in accordance with Policy TCR02.

Assets of Community Value

11.8 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.

Policy CT02. Assets of Community Value

Applications for an Asset of Community Value will be supported where the asset in question:

- a) Provides services and facilities that are open and accessible to everyone;
- b) Promotes sustainability and innovation;
- 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; and
- g) Supports the retention of heritage assets of social and community value.

Public Houses (Class A4) Protection

11.9 Recently approved legislation removes permitted development rights allowing demoli-

tion of buildings used as class A4 Public Houses. The legislation also removes permitted development rights allowing conversion of pubs to class A1 retail, A2 financial and professional services and class A3 restaurants and cafes.

Policy CT03. Protection of Public Houses (Class A4)

Applications for the demolition of existing A4 (Public Houses) or change of use will not be approved unless the following criteria are met:

- a) There is no longer a need for that facility (having regard to the amount of local patronage, the quality of facilities offered and the duration and extent of marketing). 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;
- b) There are adequate similar facilities within walking distance which offer equivalent provision; or
- c) The activities carried on are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents, or
- d) The redevelopment of the building would secure an overriding public benefit.

The Great Central Railway Museum

11.10 The Council will designate and preserve land adjacent to the Great Central Railway at Red Hill Roundabout for a National Railway Museum as shown on the sites map. Uses to complement the museum will be supported, provided they do not prejudice the delivery of the facility.

11.11 As a large proportion of future development is expected to come forward in the north & west area in and around the city up to 2036, a future Park and Ride development may also 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.

11.12 The site is within the Thurcaston Road Green Wedge and part of the site is also been 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 with Policy TR04.



New Market Square (Green Dragon Square)

Places of Worship and Community

11.13 The council has a long tradition of seeking to accommodate places of worship to cater for the various religions in the city. Many communities only 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.

11.14 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.

11.15 In lower quality employment areas as defined by the Economic Development Needs Assessment (2019), 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.

11.16 Where Places of Worship (POW) are considering locating in an Employment designation shared car 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, then the place of worship are encouraged to share parking.

11.17 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 for Places of Worship

Planning permission will be granted for 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;
- c) The impact on highway safety and function.



Asfordby Square Jame Mosque
Trust



Chapter 12 Employment



The Dock, Abbey Meadows



Evidence Base

12.1 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.

- Economic Development Needs Assessment (2019) - Draft;
- Local Industrial Strategy (2019) – Under preparation;
- Strategic Distribution Study (HMA) Update (2020) – Under preparation;
- Leicester City Centre Offices Study (2019);
- Strategic Growth Plan (2018);
- Employment Land Study (2017);
- Leicester Economic Action Plan 2016; and
- Strategic Economic Plan (HMA) (2014).

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 B Class (Business/Industry/Storage) uses.

12.4 The City Council is reviewing all the existing Local Plan employment designations in light of these requirements. The Draft Economic Development Needs Assessment (EDNA 2019) has made initial recommendations on how to update this.

[Details of the recommended changes to the Employment Land Map can be see on the Leicester City Council Web Mapping System.](#)

12.5 On this map, four new types of “Economic Development Areas” are proposed, to accord with employment policies below:

- General Quality - Policy E01
- High Quality - Policy E02
- The Science Park - Policy E04 (Pioneer Park)
- Neighbourhood - Policy E05

Leicester and Leicestershire Local Industrial Strategy (LIS)

12.6 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.

12.7 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; and
- Space/Data and Digital Technology.

Leicester and Leicestershire Enterprise Zone

12.8 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 09 - Enterprise Zone). Leicester is already at the cutting edge of research, innovation and product development, – brought about particularly through our first-rate universities (Leicester and De Montfort), and the new EZ will help to cement Leicestershire's role in the Midlands.

Strategic Growth Plan

12.9 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

12.10 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.

12.11 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.

12.12 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.

12.13 The delivery of offices needs to be the top priority for the City Centre. Around 45 ha of new land for B2 and small scale B8 development was also required by the 2017 Employment Land Study. The Economic Needs Assessment (2019), which is currently under preparation, will update this. The first draft report recommends that 52ha is required, plus a 5 year buffer bringing the total to 67ha (see tables 35 and 36 of the draft study). This will now be debated under duty to co-operate with the surrounding local authorities.

12.14 The City Council has continued to establish 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 “TechNation” report.

12.15 The council is also implementing its Economic Action Plan and this work continues to encourage and maximise investment into the city. Current achievements since the launch of the first Economic Action Plan in 2012 are:

- 2,260 businesses have been supported;
- More than 7,700 jobs have been created;
- More than 320 businesses have received direct financial assistance;
- The number of people unemployed has fallen from 21,000 to 8,700;
- Leicester gross weekly pay has risen from £402.50 to £438.40;
- Leicester has increased levels educational skill with 64,300 individuals having level 4 or above (C or above in old GCSE grades) compared to 61,600 in 2012;
- Youth unemployment has reduced from 6.8% to 2.1% for those aged 16-24; and
- Over 1500 apprenticeships have been supported including 345 within the City Council itself.



Dock Business Center

Diagram 09. Enterprise Zone

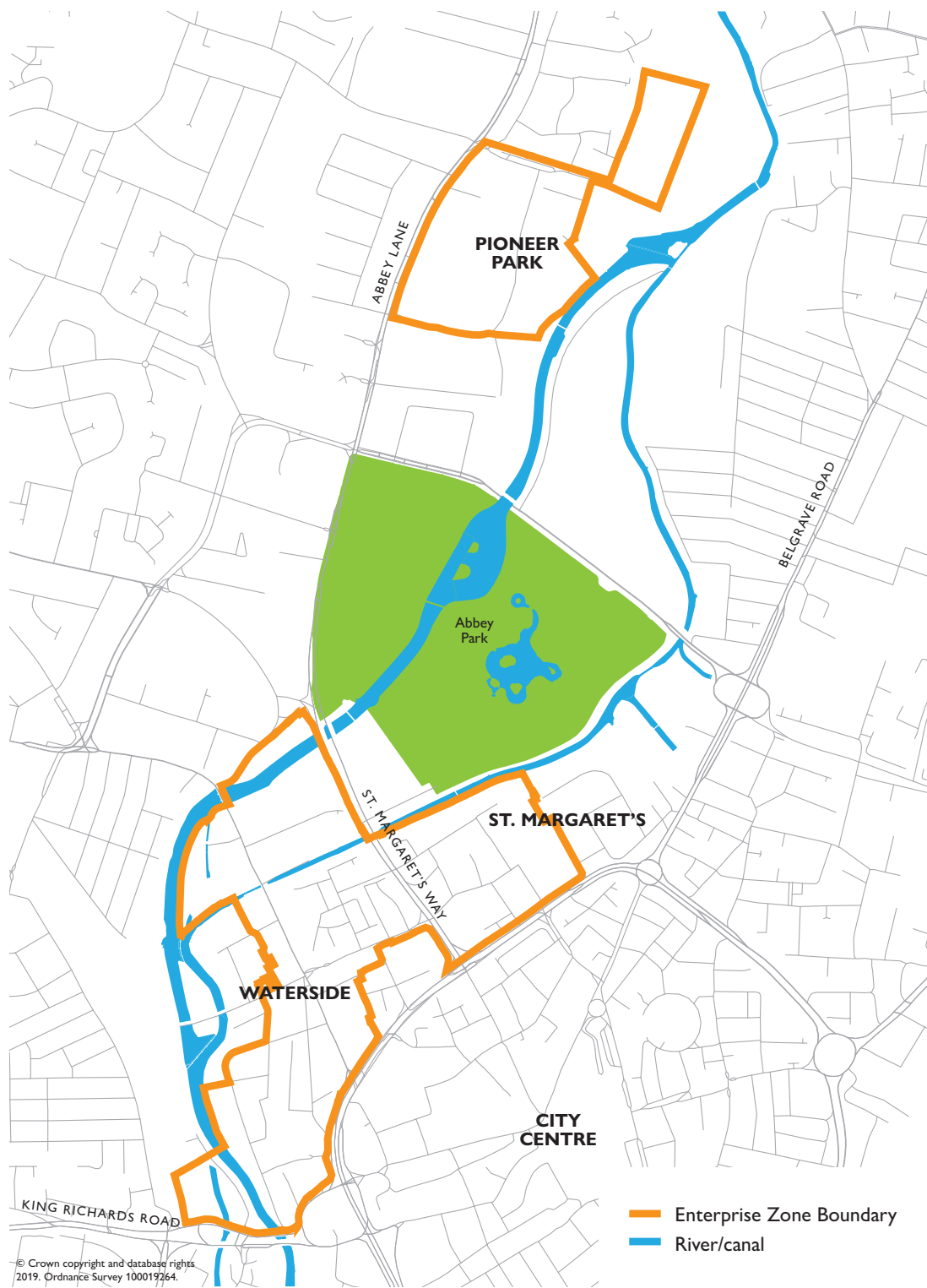
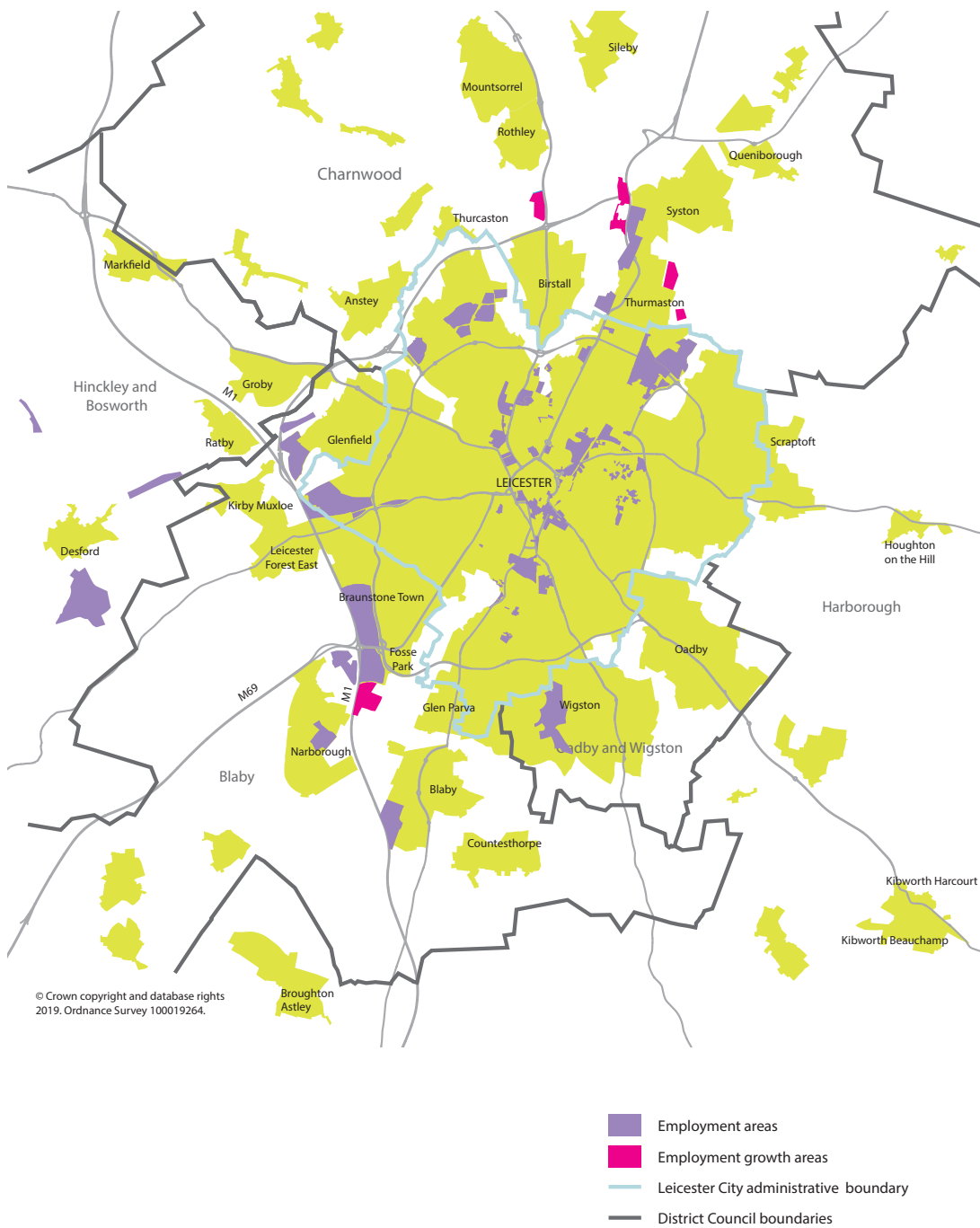


Diagram 10. Employment Areas in Leicester Urban Area.



Employment Sectors for Leicester

12.16 To support a thriving and diverse economy, the following sectors for Leicester will be retained and supported:

Financial and Business Services - City Centre

12.17 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. Key new office allocations (see Chapter 4 Strategy for Leicester), are proposed:

- The Station car park and former Campbell Street sorting office, and
- Land around Phoenix Square, (between Burton Street, St Georges Way, Southampton Street and Morledge Street).

Creative Industries - Cultural Quarter

12.18 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 work (See Chapter 9 Central Development Area).

Knowledge Economy - Pioneer Park

12.19 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 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.

General Manufacturing

12.20 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).

Table 07 - Employment Sites

Site ref	Address	Size (ha)
New strategic employment sites		
Site 702	Western Park Golf Course	20.5 ha
Site 464	Beaumont Park	8.8 ha
Site 579	East of Ashton Green	4.9 ha
Small sites		
Site 687	Eastern part of Thurcaston Road/Hadrian Road open space	2.7ha
Site 1040	Mountain Road (existing 2006 CLLP Employment Proposal)	2.1 ha
Existing Ashton Green consent		
n/a	East of Samworth's Bradgate Bakery	5ha
Total		44ha

Textile Industry and Neighbourhood Employment Areas

12.21 As well as a high number throughout the city, there is a particular concentration of textile uses in and around the Spinney Hills area, (This area is labelled as the "Textile Area" on page 81 of 2017 Employment Land Study. This includes some of the smallest employment land designations in that area which do not have particularly good/strategic access. These smallest areas are referred to as "Neighbourhood Employment Areas", as employees often live very locally.

