

<b>Recommendation: Conditional approval</b>	
<b>20181320</b>	<b>4 ST JOHNS ROAD</b>
Proposal:	CHANGE OF USE FROM HOUSE TO 4 SELF CONTAINED FLATS (3X 1BED, 1X 2BED) (CLASS C3); REPLACEMENT SINGLE STOREY REAR EXTENSION; ALTERATIONS (AMENDED PLANS RECEIVED 31/10/2018)
Applicant:	MR MENDOZA
View application and responses	<a href="http://rcweb.leicester.gov.uk/planning/onlinequery/Details.aspx?AppNo=20181320">http://rcweb.leicester.gov.uk/planning/onlinequery/Details.aspx?AppNo=20181320</a>
Expiry Date:	22 November 2018
PK	WARD: Stoneygate



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**Summary**

- At committee because more than 5 objections have been received;
- 7 objections received raising concerns about residential amenity, character of area, highways, parking and trees;
- The main issues are the principle of development, impact on Character of Conservation Area, amenity and privacy, parking and highways safety, trees, flooding and sustainable drainage;

- Recommended for approval.

### **The Site**

The application site relates to a two storey semi-detached dwelling situated on the north side of St John's Road. The site is located in Stoneygate Conservation Area and a Critical Drainage Area.

There is a large tree to the front of the site which is not subject to a Tree Preservation Order but it is afforded protection due to its location in the Stoneygate Conservation Area.

### **Background**

None relevant.

### **The Proposal**

The proposed development is for the change of use of the dwelling to four flats. The proposal also includes the demolition and rebuilding of the existing single storey 'L' shaped outbuilding which is attached to the dwelling. The proposed replacement rear extension would be built of matching materials and would be of the same size and scale as the building it would replace.

Flats one and two would be located on the ground floor level, flat one would be accessed through the existing front door and flat two would be accessed from the existing garage which is proposed to be converted into an entrance for flat two. Flats three and four would occupy the first and second floors respectively.

Flats one, two and four would be one bedroom and flat three would have two bedrooms. The units would have an internal floor area ranging between 61 square metres for flat four and 118 square metres for flat one.

The garage would have a small area for a secure cycle parking and a bin store would be provided to the front of the dwelling. The existing garden area would be shared between the occupants of flats one and two.

Amended plans have been submitted to ensure that window frames would be white timber frames to maintain the character of the Conservation Area. The amended plans also include details of bin and cycle store.

### **Policy Considerations**

#### National Planning Policy Framework (NPPF) 2018

Paragraph 2 states that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions. Paragraph 11 contains a presumption in favour of sustainable development. For decision taking, this

means approving development proposals that accord with the development plan without delay.

Where the development plan is absent, silent or relevant policies are out of date, this means granting planning permission unless the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole. Leicester city Council does not currently have a 5 year housing land supply therefore the policies relating to housing are out of date.

Paragraphs 59 to 79 of the NPPF 2018, set out the housing policies. Paragraph 59 places an emphasis on the importance of a sufficient amount and variety of land to come forward where it is needed and that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Paragraph 68 of the NPPF states that small and medium sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. The policy goes stating that local authorities are required to support the development of windfall sites through decisions- giving great weight to the benefits of using sustainable sites within existing settlements for homes.

In making an assessment Paragraph 108 of the NPPF (2018) states that development proposals should take up appropriate opportunities to promote sustainable transport modes; ensure safe and suitable access can be achieved for all users and; any significant impact (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable.

Paragraph 109 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 117 requires planning policies and decisions to promote the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. The policy includes a set of criteria for both plan making and decision taking, for the latter it advises local planning authorities to refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Paragraph 127 sets out criteria for assessing planning applications which includes issues such as the long term functionality of development proposals; visual impacts; the ability of development to relate to local character; creation of a sense of place using

various design tools such as building types and materials; optimising the potential of development sites; and, designing safe, secure and inclusive developments with a high standard of amenity for existing and future users.

Paragraph 130 states that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 148 requires the planning system to support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Paragraph 163 of the NPPF advises that when determining planning applications local planning authorities should, inter alia, give priority to sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Paragraph 170 of the NPPF encourages decisions to contribute to and enhance the local and natural environment. Paragraph 175 advises that local planning authorities should aim to conserve and enhance biodiversity by encouraging opportunities to incorporate biodiversity in and around developments, and that planning permission should be refused for development resulting in the loss of aged or veteran trees unless the need for the development clearly outweighs the loss.

Section 16 places an emphasis on the desirability to sustain and enhance the significance of Heritage Assets. Paragraph 200 requires local planning authorities to look for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance.

Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

#### Development Plan policies

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

#### Supplementary Planning Documents (SPD)

Residential Amenity SPD

Appendix 01 of the City of Leicester Local Plan

Stoneygate Conservation Area Character Appraisal

### Other legal or policy context

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

### **Consultations**

Local Highways Authority: No objection subject to conditions

Trees and Woodlands: No objection subject to condition requiring tree protection

Pollution (Noise): No objection from noise and odour perspective

### **Representations**

A total of 7 objection letters have been received raising the following issues:

- Impact on residential amenity in respect of intensification of use, overlooking, light pollution, noise and disturbance.
- Impact on Character of Conservation Area.
- Loss of a family size house.
- Impact on parking in the area; highways and pedestrian safety.
- Incongruous use of white pvc windows.
- Loss of trees and impact on wildlife.

### **Consideration**

The main issues in this case are: the principle of the proposed development; the amenity and privacy of neighbouring occupiers; the character and appearance of the area (including the setting of the Stonegate Conservation Area); the quality of the proposed accommodation; the adequacy of parking provision; flooding and sustainable drainage and; trees.

### Principle of development

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

Council cannot currently identify a supply of specific, deliverable sites sufficient to provide five years' housing. The proposal would make a small contribution to housing supply through the conversion of this site within an established residential area, and the provision of this type of residential accommodation is welcome. In these respects the proposal would be consistent with Policy CS06.

In the above policy context and having particular regard to the City's current housing supply position, I conclude that the development of this site to provide four flats is

acceptable in principle, subject to the foregoing consideration of the impacts and qualities of the proposed development.

#### Character and Appearance of the Stoneygate Conservation Area

Policy CS18 of the Leicester Core Strategy (2014) commits the Council to protect and seek opportunities to enhance the historic environment, including the character and setting of designated heritage assets. The Policy goes on to support the sensitive reuse of high quality historic buildings and spaces, promote the integration of heritage assets and new development to create attractive spaces and places, and encourage contemporary design rather than pastiche replicas.

The *Stoneygate Conservation Area Character Appraisal* includes a definition and assessment of the area's special interest. Paragraph 3.1 notes that Stoneygate is Leicester's best surviving Victorian suburb, containing a large number of late Victorian and Edwardian houses of importance in terms of their high quality construction. Paragraph 3.2 states that the special character and appearance of the area is also created by a consistency of scale and building materials. For townscape purposes, the Appraisal places St. John's Road within its East Stoneygate sub area and describes the townscape of the sub area as dominated by mainly large semi-detached housing in Holmfield Road and St. John's Road. Paragraph 4.47 notes that pale yellow/white bricks are used at 19 St. John's Road (among others within the conservation area) which was an expensive material in the 19<sup>th</sup> Century.

Paragraph 4.46 of the Appraisal highlights the negative impact that the loss of features such as gardens, forecourts and front boundary walls can have on the character and appearance of the conservation area, citing St. John's Road (among others) as examples where this has occurred. Appendix 3 of the Appraisal sets out management and enhancement proposals for the conservation area, including a presumption against the demolition of buildings that make a positive contribution to the conservation area.

The building is of a traditional Victorian style, the appearance of which would not change as a result of the proposed development. The front door to the dwelling would be used by flats one, three and four as their access into the property. Flat two would use the new front door to the garage as the access to the rear. The change of use of the site to four flats would not materially alter the character of Stoneygate Conservation Area. The forecourt would remain as it appears currently with boundary treatment to the front also remaining unaltered. The site would remain in residential use which is compatible with adjacent properties. I acknowledge that the Conservation Area Character Appraisal promotes this particular Conservation Area as one which comprises of family sized dwellings, but I consider that the proposed flats would also provide a suitable size of accommodation which has good provision for services and amenities.

The proposed change of use includes no physical alterations at the front of the site other than the alterations to the front of the garage. The front garage door would be replaced with a smaller timber door to the front and an access door adjacent to this.

The cycle store would be contained within the garage to be converted. This alteration is considered to be relatively minor which would not detract from the residential quality of the street scene and Conservation Area.

The existing rear extension is in a poor condition and it's replacement would be built of matching materials to the main dwelling house and would replace an existing extension. It would be of the same height, depth and width and therefore I consider this part of the proposal would maintain the character and appearance of the site and the Conservation Area. Flat two would occupy the whole of this extension and it would be wholly screened from St Johns Road and only visible from the first floor windows of adjacent properties. As a replacement built of matching materials I consider the proposed extension would enhance the character of the Conservation Area and the site in general by creating a replacement structure which would be a visual improvement to the site.