General Economic Development Areas

12.22 These 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 existing employment areas.

12.23 As well as providing most of the supply of employment land, they also enable "Other Uses" to be provided for, such as day nurseries, places of worship and car showrooms. Bulky goods retail uses will be considered in specified circumstances and 'D1 and D2' use class uses 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 much fewer of them than the older historic, multi-story industrial buildings. Portal framed buildings should therefore be retained for 'B' class employment use.

12.24 The “Other Uses” need to provide enough off-street parking to meet the Parking Standards Supplementary Planning Document. Outside of the general economic development areas, reduced parking provision could be considered, for example, where there is good access by sustainable transport. 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 business. There is therefore a presumption against this type of reduction in parking provision when introducing “other uses” into designated employment areas and such applications have potential to warrant refusal.

Policy E01. General Economic Development Areas

Land within the General Economic Development Areas, as identified on the Policies Map, will be retained primarily for light industry (B1c), general industry (B2) and storage and distribution (B8) uses, with ancillary offices.

The following “other uses” will also be acceptable in the following circumstances:

- a) Day nurseries and places of worship, where they involve the conversion of an existing building, which is not portal framed in construction;
- b) Car show rooms and other sui generis uses which are commonly found in industrial estates. (These would include uses such as warehouse club, cash & carry, builder’s merchant, haulage yard, MOT testing station and bus garage);
- c) D1 and D2 uses will only be acceptable where they involve the conversion of an existing building which is not portal framed in construction;
- d) Wholesale uses (non B8), plus retail of bulky goods will be acceptable in principle, where it can be demonstrated that:
 - There is no suitable land or properties in an existing town centre or suitable out of centre retail parks;
 - Where they involve the conversion of an existing building, which is not portal framed in construction;
 - The proposal will not result in such a concentration of these uses within 500m of the application site, (in general, 250m either side of the site), such that employment no longer remains the primary use on that stretch of road, in that Economic Development Area; and
- e) Provided that these “other uses” have enough off-street parking to meet the requirements of the Parking Standards Supplementary Planning Document.

High Quality Economic Development Areas

12.25 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 (B) Use Class occupiers, in purpose-built premises.

Policy E02. High Quality Economic Development Areas

Land within High Quality Economic Development Areas (as identified on the Policies Map) will be retained for light industry (B1c), general industry (B2) and storage and distribution (B8) uses with ancillary offices only.

New Walk and Old Town Offices

12.26 The "New Walk and Old Town" areas are two of the "Character Areas" described in more detail in Chapter 8 on the Central Development Area. Maintaining the high-quality character of the professional offices, which historically have been located in both of these areas, is key to supporting the continuation of a prestigious and attractive business environment.

12.27 The location of the heritage assets helps to create the distinguished, high quality character between New Walk and the Old Town. This high quality offer needs to be sustained and improved by all new development proposals.

12.28 A mixture of uses is needed which continue to support the select office environment, as well as enabling some residential use in character with the area. University/Educational (Class D1) uses are also acceptable. The mix of uses should also encourage evening activity.



Mattioli Woods, Welford Place

Policy E03. Professional Offices in New Walk and Old Town

Within the existing professional office area between New Walk and the Cathedral, small Class B1(a) offices between 100 and 1,000 sqm and Class D1 uses (except places of worship) will be acceptable. D1 uses will not be acceptable where they adversely affect residential amenity. The change to residential use of existing offices, (where that needs planning consent), will only be acceptable in principle where existing office premises fall within the city's lower quality office uses. Proposals should promote the conservation, enhancement and sensitive use of listed buildings and conservation areas.

For a new non-office use this should include significant improvements to the building's energy efficiency, where an existing office building is refurbished or redeveloped.

Pioneer Park

12.29 The purpose of Pioneer Park is to be an innovation/technology park i.e. an exceptional business park to host research and development uses (Use Class B1b). It is Leicester's hub for knowledge economy businesses and the creation of high added value jobs.

Policy E04. Pioneer Park

- a) Within Pioneer Park as identified on the Policies Map (the Innovation and Technology Park at Abbey Meadows), Use Class B1b 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 B1a, b and c 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 (D1) and associated Research Institutes (sui generis) 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 ensuring improved connectivity.

Textile Area and Neighbourhood Employment Areas

12.30 The 2017 Employment Land Study 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/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.

12.31 These smallest areas have been designated as “Neighbourhood Employment Areas”, as employees often live very locally. They only contribute around 3% to 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.

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.

- a) Light industry (B1c), general industry (B2) and storage and distribution (B8) uses will be encouraged to continue and or redevelop for these uses;
- b) Day nurseries and places of worship, where they involve the conversion of an existing building, which is not portal framed in construction;
- c) D1 and D2 uses will only be acceptable in buildings where they involve the conversion of an existing building which is not portal framed in construction;
- d) Wholesale uses (non B8), plus retail of bulky goods will be acceptable in principle, where it can be demonstrated that:
 - There is no suitable land or properties in an existing town centre, or suitable out of centre retail parks;
 - Where they involve the conversion of an existing building, which is not portal framed in construction;
 - The proposal will not result in such a concentration of these uses within 500m of the application site, (in general 250m either side of the site), such that employment no longer remains the primary use on that stretch of road, in that Economic Development Area;
- e) Provided that these other uses have enough off-street parking to be able to meet the Parking Standards Supplementary Planning Document; and
- f) 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.

Creative Industry - St. Georges Cultural Quarter

12.32 The St. Georges Cultural Quarter is one of the “Character Areas” described in more detail in Chapter 8 Central Development Area.

12.33 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.

12.34 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.

12.35 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. Georges Cultural Quarter

- a) Proposals will be encouraged which combine sympathetic design with a mix of uses, incorporating design studios, workspaces and residential use. Office use is also encouraged; and
- b) To contribute to active street frontages, uses that fall in the ‘A3 and A4’ use classes will be allowed on the parts of Halford Street and Rutland Street which fall within this area.

Support Strategies

12.36 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.

[12.37 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.](#)

12.38 The City Council will also implement the following strategies to support employment

development:

Policy E07. Employment: Support Strategies

- a) The City Council will work with partners to ensure that Leicester has a thriving and diverse business community that innovates, attracts investment and creates jobs in the city;
- b) The City Council requires the developers implementing 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;
- c) The City Council will work with partners to support business to relocate from the Central Development Area, into appropriate property;
- d) To enable regeneration the City Council will support local business to reduce their carbon footprint by bringing together businesses concerned with improving their environmental performance;
- e) The City Council will support the provision of high-quality communications infrastructure;
- f) Where one business can use another business's waste as a resource, the co-location of these business, that would encourage the reuse and recycling of waste, would be strongly welcomed and supported;
- g) Co-location of business, where this would enable shared car parking would be supported; and
- f) Shared car parking, where places of worship are considering locating in an Employment designation 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, then POW are encouraged to share parking.

Vehicle Sales and Car Washes

12.39 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.

Policy E08. Vehicles Sales and Car Washes

Vehicle sales and car washes will be only be acceptable where:

- a) They do not result in a significant loss of residential amenity;
- b) They do not prevent future regeneration of the site and surrounding area;
- c) Screening is adequate and well designed;
- d) They do not significantly increase vehicle trips;
- e) They do not lead to an over concentration of these uses on any main radial route; and
- 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.



Chapter 12: Employment





Chapter 13 Town Centre and Retail



High street,



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.

- Joint Retail Study 2015;
- Retail and Leisure Study (2020) – Under Preparation;
- Leicester Tourism Action Plan (2015); and
- Leicester Economic Action Plan (2016).

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.

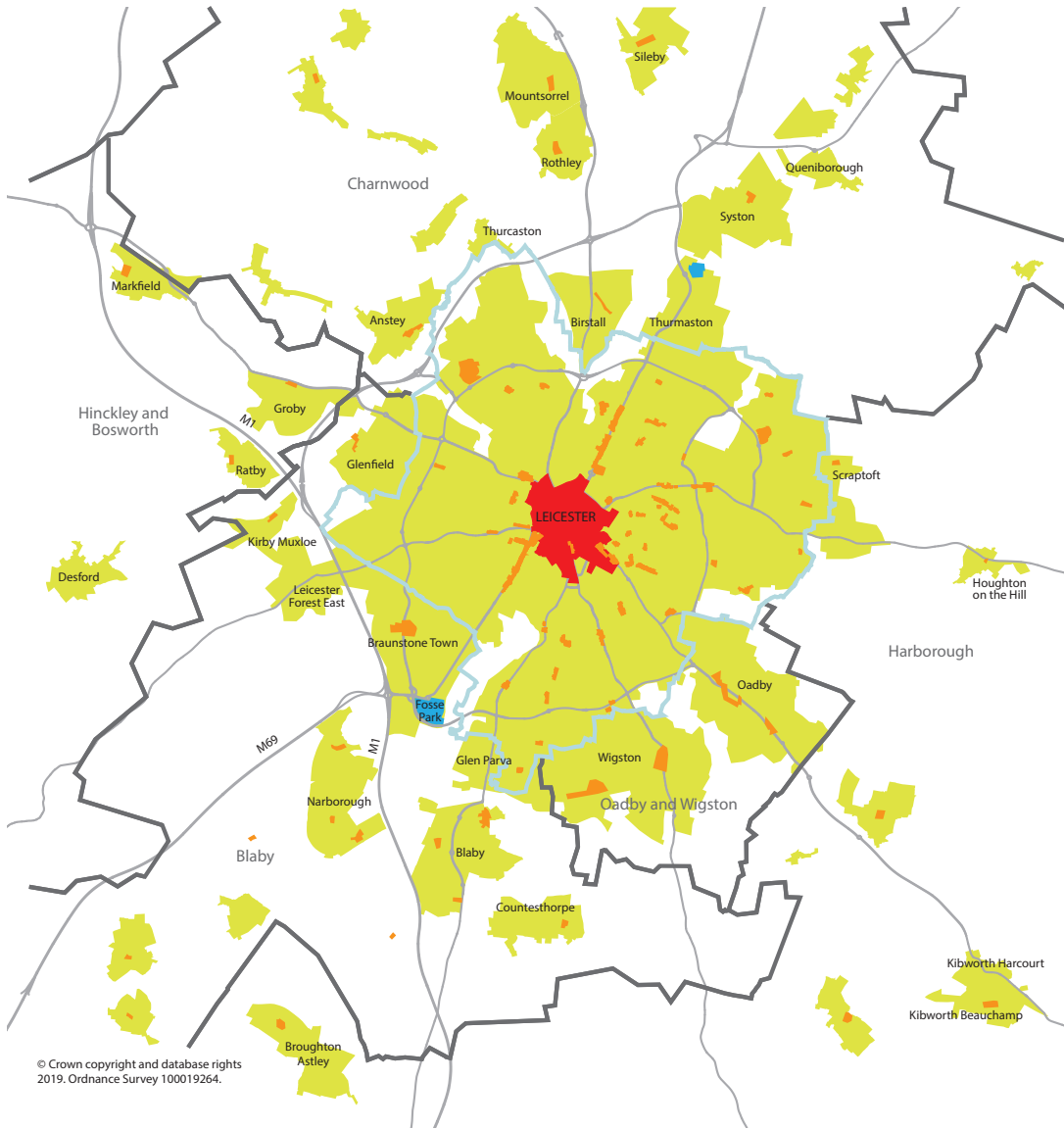
13.4 People choose to shop, use services and leisure facilities in places that are not always located in the city or borough that they live in. For this reason, it is important to consider retail and leisure provision beyond the city’s administrative boundary as it is interconnected and will influence where people shop use services and spend their leisure time. For instance, a major commercial extension to Fosse Park is currently under construction. When this opens it will expand the offer and attraction of this facility and 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 the retail offer.

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; and
- To minimise the disturbance caused by retail development to nearby residential areas.

Diagram 11. Shopping Centres in Leicester Urban Area



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- City Centre
- Shopping Centres
- Out of Town Retail Park
- Leicester City Administrative
- Boundary

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 – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, 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.

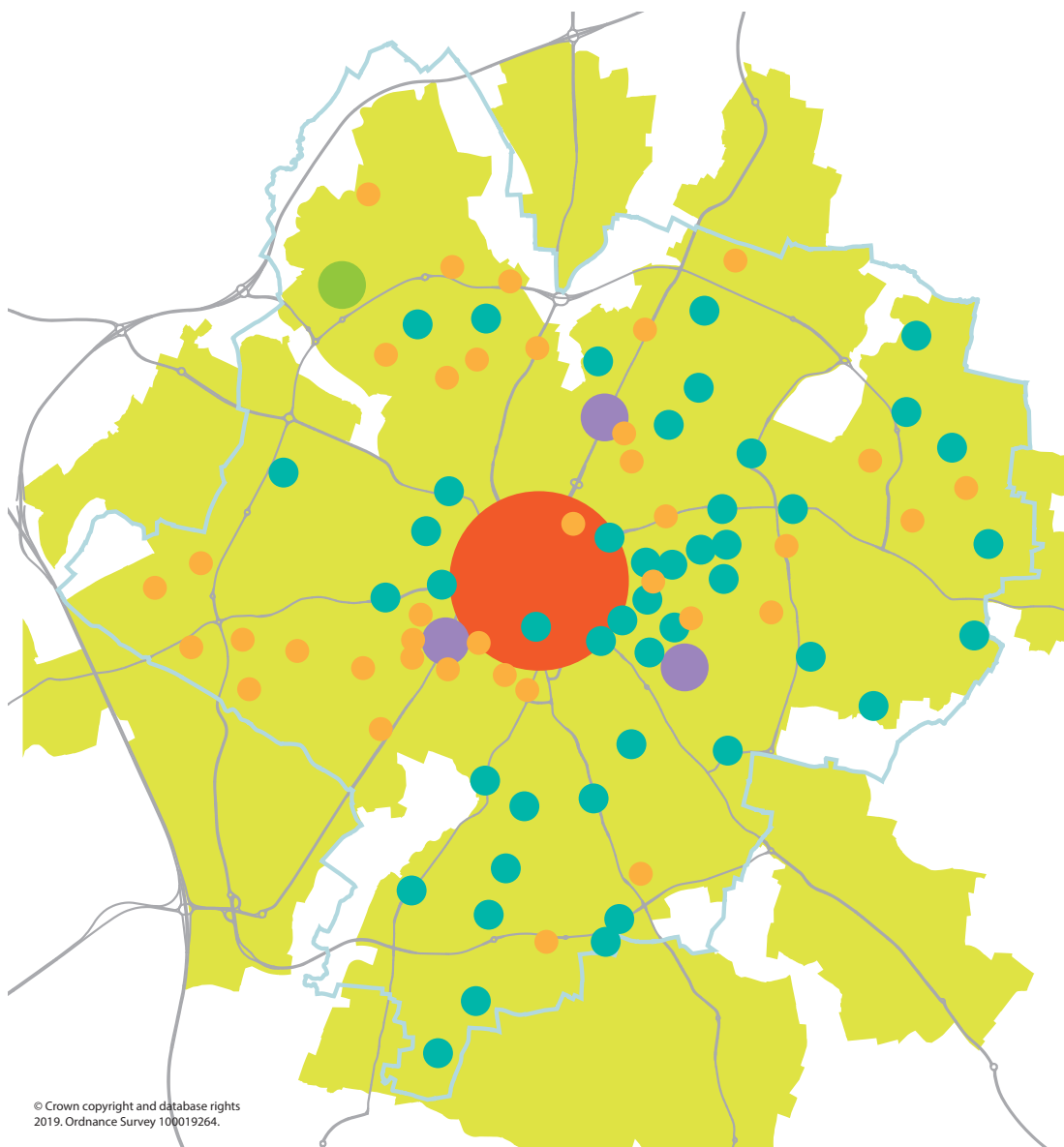
13.7 Diagram 12 shows the hierarchy of centres in Leicester.

13.8 The 2015 Joint Retail Study reviewed the hierarchy of town centres for the city. This 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 06).



Golden Mile

Diagram 12. Hierarchy of Centres and Neighbourhood Parades



- City centre
- Beaumont Leys town centre
- District centres
- Local centres
- Neighbourhood parades
- Leicester City Administrative Boundary

Policy TCR01. Hierarchy of Town Centres

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

City Centre

To ensure that Leicester city centre continues to be a sub-regional centre the majority of main town centre uses will be directed to it. The Central Shopping Core will be the focus for new retail development.

Town Centre - Beaumont Leys

This centre is the location for town centre uses to serve the north west sector of the City and Leicester Urban Area, including Ashton Green.

District Centres

Belgrave Road/ Melton Road, Evington Road and Narborough Road.

District centres provide a range of facilities and are accessible by public transport.

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.

The Council will apply a sequential approach to main town centre uses outside of the areas listed above to support Leicester's network of centres. Town centre uses should be located in designated centres in the first instance. Only if suitable sites cannot be found within designated centres will the Council consider edge of centre or if no edge of centre sites locations are available, out of centre locations.

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 37 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)

Impact Assessments

13.10 The development of new shops or leisure uses can have an impact on other centres. In line with government guidance in the National Planning Policy Framework an impact assessment 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 (amongst other things) 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.

13.11 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.

13.12 Further guidance on undertaking retail impact assessments is set out in the National Planning Policy Framework and the Planning Practice Guidance.

Policy TCR02. Supporting Sustainable Town Centres – Impact Assessments

Proposals for retail and leisure uses outside a defined centre (in edge-of-centre or out-of-centre locations) will require an impact assessment for retail and leisure uses where the floorspace of the proposed development exceeds the following thresholds:

- Outside Leicester City centre: leisure uses greater than 1000sqm gross floorspace;
- Outside the central shopping core: retail uses greater than 1000sqm gross floorspace;
- Outside Beaumont Leys town centre: greater than 500sqm gross floorspace;
- Outside district centres; greater than 300sqm gross floorspace; or
- Outside local centres; greater than 200sqm gross floorspace.

Need for new floorspace for comparison and convenience retail provision in the City

13.13 The Joint Retail Study was undertaken in November 2014 and finalised in 2015. It identified a significant need for new comparison retail floorspace post 2025. The retail study covered the period up to 2031. The Local Plan period will now go up to 2036. For this reason, the City Council is taking the opportunity to commission a new Retail Study that will cover the plan period to 2036. (This will be ready for the next stage of consultation). The new study will re-examine the quantitative and qualitative need for new comparison and convenience floorspace in the city as well as undertaking a health check of key shopping centres in the city.

The City Centre

13.14 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, 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.

13.15 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. 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 these areas through a series of key projects and reduce the dominance of roads, creating an attractive pedestrian friendly environment. Together these changes are making the city centre an attractive destination for shoppers, visitors, businesses and investors and a great place to live.

13.16 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.

13.17 There has been a big increase in the number of people living in the city centre. There are now approximately 11,5000 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 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.

Shopping

Maintaining a compact and accessible retail centre by:

- Safeguarding the central shopping core as the focus for city centre retail development;
- 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.

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 that appeal to all sections of Leicester's population 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 protecting and where appropriate enhancing the historic environment by encouraging the re-use and improvement of designated and other heritage assets, particularly (although not exclusively) buildings of note, and through the use of heritage-led regeneration within other cultural areas in the city centre.

Offices

Developing an economically prosperous centre through the location of both major and small offices and accommodation for creative industries. Further details are provided in the Economy and CDA chapters

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 CDA uses policy CD03). This includes the need to provide suitable mitigation measures (before development is completed) where the operation of an existing business or community facility in its vicinity could have significant adverse effect on the new development.

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 of Transforming Cities proposals;
- 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; and
- 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 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. 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. 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; and
- Have regard to crime and disorder issues through the regulation of pubs, bars and night clubs.

Central Shopping Core

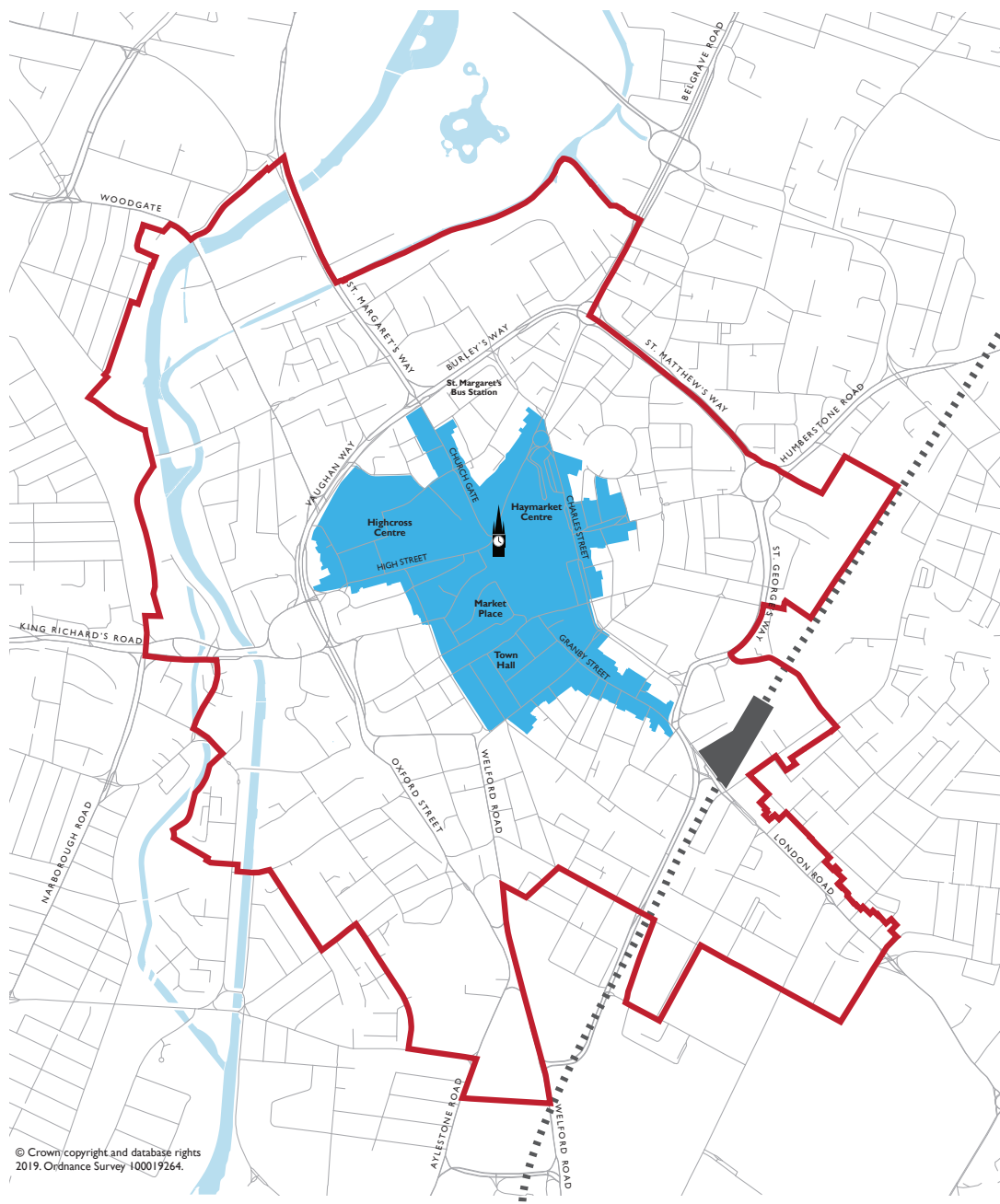
13.18 The central shopping core is the primary shopping area within the city centre where major regional shopping facilities can be found. It will continue to be the focus of city centre retail development in accordance with Policy TCR03. The extent of the central shopping core is shown on Diagram 14 and defined on the Policies Map.

13.19 There is a diverse retail offer within the city centre. 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 square and the surrounding Leicester Lanes. The historic open-air market with its new food hall and Market Square is at the heart of the city centre.

13.20 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. 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. 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.

13.21 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 11. The City centre and Central Shopping Core



Policy TCR04. Central Shopping Core (Primary Shopping Area)

New retail development (classes A1-A5) will continue to be focussed within the central shopping core (primary shopping area) in accordance with Policy TCR03.

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.

In assessing proposals for non-retail uses within the central shopping core 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 shop front is retained;
- d) Whether the proposal would maintain or enhance an active 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 the use is suitable in scale and size for the character of the area;
- i) The quality of the design; and
- j) Whether the proposal would enhance the heritage value of a building or area.

Development which secures the use of upper floors, including residential development will be supported.

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.

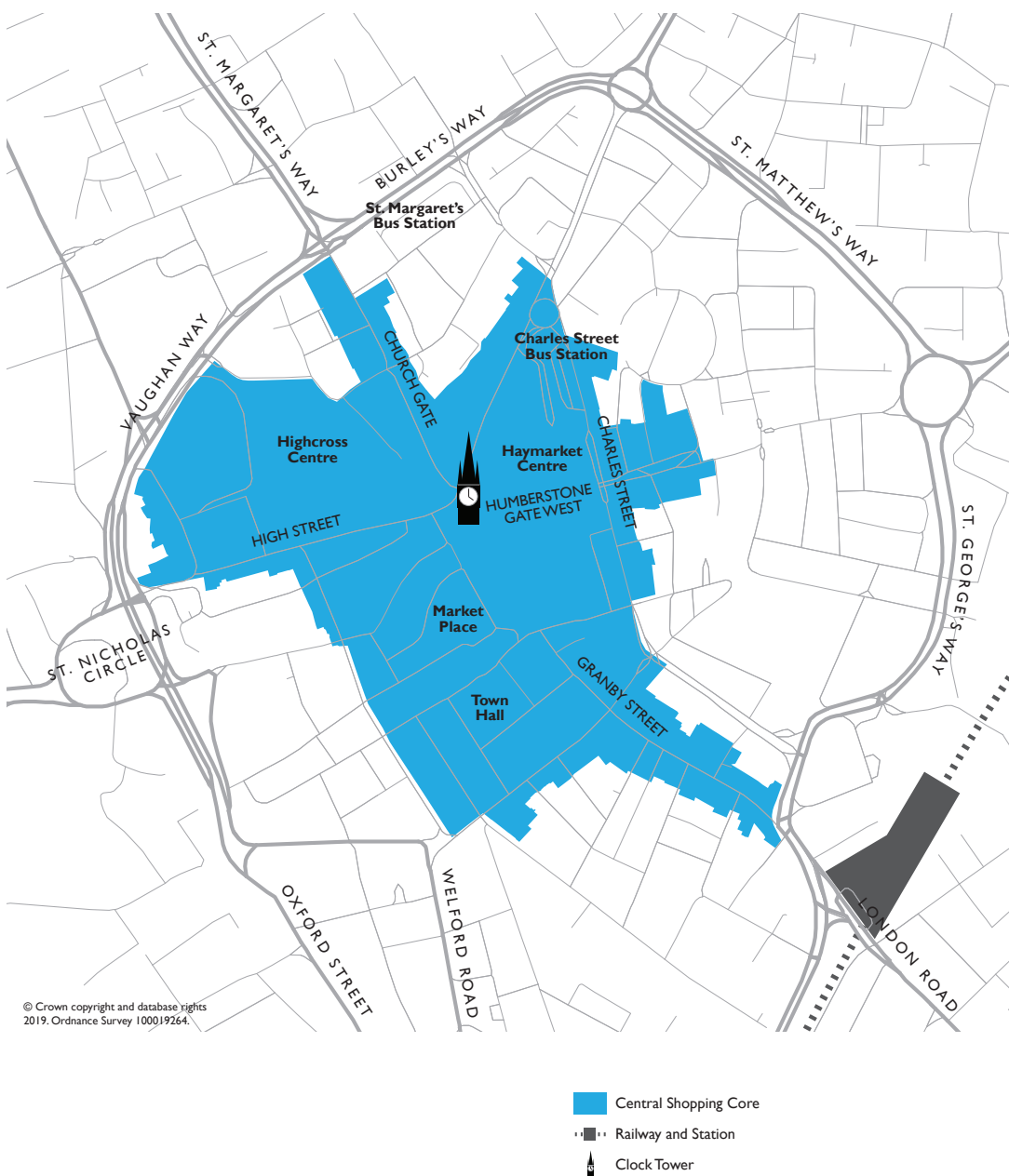
Evening and night time activities

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 through the installation of appropriate mitigation measures to reduce these impacts to an acceptable level.

Retail development outside the central shopping core

The principle of new retail development would be supported outside the central shopping core where it meets the requirements of the sequential test in Policy TCR01 and where necessary impact test in Policy TCR02 and the site is closely linked to the central shopping core in terms of proximity, continuity of function and ease of access by all modes of transport but particularly by foot.

Diagram 12. The Central Shopping Core



Town, District and Local Shopping Centres

13.22 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.

13.23 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. 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. However, it is important that the retail function of a centre that meets people's day to day shopping needs is not undermined by an over concentration of non-A1 uses. Consideration will be given to the balance and function of the centre to ensure that the retail element continues.

13.24 In addition, uses such as amusement arcades, laundrettes, betting shops, saunas and massage parlours, car showrooms and minicab offices which are classed as sui generis are commonly found in centres (and smaller shopping parades). 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 centre or the amenity of nearby residents.



Queens Road

Policy TCR05. Town Centre Uses in Town/ District and Local Shopping Centres

Town centre uses including amusement arcades, launderettes, betting shops, saunas and massage parlours, car showrooms and minicab offices, pay day loan shops uses outside the central shopping core will be focused in the existing and proposed shopping centres shown on the Policies Map.

Proposals elsewhere will be resisted other than those which accord with Policies TCR01 and TCR02.

Proposals for such development and for extensions to shops within these centres will be considered against the following criteria:

- a) Do not prejudice the use of upper floors for residential use;
- b) How 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 and servicing and their impact on pedestrian and high-way safety; and
- d) The diversity of uses on offer and the effect on retail function of the shopping centre.

Food and Drink in Town, District and Local Centres

13.25 Food and drink uses, including hot food takeaways within Leicester's centres, 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.

13.26 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.

13.27 To help maintain a diverse and active shopping street and avoid disturbance to residents it is recommended that normally no more than three class A5 uses (hot food takeaways) should be adjacent to each other in a frontage length and that between groups of A5

uses there should be at least two intervening non A5 uses. In centres with ten or fewer units proposals for food and drink units including hot food takeaways will be assessed on their individual merit.

13.28 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 an A3, A4 or A5 (food and drink facilities) business.

Policy TCR06. Development for Food and Drink Purposes

Food and drink facilities (Use classes A3/A4/A5) will continue to be supported in centres to meet demand and to add vitality and diversity. However, this will be subject to considerations of residential amenity, the effect on the retail function of the centre and the cumulative impact of these uses.

In assessing proposals for food and drink uses account will be taken of the number, distribution and proximity of other food and drink uses, particularly hot food takeaways (including those with unimplemented planning permission) and impact on the vitality and viability of the centre.

Proposals for the use of premises within shopping centres for food and drink purposes will be permitted except where:

- a) The development either individually or cumulatively with existing uses, including other A3, A4 and A5 uses would be likely to prove significantly detrimental to the 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) The applicant has failed to demonstrate that a satisfactory ventilation flue could be provided, that it is effective for purpose, would not cause problems of noise or fumes for the occupiers of nearby properties and would not be detrimental to visual amenity;
- c) A shop front is not retained; or
- d) It would prejudice the use of upper floors for residential use at the application site or adjacent.

Neighbourhood Shopping Parades

13.29 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.

13.30 There are 37 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 shown on the future Policies Map. (see Appendix 3)

Policy TCR07. Neighbourhood Parades

Within neighbourhood parades the following uses will be supported, provided that the use would not result in the neighbourhood parade being unable to meet the day to day needs of the local community, would not be detrimental to the amenity of neighbouring occupiers (either individually or cumulatively) or highway safety:

- a) A1 shops;
- b) A2 Financial and professional services;
- c) A3 Restaurants and cafes;
- d) A4 Drinking establishments;
- e) A5 Hot food Takeaways;
- f) Community facilities;
- g) Medical facilities; and
- h) Residential development, ancillary to the above.

Outside the Defined Shopping Centres

13.31 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.

13.32 There are also a range of out-of-centre retail parks such as St Georges Retail Park, St Margaret's Way (Wolsey St 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. Shopping Development Outside the Defined Shopping Centres

Where proposals for new shopping development and other main town centre uses, including betting offices, pay day loan shops and launderettes, 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) Whether the proposed development is easily accessible by foot, cycle and by public transport; and
- b) Whether significant disturbance is unlikely to be caused to nearby residential areas (the change of use of mid terrace houses will not be acceptable);
- c) The traffic generated by the development will not have a significant detrimental impact on pedestrian and highway safety.

Retail Development not in a Town Centre – Planning Conditions

13.33 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.

13.34 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.

Policy TCR09. Planning Conditions: Retail development outside of a defined centre

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. Conditions may also be necessary to prevent the development being subdivided into smaller units and to prevent the future addition of mezzanine floors.



Chapter 13: Town Centre and Retail





Chapter 14

Open Space, Sports and Recreation



Abbey Park



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);
- Playing Pitch Strategy Assessment Report (2017), and Action Plan (2017); and
- Allotment Strategy (2015 – 2020);

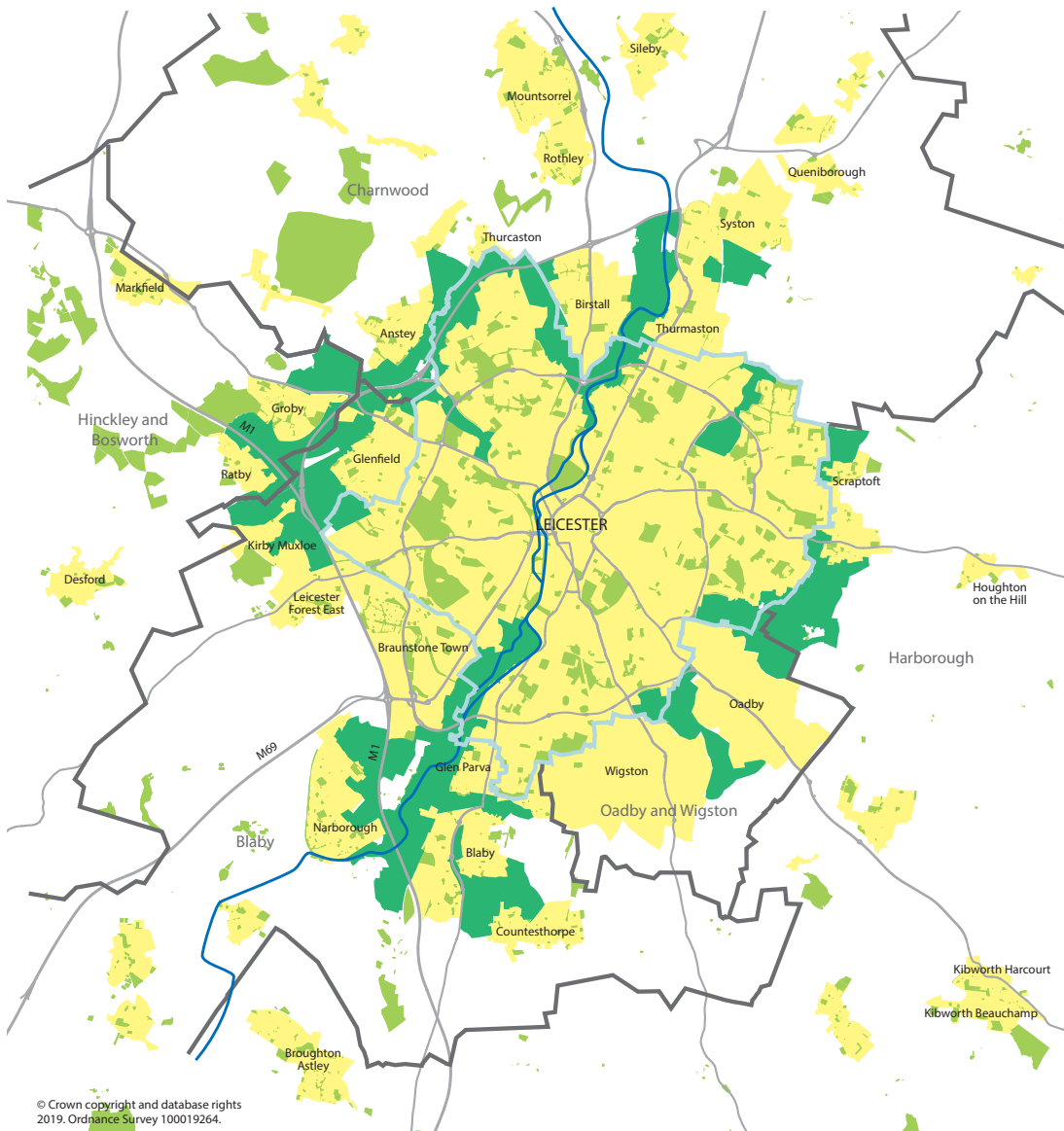
Background

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. They are also valuable for wildlife and provide important functions in relation to climate change, such as flood storage, improving water quality and reducing 'heat island' effects. They are an important part of the landscape setting for the built environment and in achieving sustainable development.

14.4 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.

Diagram 15: Open Space Network, Leicester Urban Area



- Green Wedge
- Open Space
- River/canal
- Leicester City Administrative Boundary
- District Council Boundaries

Green Wedges

14.5 Green wedges are extensive areas of predominantly open and green land. They enter towards the city centre from the edge of the city. 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.

14.6 The extent of the previously defined green wedges can be seen in diagram 15 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); and
- Providing a recreational resource (including publicly accessible informal and formal recreation facilities).

14.7 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.

14.8 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. 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 predominately open and undeveloped nature of the land is retained. 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, guide development form, provide a green lung into urban areas, and act as a recreational resource.

Development in Green Wedges will be permitted where:

- a) It retains the predominately open and undeveloped character of the green wedge;
- b) The proposal relates to agriculture, horticulture, forestry, nature reserves, allotments, burial grounds, low impact waste uses, outdoor sports, leisure, or recreation facilities including school playing fields, footpaths, cycleways and bridleways;
- c) It provides a high quality of boundary and frontage treatment;
- d) It retains, enhances or creates additional open space networks between the countryside and within the urban areas; and
- e) It retains or enhances public access to and within green wedges.

Open Spaces

14.9 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.

14.10 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 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 cemeteries. 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.

14.11 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.



Victoria Park

Policy OSSR02. Development of Open Spaces

Development of open space, as shown on the future policies map, will be permitted if the open space is:

- a) Surplus to requirements in relation to its current open space typology, taking into consideration the quantity, quality and accessibility of existing open spaces; and in addition:
- b) 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, or ancillary development associated with the open space, the needs for which outweigh the loss of the current or former use.

Policy OSSR03. Open Space in New Development

- a) New development proposals 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. 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) 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 and improved amenity; and
- e) Where development lies adjacent to the open space network, the proposal should be designed and positioned to facilitate wildlife migration and good design.

Open Space in New Development

14.12 The amount of open space required should meet the needs and priorities in the local area, as defined by the 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.

14.13 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.

Local Green Space

14.15 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 (2019) and should be consistent with the planning of sustainable development, and complement investment in homes, jobs and other essential services.

Sports provision

14.16 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). Types of sports considered include football, rugby, cricket, tennis, hockey and bowls, all of which require appropriate playing pitches throughout the season.

14.17 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.

14.18 The City Council intends to protect, enhance and provide sporting facilities within the city in line with its program to enhance built facilities and the adopted Playing Pitch Strategy and Action Plan. In addition the cross boundary implications of growth will be taken into account through to Duty to Co-operate dialogue and consultations.

Policy OSSR04. Existing Playing Pitches

Existing playing pitches will be protected from development for other use unless it can be clearly demonstrated that:

- a) The site is surplus to requirements; or
- b) Equivalent or better facilities, in terms of quantity and/or quality will be provided in a suitable location; or
- c) The development is for alternative sports and recreation provision, the needs of which outweigh the loss; and
- d) The proposal is consistent with or does not conflict with the delivery of the 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;
- b) The amenity of nearby residents is protected, including from the use (e.g. traffic and parking) and associated floodlighting; and
- c) The proposal is consistent or does not conflict with the delivery of the 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; or
- b) There are overriding community, amenity and environmental benefits deriving from an out of centre location; and
- c) Residential amenity is not unreasonably affected.



Game of Rugby

Leicester's Waterways

14.19 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 value for leisure, recreation, connecting open spaces, biodiversity, flood management, transportation and tourism.

14.20 Development within the waterway corridors has an opportunity to harness the potential of the waterway to provide a positive and attractive environment for business, 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.

14.21 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.

Policy OSSR07. Waterways

Development within the waterway corridors will be permitted taking into account the following objectives:

- a) Realise the potential of the proximity of waterways to maximise the regeneration benefits of the site;
- b) Reflect the character variations in the waterways, in terms of use, location and design;
- c) Complement and enhance the architectural quality of the waterside, particularly in regard to historic assets;
- d) Protect, maintain and enhance the nature conservation value of the waterway corridors;
- e) Protect, maintain and enhance the sustainable drainage functions of the waterway corridors;
- f) Take opportunities to enhance the recreation and leisure roles of the waterway corridors;
- g) Maintain, enhance, and create safe and publicly accessible routes to, along and adjacent to waterways, which are suitable for walking and cycling;
- h) Improve surveillance of the waterway, including appropriate orientation, design, lighting and outlook;
- i) Provide safe, secure and accessible mooring and boating facilities, where possible and appropriate;
- j) Design to allow for flood management, access for maintenance, landscaping and emergency work, as required; and
- k) Not have an adverse impact on the structural integrity of the waterway.



Chapter 14: Open Space, Sports and Recreation





Chapter 15

The Natural Environment



Grand Union Canal



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 (2011 - 21);
- Biodiversity Action Plan (2020 - 2030) - Under Preparation
- Green Infrastructure Strategy (2015-2025); and
- Tree Strategy (2018 - 2023).

Background

15.2 Leicester's ecology and geology are diverse and interesting and is comparatively high due to the complexity and diversity of its urban habitats, rocks and soils. The mix of grasslands, wetlands and woodlands together with post-industrial brownfield sites, former quarries, soils, gardens and even built structures provide habitat niches for a wide range of species. The council will continue to work with partners, including neighbouring local authorities, Natural England, and Local Wildlife Trusts, to consider how best to improve and optimise the benefits of Leicester's ecology and geology.

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 Reserve (LNR) or Local Wildlife Site (LWS) to afford them additional protection and enhancement opportunities. These sites will be maintained, protected and enhanced, wherever possible.

15.4 The boundaries of all locally designated sites are defined on the policies map. It is recognised that ecological value of sites 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 protected.

Protected and Priority Species and Habitats

15.5 Protected and priority habitats and species are identified as under threat of extinction and having suffered severe decline. Some habitat types 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, field ponds, hedgerows, meadows and woodland that support rare and vulnerable species. The council will seek to conserve and enhance such areas and the species they support to increase the green network across Leicester where possible. This will help facilitate dispersal of wildlife by planning effective corridors and routes.

Strategy

15.6 The council expects development to protect, maintain and enhance biodiversity. A mitigation hierarchy will be used to consider the impacts on biodiversity. Steps must first be taken to avoid any likely significant impact 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 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.

15.7 It is anticipated that policies will need to be reviewed following changes in government legislation on biodiversity.

Policy NE01. Protecting designated sites, priority species and priority habitats

For proposals affecting nationally or locally designated sites, 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; and
- 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.

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.

Biodiversity Gain

15.8 To help support the city's ambition to deliver an overall environmental net gain, the council will expect proposals to achieve biodiversity net gain, wherever possible.

15.9 All major development proposals will be expected to adhere to the following principles:

- Development should seek to provide a net gain in biodiversity;
- Biodiversity should be incorporated into the built design at an early stage;
- Enhancements should seek to contribute to Leicester's Biodiversity Action Plan objectives and subsequent updates;
- Enhancements should add to 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 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 being provided as part of biodiversity compensation and enhancement measures; and
- Management Plans and long-term funding must both be in place to ensure enhancements are sustainable and result in a lasting benefit to biodiversity;

15.10 Wherever possible and appropriate, minor development proposals will be encouraged to provide biodiversity net gains which can also support the wider benefits associated with green infrastructure such as improved air, soil and water quality and managing flood risk.

Policy NE02. Biodiversity Gain

Major developments will be permitted where:

- a) An overall net gain in biodiversity commensurate with the size and scale of development, has been sought;
- b) The design of the new development, including landscape, enhances retained habitats and provides new areas and opportunities for wildlife, 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.

Green Infrastructure

15.11 Leicester's green infrastructure network helps to support wildlife move around the city and delivers multiple environmental and health benefits. 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 infrastructure.

15.12 Proposals should consider opportunities to incorporate and connect to green 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 GI plans the functions associated with the use should be maximised to achieve maximum ecosystem services, including natural and semi-natural habitats, where appropriate.

Policy NE03. Green Infrastructure

Development proposals should:

- a) Integrate green 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 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 infrastructure across and around the site, and to the wider green infrastructure network; and
- d) Agree the long-term maintenance and management of green infrastructure, with the council, at an early stage.

Ancient Woodland and Veteran Trees

15.13 Ancient woodland and veteran trees in Leicester are comparatively rare, but they are both recognised as an irreplaceable resource as discussed in tree strategy that cannot be replicated 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 site to avoid loss in line with the council's tree strategy.

Policy NE04. Ancient Woodland and Veteran Trees

Development resulting in the loss of, or harm to, ancient woodland, and ancient or veteran trees, will not normally be permitted except:

- a) Where 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.



Chapter 15 : The Natural Environment



Chapter 16 Transportation



Cycle Lane at Welford Place

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.

Midlands Connect Strategy (2017);
Transforming Cities Bid (Pending outcome);
Strategic Transport Statement (2019) – Due for consultation February 2020;
Local Transport Plan 3 (2011-26) / LTP4 - Under Preparation;
Air Quality Action Plan (2015 to 2026);
Strategic Growth Plan (2018);
How can the infrastructure to support the growth in the Local Plan be delivered? (infrastructure and viability assessment) (2020)
Economic Action Plan (2017);
Cycle City Action Plan (2015 – 2024);
Leicester Cycling and Walking Improvement Plan (2019);
Joint Health and Wellbeing Strategy and Action Plan (2019); and
Leicester and Leicestershire Rail Strategy (2017).

Background

16.2 A sustainable, well connected and reliable transport system is vital to achieve the city's ambitions to address climate change as well as improve air quality and therefore people's health. This is equally important and central to the delivery of economic and housing growth in the Leicester Urban Area and the wider sub-region. Good town planning and good transport planning go hand in hand and this Local Plan draws on current and emerging transport strategies outlined in this section.

16.3 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.

Transport Strategy for Leicester

16.4 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. Within Leicester, 25% of all car journeys are under 2km, the average trip in Leicester is 5km and some 93% of Leicester's households are within 400 m of a bus stop mostly linking to the city centre. 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.

16.5 Encouraging a shift towards clean low emission buses and cars alongside a change to more sustainable transport modes, will support climate change, air quality and health objectives.

16.6 The 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 other relevant strategies and plans that promote sustainable and clean transport, are embedded within the policies and proposals of the plan. This will help to ensure that new development is well located and integrated with sustainable transport modes, promotes 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.

16.7 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

The regional transport strategy context has been established through the 'Midlands Connect Strategy – powering the Midlands engine' published in March 2017. This identifies key long-term priorities for regional level transport investment, supporting the economic development of Leicester and Leicestershire including:

- Investment in electrification and rolling stock for the Midland Mainline;
- Improved East – West rail links between Leicester and Coventry/Birmingham;
- Proposed 'classic-compatible' rail connections between the Midland Mainline and HS2, North of Leicester at Toton; and
- Improvements along the A46 corridor.

Transport for East Midlands

16.8 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 investment priorities for the East Midlands:

- Making the most of HS2;
- A Midland Mainline fit for the 21st Century;
- Improving access to East Midlands Airport;
- A46 Growth Corridor and Newark;
- A5 Growth Corridor; and
- Transforming East – West Connectivity.

Local Transport Policy Context

16.9 A new city Local Transport Plan is under preparation and will provide a renewed context for the submission stage of the Local Plan with a strong focus on promoting the use of public transport, walking & cycling, low emission and smarter travel. This will build on the recent Transforming Cities programme developed to secure DfT funding for sustainable transport infrastructure. A conceptual transport strategy for the city emerging from this work is shown on diagram 16. This identifies the need to build on the council's Connecting Leicester strategy 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 'Green Growth' corridors; park and ride enhancements including electrific buses; and smart travel initiatives including integrated bus ticketing.

16.10 The emerging strategy will focus on making better use of existing, and developing new infrastructure to support sustainable travel between existing neighbourhoods, but also new ones in the city centre and adjacent regeneration areas and also in the major developments that will extend the Leicester Urban Area.

16.11 The council will be consulting on a workplace parking levy aimed at tackling congestion alongside improving air quality and addressing climate change challenges. Proposals will be detailed in the forthcoming local transport plan.

Air Quality

16.12 To address the issues of air pollution, Leicester City Council adopted an Air Quality Action Plan covering the period 2015 to 2026 which set a strategic approach for improving air quality in Leicester. A series of priority interventions, focussed on sustainable transport, cycling and walking and clean transport modes, have been delivered aimed at bringing levels of pollution 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.

16.13 Whilst significant air quality improvements have been seen in recent years, like most other UK cities, Leicester currently exceeds the EU target of 40µg/m³ for nitrogen dioxide (NO₂). This is specifically focussed on sections of its inner and outer ring roads. In 2018 the Secretary of State for the Environment directed the council to ensure the EU NO₂ target was reached in the shortest possible time. A business case is being developed which will consider a combination of potential measures focused on the inner ring road that would enable compliance with targets by 2022. This is likely to focus on converting polluting buses & taxis into low emission vehicles.

16.14 In 2020 an EU target for particulate matter of 2.5 microns (PM_{2.5}) and below will be introduced and the Government's Clean Air Strategy 2019, pledges to set more stringent

air quality standards through the Environment Bill, details of which have been delayed due to Brexit.

16.15 The council's emerging transport strategy will seek to progressively improve air quality below EU targets.

Buses

16.16 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. The new Local Transport Plan will include a Bus Strategy, which will describe the measures needed to increase bus patronage in and around the city. These will include fast, frequent bus corridors, as well as integrated ticketing, improved interchanges, improved reliability, promotion and information provision.

16.17 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 day-time, albeit services are delayed by peak hour congestion, but less so during evenings and on Sundays.

16.18 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 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, located on the periphery of the City centre, to improve cross city movements and also support orbital travel.

16.19 A Strategic Outline Business Case has recently been submitted, for funding as part of the DfT's Transforming Cities Fund, tranche 2 (TCF2)

This seeks to:

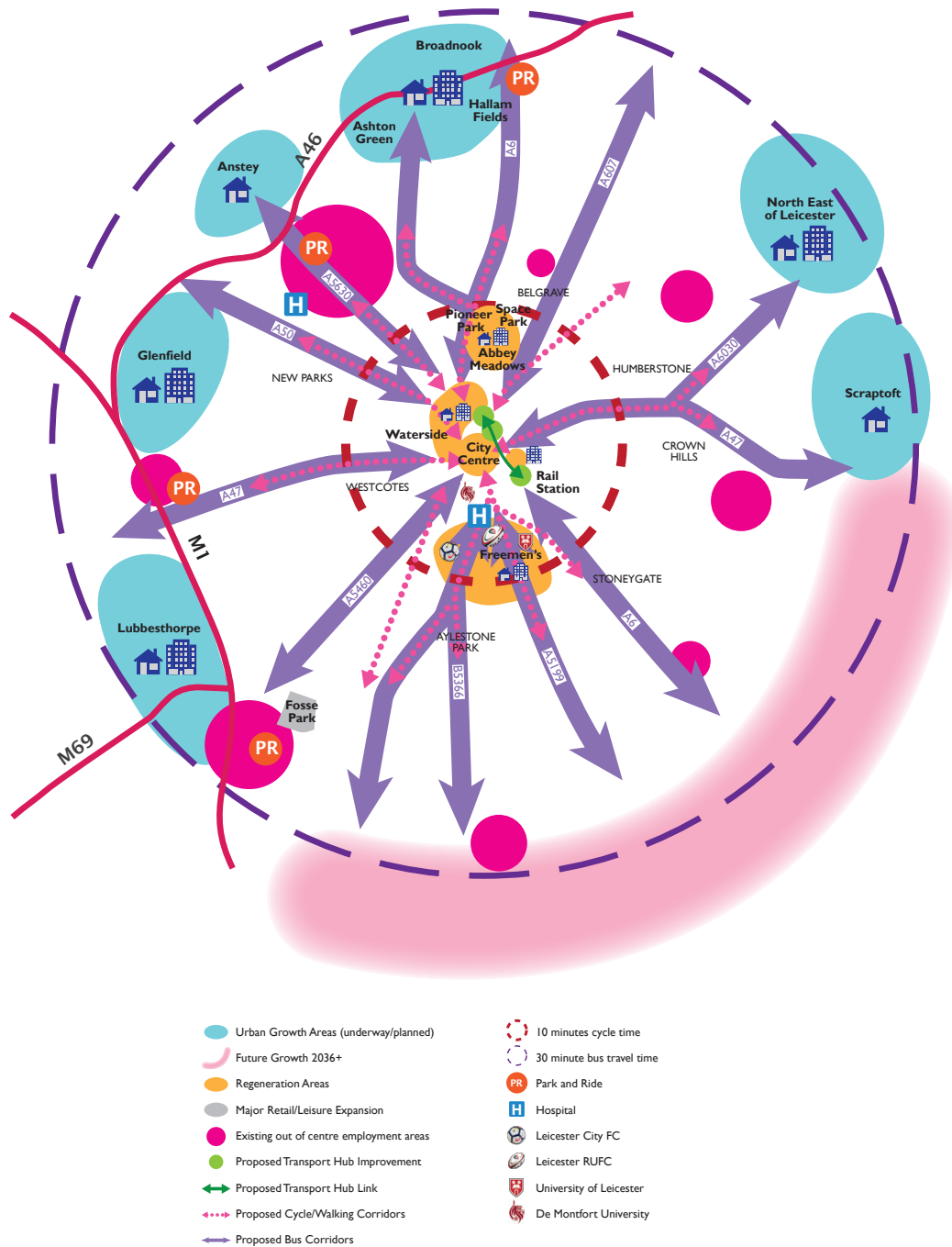
- Transform public transport provision through investment in bus priority measures and complementary walking and cycling improvements on key radial corridors serving new development to the north west of the city.
- Improve and better connect city centre transport interchanges.
- Provide a smarter transport network.

16.20 The Bus Services Act (2017), provides local authorities with opportunities to consider how bus services operate to best effect in their area. In Leicester it has been agreed that the best approach will be to develop a formal Bus Alliance under the Bus Services Act, that will maximise the benefits that will accrue from the proposed transport investment from TCF2.

16.21 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 16: The Transport Strategy



Walking & Cycling

16.22 Encouraging walking and cycling through new infrastructure and behavioural change initiatives can play a key role in delivering modal shift over shorter journeys, helping to reduce vehicle emissions and contributing towards healthier lifestyles. Well designed improvements can 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

16.23 Cycling can improve accessibility to sites that do not have a frequent public transport service, can be quicker than travelling by car and has obvious health & air quality benefits.

16.24 The council's Cycle City Action Plan (2015-2024) sets out the council's current strategy for delivering cycling improvements.

16.25 The Action Plan includes the following actions:

- Develop an infrastructure network of high quality, continuous cycle tracks along main road routes;
- Extensive offer of cycle training for children and adults of all abilities;
- Year round promotions of everyday cycling for all neighbourhoods and communities;
- Engagement programmes with business, community, advocate and social groups supporting cycling sector;
- Improvements to signage and wayfinding; and
- Seek to secure from new developments the provision of new cycle routes, as well as appropriate (secure and covered) cycle parking facilities, particularly at key locations such as shopping areas, employment and transport interchanges.

16.26 The council's ongoing Connecting Leicester programme has seen substantial investment in public and sustainable transport amounting to over £100m. This has included extensive new 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 32% increase in cycling between 2012-2017.

However, there remain:

- Unattractive/weak cycling links for people, particularly within a relatively short (10-minute) ride of the city centre;
- Insufficient cycling links targeting employment zones outside the city centre; and
- Inadequate secure cycle parking provision, around transport hubs and strategic locations.

16.27 The Council's Transforming Cities programme includes provision of proposed new high quality segregated cycleways on key commuter radial routes and delivery of a comprehensive bike share scheme for the city centre area. The bike share scheme will be launched in 2020 and will improve connectivity within the City centre, offering bus, car and rail users new opportunities to extend or complete their trips by bike.

16.28 The City Council will support development proposals which can provide new or improved cycle routes and links to the existing/proposed cycle network. Developments will also be expected to provide appropriate cycle parking and support for the bike share scheme.

Walking

16.29 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.

16.30 The Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP) which defines the cycling and walking network of Leicester, as well as setting out aspirations for future provision of cycling and walking infrastructure. The Transforming Cities Programme will support the provision of new and improved walking routes for commuters, alongside behavioural change initiatives through the DfT's Access Fund.

16.31 The Local Plan will provide a positive planning policy framework for the provision and improvement of walking facilities as part of new developments, alongside providing accessibility and connectivity opportunities, such as the provision of wider footways and/or formal crossing facilities, where an increase in pedestrian movements are expected.

16.32 Local Plan policies support the needs of everyone in the community including the needs of people with disabilities and the elderly.

Street Design Guide

16.33 The council is due to publish a Street Design Guide to guide the improvement and provision of new road space in the city. This will set out clear guidance on how cycling, walking and bus priority can be achieved on relevant streets and will also consider accessibility for all in new street design. It will support the design of major new developments to ensure a balanced hierarchy of streets and spaces.

Rail

16.34 Rail can often be the preferred mode of travel over longer distances as it can offer a convenient, quick, reliable and comfortable option. Rail usage at Leicester has grown by 4.8m (2012) to 5.4m (2017). Making sure that there is capacity for continued growth in travel by rail for both local and longer distances, remains a challenge.

16.35 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 and Birmingham and direct connection to the HS2 line to the south of Toton. The rail strategy also suggests that an hourly service to Manchester could be feasible. 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.

16.36 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 transport integration (with bus/cycle/taxi/pedestrian) 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 the efficiency of modal interchange.

16.37 The Council's vision and proposals for Leicester Rail Station set out in the Central Development Area chapter of this plan, is focussed on delivery of 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

16.38 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.

16.39 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. An additional new facility is therefore proposed at Beaumont Leys centre. The Transforming Cities programme aims to convert all park & ride bus services to electric vehicles, which is expected to deliver cleaner transport, with improved frequency.

16.40 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

Roads

16.41 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.

16.42 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.

16.43 Major infrastructure improvements have been identified within the Midlands Connect Strategy which will support proposed development to the South and East of Leicester in the period 2031 to 2050. A new link road, the A46 Expressway, to the south and east of Leicester would be required that will connect the M1 to the south-west and A46 to the north-east of Leicester. This proposed extensive transport infrastructure scheme would be required to facilitate future jobs and housing. No decisions have been made about its route, which will be subject to further extensive development work and consultation. Connecting infrastructure will also be required into city radial transport corridors. Other key road projects, potentially include improving the current A46 to expressway standard.

Freight Movement



Peacock Lane / New Street

16.44 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.

16.45 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 9,000m²). However, pressure remains within the wider Leicester area for large scale B8 (distribution) which will generate significant freight movements within Leicester.

Smart Transport

16.46 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.

16.47 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.

16.48 Over the plan period the council expects smart technologies such as Smart Highways, Mobility as a Service (MaaS), driverless vehicles 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.

16.49 A key opportunities for implementing smart transport technology will be within the Central Development Area. 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.

16.50 The introduction of bike share in the city centre will be 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 PRS housing. The SPD on 'parking standards' will set out the requirements for electric charging points to be provided in all uses, to support 'e' car clubs.

Policy T01. Sustainable Transport Network

The Council will continue to work closely with partners, to deliver shared plans that proactively support development of a sustainable transport network for the City.

Development will be supported where it promotes sustainable transport by ensuring:

- walking, cycling, bus and rail are prioritised and development is fully integrated with relevant networks and new infrastructure being developed for these transport modes;
- proactive measures are put in place to help address climate change and deliver improved air quality, through low emission transport solutions;
- safety of all highway users is a primary consideration;
- the design of new highway infrastructure fully takes into account accessibility for all potential users, including those with limited mobility and the elderly;
- opportunities to support healthy living are promoted;
- the streetscape and public realm design, create high quality places;
- transport technologies that support sustainable transport objectives are supported.



Former Great Central Station

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:

- deliver against the council's climate change targets and commitments (to be established, following current climate emergency consultation)
- ensure air quality in Leicester substantially improves upon the current European NO₂ targets and delivers against emerging PM_{2.5} commitments. Major development proposals will be expected to take account of future supplementary planning guidance on air quality.

This will be achieved by:

- prioritising sustainable modes of transport including cycling, walking and public transport;
- supporting the implementation of Clear Air Zones;
- increasing the uptake of low emission vehicles by requiring new development to make provision for electric and low emission vehicles
- Requiring all major developments located close or within the Air Quality Management Areas (AQMA) through an air quality impact assessment is required to: -
 - demonstrate that there is not an unacceptably detrimental effect on air quality
 - assessing its relationship to the Air Quality Management Area and
 - meeting 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.

(Policy DQP01 sets on design principles for 'Movement and Connections' of new development proposals. The council's new Street Design Guide will provide further detailed design advice).

This will be achieved by ensuring that: -

Pedestrians and People with limited mobility.

- a) the needs of pedestrians, the elderly and people with disabilities have been properly considered and incorporated in any scheme design and layout;
- b) all new and improved routes are high quality, convenient, safe and well connected with the existing routes and streets;
- c) support is provided for active travel behaviour initiatives as appropriate

Cycling

- d) all new and improved routes are high quality, convenient, safe and well connected with the existing/proposed cycle route network and streets;
- e) adequate cycle parking is provided, including secure cycling parking and bike share infrastructure as appropriate;
- f) new or improved cycle routes are designed to avoid conflict with pedestrians, motorists and other road users;
- g) support is provided for active travel behaviour initiatives as appropriate;

Buses

- h) new bus routes/priority measures and connections with the existing bus network are provided and are well integrated into new development schemes as appropriate;
- i) new development is designed and located so that occupiers are within close walking distance (400m) to existing or proposed frequent bus;
- j) support is provided for active travel behaviour initiatives as appropriate;
- k) bus hubs are well integrated with walking and cycling networks and appropriate cycle parking provision is made

Rail

- l) development in the Rail Station area is well connected by walking, cycling, and bus infrastructure.

- m) development of the Rail station site makes provision for high quality integration with walking, cycling and bus networks and appropriate secure cycle parking provision is made.
- n) development does not prejudice the implementation of future rail infrastructure at Knighton Junction, Syston Junction and Wigston Junction.

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.

Policy T05. Freight

To ensure 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 for all commercial vehicles;
- b) Encouraging the efficient and sustainable movement of freight including by alternative methods beyond traditional road-based transport where possible.

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 British Waterways. 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.

Policy T06. Highways Infrastructure

The Council will require the transport impact of development to be mitigated through the following provisions: -

- a) The prioritisation of sustainable transport infrastructure supporting relevant walking, cycling, bus and rail improvements.
- 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.

Parking

Introduction

16.51 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.

16.52 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 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 and 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.

16.53 There are two key provisions of parking which are considered below. The first is a) parking associated with new development and secondly b) the development of new multi-storey, surface level and on-street parking, that is not associated with a development scheme.

A) Parking Associated With New Development

16.54 The City Council will (by Submission Stage – Regulation 19) be preparing a new Supplementary Planning Document on “Parking Standards” which will cover requirements for parking levels, associated with all types of new development (by each use class).

16.55 A specific approach will be provided for:-

- **Residential development**
- It is recognised that there is a need to provide adequate parking at home. People want to own a car, (even though they may not use it for many of their journeys) and a restrictive approach to parking at home can be counterproductive, if it just moves parking pressure elsewhere.
- Individually designated spaces per property are preferable, with a more positive approach to providing for adequate visitor parking and by using more shared visitor spaces.
- **Commercial (non-residential development);**
- **Different types of parking provision, including:-**
 - Car; Powered 2-wheeler; Cycle; Disabled (blue badge); & specific ‘Sustainable’ provision. This needs to include spaces for electric /low emission cars; car and bike sharing (clubs & hubs); and the provision of charging points;
- **The size of parking spaces, which need to be appropriate for use:-**
 - For example, commercial vehicles; or coaches;
 - Cars are also now much bigger and no longer fit into (older), smaller garages/ parking spaces;
 - Some shops now provide wider parent & child spaces;
- **The increased use of Travel plans;**
 - These are a measurable and reviewable strategy, which enable individuals and companies (or a group of companies in a specific area) to encourage and implement a more sustainable approach to their patterns of travel, which is adopted and monitored accordingly;

16.56 Getting the amount of parking with development right is important, to avoid the council having to address parking issues in the future. Where insufficient parking has been

provided with a development, it can have a knock-on impact on the surrounding uses and can result in congestion and unauthorised on street parking. The City Council has powers under separate legislation, to implement parking restrictions, such as yellow lines prohibiting, or restricting timing of parking (Traffic Regulation Orders); and Residents Parking Schemes, which are all means of controlling this impact and can be considered as part of development proposals.

B) Parking NOT Associated With New Development

16.57 Currently, over 12,000 public parking spaces are provided within the City centre. The City Council will (by Submission Stage – Regulation 19) be preparing an updated Supplementary Planning Document (SPD) on “City centre Parking”.

16.58 In general, the previous (2011) “City centre Parking” SPD, showed that there were more ‘available spaces’, (i.e. that were not in use between 8am and 9am), in the northern part of the City centre (north of Humberstone Gate/ High Street), than in the south and that these were generally cheaper to use.

16.59 The following considerations will form part of the future SPD. A specific approach will be provided for parking NOT associated with new development in:-

i) The City centre

16.60 The City centre needs to provide more sustainable modes of transport for work, shopping, leisure, tourism and increasingly, for homes. The number of car parking spaces provided, which are not associated with development can substantially undermine the use of more sustainable modes of transport. Different types of parking, including sustainable parking provision are required, as listed in section a) above.

16.61 The different physical forms of parking provision include:-

- Multi storey
- Surface
- On street

16.61 The lease options vary between

- public; private; and contract use (pre-let by use of a weekly/monthly/annual contract)
- Long or short stay

16.62 The quality, form, location, price, lease, type and mix of parking need to be adequately considered:-

- There are currently too many poor-quality car parks, which can have a detrimental visual impact and are more likely to be underused, particularly if they are perceived as unsafe.;
- In addition, they may be poorly located, or the wrong form of car parking spaces, which also tend to be used less;
- The alternative use of these car parks could often provide more benefits from their regeneration/redevelopment;

- These sites need to be consolidated and even replaced by high quality and well-designed parking spaces, often of a different form. This also depends on the level of demand and the existing type and amount of provision in that vicinity;
- In addition to the quality, the price charged for parking, can also significantly affect the level of use. For example, some sites currently charge 6 times the price, per day of others;
- Except for the Council run car parks, the price charged is usually outside the control of the City Council, (as the majority of the land currently used for parking, is owned by private companies);

ii) Outside the City centre

a) Large scale (see policy below)

16.63 Large scale and multi-storey car parks need to demonstrate that they will be serving existing; or future; or replacement demand (that is being removed elsewhere in the City, which is still required);

- Recently approved examples are multi storeys approved at Tigers and the Freemans Common Student Development.

b) New Neighbourhood parking

16.64 There are an increasing number of requests for additional car parks, within existing estates, (often relatively small) where insufficient parking has previously been provided with the original development, (usually due to the age of the development) and this is now having a knock-on impact on the surrounding uses/occupants.

Policy T07. Car Parking

A) Parking Associated With New Development

The level of parking provided should be in accordance with the standards set out in the Supplementary Planning Document on “Parking Standards”, (which will be prepared by Submission Stage – Regulation 19), taking into account the criteria set out in section C) below

B) Parking NOT Associated With New Development

i) All New Parking

- Needs to take into account the criteria set out in section C) below.
- Where new provision can be justified, using the criteria in section C) below, the aim for all new parking, is to consolidate and make more efficient use of existing parking; to minimise environmental impacts, by replacing parking of an inappropriate form, poor quality, poorly designed, or poorly located provision, with good quality, well-designed and well-located parking, of a more appropriate form, whilst improving the cityscape and environment;
- Parking provision should not compromise residential amenity or highway safety;

ii) City centre

In the City centre, in addition, the following criteria also apply:-

- In the City centre any additional parking will only be considered where it is associated with new development, unless it is supported by the Supplementary Planning Document on “City centre Parking” (which will be prepared by Submission Stage – Regulation 19);
- When providing over 100 new spaces, it will need to be demonstrated that a strong economic and environmental case can be made;
- All new provision will need to be well integrated with the wider strategies for planning and transport, such as CO₂/NO₂ reduction and city centre management, support an efficient and effective transport system and should support the use of Low Emission vehicles.
- Planning applications for new multi storey car parks should also address both internal and external lighting, security and potential noise impacts

iii) Outside the City centre

- Large scale and multi-storey car parks (above 100 spaces, in size), will only be considered, where it can be demonstrated that they will be serving existing, future, or replacement demand;

- C) Criteria - for all new parking, whether associated with new development or not It needs to be demonstrated, how the following criteria have been taken into account:-
- a) the effects on existing traffic and anticipated levels of car use.
 - b) how accessible the development is by public transport, walking and cycling and a level of parking provision which encourages modal shift away from the car through travel plans.
 - c) the consequences of under or over provision, in the particular location.
 - d) the parking demand of the existing land use.
 - e) the development's location in terms of the class (ie dimensions)of the surrounding road network.
 - f) the relationship to other uses nearby.
 - g) patterns of working hours, or hours of use.
 - h) the impact of under provision of car parking, at both designated and undesignated heritage assets, particularly where provision cannot physically be accommodated without detriment to the setting of the building, appearance or character of the area.
 - i) the availability, accessibility of existing or alternative car parking provision, including a parking survey, which confirms how much legal parking is available within 350m of the site (including public car parking, on street parking restrictions and resident's parking schemes) and the level of existing use of those spaces.

Additional criteria for all "MAJOR" Planning applications (as defined by planning legislation):-

- j) a Transport Statement or Assessment, will need to be submitted, (which takes into account,highway accident data) and demonstrates that the above criteria can be met;
- k) a Parking Management Plan will need to be submitted, which sets out how the proposal would be managed;;
- l) new parking needs to provide opportunities to minimise its environmental footprint, by enhancing SuDS including the use of permeable paving, water storage, filter systems, tree planting and water quality improvement;
- m) car parks over 100 spaces, need to submit an air quality impact assessment, that accords with Policy T02, to demonstrate that there is not an unacceptably detrimental effect on air quality.

Policy T08. Supporting Low Emission Vehicles

To support Leicester's Air Quality and Sustainability Action Plans the use of low emission vehicles will be supported by seeking the provision of:

- a) Electric vehicle charging points in at least 5% of all parking spaces; and
- b) Additional ducting and cabling that will allow 25% of parking spaces to have electric vehicle charging points to be installed at a future date.
- c) Electric vehicle car clubs in city centre new residential development.



Chapter 17

Future Minerals and Waste Needs



Gypsum Close Recycling Centre



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).

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 and have commissioned work to determine future waste and mineral needs.

Waste

17.4 Leicester City Council processes nearly all of its municipal waste at the Bursom Recycling Centre, at the Wanlip Anaerobic Digester or other private facilities. It is expected that the amount of waste produced in Leicester will 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 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.

17.5 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.

17.6 There are also other waste types, notably commercial and industrial waste, construction and demolition 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

17.7 Planning for minerals extraction is of great importance at a national level, because

aggregates are required for construction and the provision of infrastructure. Leicester City Council has not previously produced its own minerals 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.

17.8 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

17.9 Leicester City Council will continue to meet the existing requirements as defined by the adopted Waste Development Framework (WDF) until a replacement Waste 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.

17.10 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.

17.11 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 licenses 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 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;
- 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 historical environment and residential amenity can be adequately mitigated in line with policies regarding these matters within this plan;
- f) The site will be adequately screened to minimise any visual impact;
- 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; and
- 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.

Where the use is temporary, a strategy will be required defining what steps will be taken once the use has stopped to either:

- j) Allow the site to be redeveloped or regenerated; or
- 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 that any impact to residential amenity can be satisfactorily mitigated; and
- 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; and
- g) The total of waste throughput per annum.

Policy FMWN03. Managing Leicester's Minerals Resources

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; and
- 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; and
 - 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 it 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:

- a) Whether there is an exceptional overriding need for the development, which outweighs the value of the mineral resource;
- b) The potential impact of development on the environment, local communities and other neighbouring uses; and
- c) The views of the mineral planning authority on the risk of preventing minerals extraction.

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;
- d) The site is adequately screened using both fencing and landscaping;
- e) Any materials stored on site are not stored at a height which causes a visual obstruction; and
- f) Methods are implemented to prevent dust and other particulate matter leaving the site in an uncontrolled manner.



Chapter 18 Development and Infrastructure



Belgrave Road towards the City Centre

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? (infrastructure and viability assessment) (2020);
- Strategic Growth Plan (2018); and

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, 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 has been prepared for this stage of the plan preparation process, which sets out the engagement with service providers, and the scope and range of infrastructure required. This will inform a final 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.

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 guidance set out in the NPPF and Planning Practice Guidance on Viability and Plan Making.

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 will be assessed as part of the viability evidence. 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).

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 for example 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

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 in the current Planning Practice Guidance. Planning applications will need to be in accordance with the policy requirements set out in the Local Plan

Monitoring Fees

The council will seek a fee, to be used for the monitoring of development contributions.



Chapter 19 Neighbourhood Planning



House on Letchworth Road



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 in making decisions on planning applications within their area. Whilst there is only one currently defined neighbourhood forum within the city, the council anticipates that the coverage of neighbourhood plans is likely to increase over the plan period due to continued increased interest in neighbourhood planning.

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 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 8 - 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 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
- Policy DQP10. Advertisement Hoardings
- Policy DQP11. Changing Places Facilities
- Policy CT02. Assets of Community Value
- Policy CT03. Protection of Public Houses (Class A4)
- Policy E08. Vehicles Sales and Car Washes
- Policy OSSR03. Open Spaces in New Developments
- Policy OSSR04. Existing Playing Pitches
- Policy OSSR05. Playing pitches and associated facilities
- Policy OSSR07. Waterways
- Policy CCFR02. Delivering renewable and low carbon energy projects
- Policy T03. Accessibility and Development
- Policy T04. Park and Ride
- Policy T06. Supporting Low Emission Vehicles
- Policy FMWN02. End of life Vehicle Facilities
- Policy FMWN04. Aggregates



Chapter 20 Planning Enforcement



To Let Boards



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.

Policy PE01. Planning Enforcement

The Council will investigate and take action 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 Planning Enforcement Policy and Procedure and will be updated periodically as required.



Chapter 21

Monitoring



The Depot, Cultural Quarter



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.

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.

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.

Key areas of the Authority Monitoring Report

- 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; and
- 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.

21.4 As part of the submission version of the Local Plan Leicester City Council will develop a robust monitoring framework which will monitor the effectiveness of policies and proposals in the plan and will take into account the changing circumstances in the physical, social, and economic environment in order to review and update the plan.

Supplementary Planning Documents

21.5 To assist with their implementation the policies and proposals in the plan will be supplemented by site development guidance and supplementary planning documents (SPD).

21.6 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, tall buildings and character areas for the Central Development Area (CDA).



Appendices





Appendices



Housing Trajectory

	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	total
Non CDA Sites	0	0	26	106	135	320	460	421	421	481	429	321	327	304	193	94	42	4080
Windfall	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	2550
CDA	529	529	529	529	530	154	154	154	154	153	298	298	298	298	298	0	0	4905
Commitments	1054	1054	1054	1054	1056	911	911	911	911	911	0	0	0	0	0	0	0	9827
Total supply	1733	1733	1759	1839	1871	1535	1675	1636	1636	1695	877	769	775	752	641	244	192	21362

Appendix 01: Housing Trajectory

Appendix 02: Heritage Local Lists

Conservation Areas in Leicester

	Name of the Conservation Area	Ward
1	Ashleigh Road	Westcotes
2	All Saints	Abbey
3	Aylestone Village	Aylestone
4	Belgrave Hall	Belgrave/Abbey
5	Braunstone	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	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

Locally Listed Assets in Leicester

a) Buildings

	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
	Renfrew Group	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
	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
	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

Appendices

	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
	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
	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
	No. 27, Former Pineapple PH	Burleys Way	Abbey
	No. 1, Formerly The Manchester PH	Burns Street	Castle
	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

	Name	Street	Ward
	Church of The Nativity	Cavendish Road, Richmond Road	Saffron
	No. 87, Royal Standard PH	Charles Street	Castle
	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
	No. 15, Former Consanguintarium	Earl Howe Street	Wycliffe
	No. 16, Former Chilprufe Factory	East Park Road	North Evington
	Imperial Buildings	East Park Road	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 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
	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

Appendices

	Name	Street	Ward
	Electricity Sub-Station Adjacent To Supra House	Evington Valley Road	Spinney Hill
	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
	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

	Name	Street	Ward
	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 Annex	Gopsall Street	Wycliffe
	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' Factory	Grasmere Street / Eastern Boulevard	Saffron
	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
	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
	Jewish Chapel, Gilroes Cemetery	Groby Road	Beaumont Leys
	Lodge & Entrance Gates / Railings, Gilroes Cemetery	Groby Road	Beaumont Leys
	No. 16	Guilford Road	Knighon
	Former Mortuary Building, Leicester General Hospital	Gwendolen Road	Evington

Appendices

	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
	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 & Rowley Fields
	No. 60B	Hinckley Road	Westcotes
	St Peter's Church	Hinckley Road	Westcotes
	Wyggeston's Hospital Chapel	Hinckley Road	Westcotes
	No. 445 - 445A	Hinckley Road	Western
	Dovelands Primary School	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	Infirmary Square	Castle
	Knighton Street Offices, Leicester Royal Infirmary	Infirmary Square	Castle

	Name	Street	Ward
	Pedestrian Shelter In Grounds of Leicester Royal Infirmary	Infirmary Square	Castle
	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
	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
	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
	No. 121	Letchworth Road	Western
	No. 123	Letchworth Road	Western
	No. 128, Lyndhurst	Letchworth Road	Western
	The Linwood Centre	Linwood Lane	Saffron
	Bridge Parapet Opposite Railway Station	London Road	Castle
	No. 413, Sefton House	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
	No. 31	Lower Brown Street	Castle
	Former St Paul's Church	Melbourne Road	Spinney Hill
	Melbourne Centre	Melbourne Road	Spinney Hill
	No. 2	Melbourne Road	Wycliffe

Appendices

	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
	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

	Name	Street	Ward
	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
	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
	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
	New Parks Reservoir	Sacheverel Road	Western
	21, Former Hydraulic Machine House	Samuel Street	Wycliffe
	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	Abbey
	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
	Former Corah Factory	St John Street	Abbey
	St Aidan's Church	St Oswald Road	Western

Appendices

	Name	Street	Ward
	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
	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
	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

	Name	Street	Ward
	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
	Spinney Hill Primary School & Community Centre	Ventnor Street	Spinney Hill
	No. 292 - 304 (evens)	Victoria Park Road	Castle
	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

Appendices

	Name	Street	Ward
	The Western PH	Western Road	Westcotes
	No. 1	Westhill Road	Western
	No. 9, Green Gables	Westhill Road	Western
	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
	Gospel Hall	York Street	Castle
	Glenfield Tunnel	Near Kemp Road, Dillon Way	Western
	Hamilton Ridge & Furrow	Near Keyham Lane West	Humberstone & Hamilton
	The Humber Stone	Near Thurmaston Lane, Sandhills Avenue Roundabout	Humberstone & Hamilton
	Humberstone Fishponds	Near Lower Keyham Lane	Humberstone & Hamilton
	Norfolk Street / Cherry Orchard Villa	Site of Glenfield Road East Car Park	Fosse/Westcotes
	The 'Norman' Undercroft	Site of BBC Offices, 9 St Nicholas Place	Castle
	Park Pale	Near Gorse Hill	Beaumont Leys
	Roman Forum / Basilica	Site of Jubilee Square & St Nicholas Circle	Castle
	Roman Macellum	Site of Travellodge, 80 High-cross Street	Castle
	Roman Mithraeum	Near Holiday Inn, St Nicholas Circle	Castle

b) Parks and Gardens

	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	Grobby 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

Appendix 03: 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. Aikman Avenue
2. Allandale Road/ Francis Street
3. Asquith Boulevard
4. Aylestone Road Cavendish Road
5. Aylestone Village
6. Blackbird Road/ Groby Road/ Woodgate
7. Catherine Street/ Cannon Street
8. Downing Drive
9. East Park Road North
10. Egginton Street
11. Evington Village
12. The Exchange
13. Fosse Road North
14. Gipsy Lane
15. Green Lane Road/ Bridge Road
16. Hamilton
17. Hartington Road
18. Hinckley Road
19. Homefarm/ Strasbourg Drive
20. King Richards Road
21. Lockerbie Walk
22. London Road
23. Loughborough Road
24. Malabar Road
25. Marwood Road
26. Melbourne Road
27. Nedham Street
28. Netherhall Road
29. Queens Road
30. Saffron Lane/ Burnaston Road
31. Saffron Lane/ Cavendish Road

32. Saffron Lane / Duncan Road
33. Saint Saviours Road West
34. Saint Stephens Road
35. Sandhills Avenue
36. Sparkenhoe Street
37. Swinford Avenue
38. Thurncourt Road
39. Uppingham Road (east)
40. Uppingham Road (west)
41. Victoria Road East
42. Wakerly Road/ Ethel Road
43. Welford Road/ Gainsborough Road
44. Welford Road/ York Road
45. 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. Walnut Street
25. Wharf Street North
26. Wheatland Road
27. Abbey Lane
28. Berners Street
29. Catherine Street/ Brandon Street



Appendices

30. Fosse Road South/ Harrow Road
31. Fosse Road South/ Upperton Road
32. Green Lane Road/ Coleman Road
33. Meadvale Road
34. Parkstone Road/ Cardinals Walk
35. Raven Road
36. Upperton Road/ Wilberforce Road
37. Wellinger Way



Appendix 04: 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/Re- generation Frame- work
Strategy Policy SL01. Location of Development		✓		✓	✓	
Policy SL02. Strategic Site 1: Western Park Golf Course	✓	✓		✓	✓	✓
Policy SL03. Strategic Site 2: Land to the East of Ashton Green	✓	✓		✓	✓	✓
Policy SL04. Strategic Site 3: North of the A46 Bypass	✓	✓	✓	✓	✓	✓
Policy SL05. Strategic Site 4: Parcel north of Billesdon Close and Pad- dock	✓	✓	✓	✓	✓	✓
Policy SL06. Strategic Site 5: General Hospital site	✓	✓	✓	✓	✓	✓
Policy Ho01. Housing Al- locations	✓	✓		✓	✓	✓

Appendices

Policy Ho02. Housing De- velopment on Unallocated Sites		✓		✓	✓	✓
Policy Ho03. Housing mix		✓		✓	✓	✓
Policy Ho04. Affordable housing		✓		✓	✓	✓
Policy Ho05. Housing densi- ties					✓	✓
Policy Ho06. Self-build / Custom build		✓		✓	✓	✓
Policy Ho07. Internal Space Standards				✓	✓	✓
DM Policy Ho08. Student Development				✓	✓	✓
Policy Ho09. Retention of Family Housing				✓	✓	✓
Policy Ho10. Houses in Mul- tiple Occupa- tion (HMOs)				✓	✓	✓
Policy Ho11. Hostels				✓	✓	✓
Policy Ho12. Gypsy, Travel- ler and Travel- ling Showpeo- ple		✓		✓	✓	✓
Policy HW01. A Healthy and Active City	✓	✓			✓	
Policy HW02. Health Impact Assessments (HIA)		✓			✓	

Policy DQP01. Design Principles				✓	✓	✓
Policy DQP02. Tall Development				✓	✓	✓
Policy DQP03. Connections, Movement and Access				✓	✓	✓
Policy DQP04. Inclusive Design		✓		✓	✓	✓
Policy DQP05. Landscape Design				✓	✓	✓
Policy DQP06. Backland, Tandem and Infill Development				✓	✓	✓
Policy DQP07. Residential Amenity				✓	✓	✓
Policy DQP08. Recycling and Refuse Storage		✓			✓	
Policy DQP09. Shopfronts and Security					✓	✓
DM Policy DQP10. Signs and Banners					✓	
Policy DQP11. Advertisement Hoardings					✓	
Policy DQP12. Changing Places Facilities		✓			✓	
Policy CDA01. Central Development and Management Strategy	✓	✓	✓	✓	✓	✓

Appendices

Policy CDA02. New Develop- ment within the Character Areas	✓	✓	✓	✓	✓	✓
Policy CD03 Uses within character areas					✓	✓
Policy CD04 Uses within Abbey Mead- ows and Pio- neer Park					✓	✓
Policy CD05 Uses in other regeneration areas					✓	✓
Policy He01. The Historic Environment		✓		✓	✓	✓
Policy He02. Archaeology		✓		✓	✓	✓
Policy CT01. Culture, Leisure and Tourism		✓		✓	✓	
Policy CT02. Assets of Community Value		✓			✓	
Policy CT03. Protection of Public Houses (Class A4)					✓	
Policy CT04. Great Central Railway Mu- seum	✓	✓			✓	
Policy CT05. Provision of Workshop		✓			✓	

Policy E01. General Economic Development Areas		✓			✓	
Policy E02. High Quality Economic Development Areas					✓	✓
Policy E03. Professional Offices in New Walk and Old Town	✓	✓	✓	✓	✓	✓
Policy E04. Pioneer Park	✓	✓			✓	
Policy E05. Textile Area and Neighbourhood Employment Areas Textile Area	✓	✓	✓	✓	✓	✓
Policy E06. St. Georges Cultural Quarter				✓	✓	
Policy E07. Employment: Support Strategies					✓	
Policy E08. Vehicles Sales and Car Washes					✓	✓
Policy TCR01. Hierarchy of Town Centres					✓	✓
Policy TCR02. Supporting Sustainable town centres – Impact assessments	✓	✓	✓	✓	✓	✓
Policy TCR03. City Centre					✓	

Appendices

Policy TCR04. Central Shopping Core (Primary Shopping Area)					✓	
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. Shopping Development Outside the Defined Shopping Centres					✓	
Policy TCR09. Planning Conditions: Retail development not in a “town centre”				✓	✓	
Policy OSSR01. Green Wedges				✓	✓	✓
Policy OSSR02. Development of Open Spaces		✓	✓	✓	✓	✓
Policy OSSR03. Open Spaces in New Developments				✓	✓	✓
Policy OSSR04. Existing Playing Pitches				✓		✓

Policy OSSR05. Playing pitches and associated facilities		✓		✓	✓	✓
Policy OSSR06. Built Sports Facilities	✓	✓		✓	✓	✓
Policy OSSR07. Waterways	✓	✓		✓	✓	✓
Policy NE01. Protecting des- ignated sites, priority species and priority habitat	✓	✓		✓	✓	✓
Policy NE02. Biodiversity Gain				✓	✓	✓
Policy NE03. Green Infra- structure		✓		✓	✓	✓
Policy NE04. Ancient Woodland and Veteran Tree				✓		✓
Policy CCFR01. Sus- tainable design and construc- tion for new developments					✓	
Policy CCFR02. De- livering renew- able and low carbon energy projects		✓		✓	✓	
Policy CCFR03. Managing Flood Risk and Sustainable Drainage Sys- tems (SuDS)		✓		✓	✓	

Appendices

Policy T01. The Transport Network	✓	✓		✓	✓	
Policy T02. Improving Leicester's Air Quality	✓	✓		✓	✓	
Policy T03. Accessibility and Development				✓	✓	✓
Policy T04. Park and Ride		✓			✓	
Policy T05. Freight					✓	
Policy T06. Highways Infrastructure	✓	✓	✓	✓	✓	✓
Policy T07. New Car Parking					✓	✓
Policy T08. Supporting Low Emission Vehicles				✓	✓	✓
Policy FMWN01. New Waste and Existing Waste Uses					✓	
Policy FMWN02. End of life vehicle facilities					✓	
Policy FMWN03. Managing Leicester's minerals resources					✓	
Policy FMWN04. Aggregates					✓	

Policy DI01. Developer Contributions and Infrastruc- ture					✓	
Policy PE01. Planning En- forcement	✓	✓	✓	✓	✓	✓

Appendix 05: Housing Site Allocations (Non-strategic)

Site No	Site Address	Area	Category	Capacity (dwellings)
15	St Augustine Road	Inner	Brownfield	36
19	Velodrome Saffron Lane	Inner	Brownfield	32
190	Lanesborough Road – Former Allotments	NW	Greenfield	44
219	Rosedale Avenue – Land at R/O and Harrison Road allotments	NE	Greenfield	46
222	Evington Valley Road (Former Dunlop Works)	Inner	Brownfield	45
240	114-116 Western Road	Inner	Brownfield	7
297	Sturdee Road - The Exchange	S	Brownfield	18
307	Mary Gee Houses – 101 – 107 Ratcliffe Road	SE	Brownfield	100
335	Manor House Playing Fields – Narborough Road	Inner	Greenfield	19
449	Allextion Gardens Open Space	W	Greenfield	22
463	Beaumont Lodge Primary School Playing Fields	NW	Greenfield	7
473	Birstall Golf Course (adjacent to Astill Drive)	NW	Greenfield	52
474	Birstall Golf Course (south of Park Drive)	NW	Greenfield	53
481	Brent Knowle Gardens	NE	Greenfield	11
485	Buswells Lodge Primary School Playing Fields	NW	Greenfield	8
488	Carter Street/Weymouth Street/Bardolph Street East	NE	Brownfield	16
501	Croyland Green	NE	Greenfield	8
505	Dorothy Road/Linden Street/Constance Road	Inner	Brownfield	26
515	Featherstone Drive Open Space	S	Greenfield	78
525	Fulford Road Open Space	W	Greenfield	50
527	Gilmorton Avenue Playground	S	Greenfield	38
529	Glovers Walk Open Space	NW	Greenfield	30
546	Herrick Primary School Playing Fields	NE	Greenfield	8
549	Hockley Farm Road Open Space	W	Greenfield	7
557	Ingold Avenue Open Space	NW	Greenfield	47

559	Judgemeadow Community College Playing Fields	SE	Greenfield	9
566	Kirminton Gardens	NE	Greenfield	11
569	Krefeld Way/Darenth Drive Open Space	NW	Greenfield	28
577	Land adjacent Ketyham Lane/ Prestom Rise	NE	Greenfield	20
589	Land to east of Beaumont Leys Lane	NW	Greenfield	30
604	Linden School Playing Fields	SE	Greenfield	17
605	Longleat Close Open Space (Wad- desdon Walk)	NE	Greenfield	15
620	Morton Walk Open Space	NE	Greenfield	8
626	Neston Gardens green space/Mud Dumps	S	Greenfield	41
627	Neston Garden Playing Field	S	Greenfield	46
629	Netherhall Road Open Space	NE	Greenfield	67
631	Newlyn Parade/Crayford Way	NE	Greenfield	11
646	Rancliff Gardens	W	Greenfield	45
647	Ranworth Open Space	S	Greenfield	31
648	Rayleigh Green	NE	Greenfield	16
653	Rowlatts Hill School Playing Fields	SE	Greenfield	12
663	Sedgebrook Road Open Space	SE	Greenfield	14
665	Sharmon Crescent Open Space	W	Greenfield	10
669	Spendlow Gardens	S	Greenfield	9
675	St Helens Close Open Space	NW	Greenfield	14
684	Land Adj Evinton Leisure Centre	SE	Greenfield	13
715	Land North of Gartree Road	SE	Greenfield	30
960	Land West of Bede Island Road (Braunstone Gate)	Inner	Greenfield	8
961	Welford Road Playing Fields	S	Greenfield	13
962	Amenity Land Between Coleman Road and Goodwood Road (East of Hazelnut Close and Ellwood Close)	SE	Greenfield	8
963	Southfields Infant School and Newry Specialist Learning Centre	S	Brownfield	30
992	Woodstock Road	NW	Greenfield	5
1001	Philips Crescent	NW	Greenfield	5
1006	Kingscliffe Crescent Open Space	SE	Greenfield	11
1007	Glazebrook Square	W	Greenfield	10
1021	Sunbury Green	NE	Greenfield	9
1030	Dysart Way	Inner	Greenfield	8

Appendices

1034	Forest Lodge Education Centre, Charnor Road	W	Brownfield	23
1035	VRRE/Gipsy Lane	NE	Brownfield	11
1037	Spence Street	SE	Brownfield	19
1039	Bisley Street / Western Road	Inner	Brownfield	15
1041	Land off Hazeldene Road Adj Kes- trel's Field Primary School	NE	Greenfield	19
1042	Land off Heacham Drive (Phase 2) (former playing fields)	NW	Greenfield	45
1051	Gilmorton Community Rooms/Hop- yard Close Shops	S	Brownfield	8

Appendix 06. Glossary

Affordable housing	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following types as set out in Annex 2 of the NPPF: - <ul style="list-style-type: none"> • Affordable housing for rent • Starter homes • Discounted market sales housing • Other affordable routes to home ownership including shared ownership, relevant equity loans, other low cost homes for sale and rent to buy.
Agent of Change	Agent of Change is the principle that the person or business responsible for the change is responsible for managing the impact of the change.
Air Quality Management Area (AQMA)	An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.
Archaeological remains	Heritage assets that contain information on past human 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.
Brownfield Sites	Land which has previously been developed encompassing vacant or derelict land, infill sites and land occupied by redundant or unused buildings.
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	Defined part of the city centre which are unique in character and intended to be cohesive and readily identifiable areas in the city centre. Helps to focus policy and promote specific types of development.
Conservation (for historic environment policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Appendices

Decentralised generation scheme	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.
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).
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 leads the examination.
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.
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	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. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing and the historic environment record).
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.
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.
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)	LISs are local term plans implementing locally, the Government's 'National Industrial Strategy'.
Local Plan	A 'plain English' term for Development Plan Document.
Lower Super Output Area	A Lower Layer Super Output Area is a geographical area used in England and Wales to help the reporting of small area statistics.
Major Developments	10 or more houses (or if a number is not given, where the area is more than 0.5 hectares), or 1,000sqm (or more) new floorspace.
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.

Open Space	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.
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.
Purpose Built Student Accommodation (PBSA)	PSBA is 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 a mix of cluster flats, a communal lounge and bathroom and studio flats, a single room of accommodation containing bed space, living space and en-suite facilities. The accommodation often includes communal common, gyms/games rooms and laundry rooms
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.
Housing Market Area (HMA)	The Housing Market Area (HMA) comprises all the local authorities in Leicestershire and Leicester.
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 Asset	Any heritage asset that is not a designated heritage asset.
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.
Sequential Approach	A method of identifying suitable sites for development, based upon their location.
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.

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'.