The bin store would be situated to the front of the site and it would be contained within a timber store with a height of approximately 1.2 metres. In Conservation terms I consider a timber bin store would be considered acceptable subject to the submission of full details of the colour of the external finish. The bin store would be sited behind the existing hedge and soft landscaping which acts as boundary treatment to the front of the site. As such I consider this element of the proposal not to result in any significant detriment to the character and appearance of the site within the street scene.

The proposed change of use of the site and associated development is considered not to result in a significant detriment to the character and appearance of the Conservation Area. The proposal would retain a residential use on site which would be compatible with neighbouring uses and therefore I consider the proposal to be in accordance with Core Strategy policies CS03 and CS18.

#### Living conditions (*The proposal*)

Policy CS03 of the Leicester Core Strategy (2010) states that new development should achieve the highest standards of accessibility and inclusion, whilst Policy CS06 states that new housing developments will be required to provide an appropriate mix of housing types, sizes and tenures to meet the needs of existing and future households in the City.

The criteria set out at saved Policy H07 of the Local Plan (2006) relate to new and converted self-contained flats. The criteria relate to the location of the site and nature of nearby uses; the unacceptable loss of an alternative use; loss of family accommodation; creation of a satisfactory living environment; arrangements for bin, can and cycle store; provision of garden or communal open space; effect on general character and; proposed changes to the appearance of the buildings.

The proposed flats would provide good sized accommodation within each flat. Flat one would have a floor area of 118 square metres and all principal rooms would have outlook to the front or rear. As a one bedroom flat with access to the private rear garden I consider this unit to provide a good living environment for future occupiers.

Flat two which would also be situated on the ground floor, would have a floor area of 63 square metres with outlook to the private amenity area which would be shared between flats one and two. The outlook for flat two would be in a south east and south west facing direction and therefore this unit would enjoy daylight for most periods of the day. The windows would maintain a separation distance of 15 metres from the rear principal room window at flat one and a distance of 8 metres from the brick wall which serves as the boundary treatment between the site and no.2 St Johns Road. Although the separation distance between the bedroom of flat one and the bedroom of flat two would not meet the separation distance of 21 metres between principal room windows, both flats would have other principal rooms which have a good outlook and it is unlikely that occupants would remain in their bedrooms only. I acknowledge that the proposal falls short of the recommendations of the SPD in this respect, however when taken in combination with the size of accommodation and layout which provides outlook in other directions I consider that the proposed layout on the ground floor would provide an adequate living environment in accordance with the NPPF 2018 and saved policy H07 of the City of Leicester Local Plan.

Flat three on the first floor would have two bedrooms and would have a floor area of 85 square metres. All of the principal rooms would have at least one window which would provide a good source of light and outlook for future occupants. Similarly, flat four which would be located on the second floor would have a floor area of 61 square metres with principal room windows having a good source of outlook.

Although I recognise that flats three and four would not have access to the private garden area, the site is within walking distance of Victoria Park. Furthermore the site is located in a good location for access to amenities, public transport routes and local services suitable for residential use. In context of the access to services and amenities in the local area combined with the good size of internal circulation I consider that the lack of garden space on site would not create a cramped living environment to the detriment of the amenity of future occupiers.

The Lifetime Homes Standards have now been replaced by the requirements of the optional Building Regulations Standard M4(2) (accessible and adaptable dwellings). I consider that as this is a conversion of the property it is unreasonable to expect that the proposed development would be able to secure compliance with Building Regulations Standard M4(2).

Having regard to the SPD and the site context, I consider that the proposal would provide satisfactory living conditions for the future occupiers. The proposed flats would be of a good size and would be consistent with Core Strategy Policies CS03 and CS06 and saved Local Plan Policies AM01, H07 and PS10.

#### Residential amenity (*neighbouring properties*)

Policy CS03 of the Leicester Core Strategy (2014) states that development must respond positively to the surroundings and be appropriate to the local setting and context. Saved Policy PS10 of the Local Plan (2006) sets out a number of amenity factors to be taken into account when determining planning applications, including: noise and air pollution; the visual quality of the area; additional parking and vehicle

manoeuvring; privacy and overshadowing; safety and security; and the ability of the area to assimilate development.

Section 3 of the Council's *Residential Amenity* SPD (2008) ("the SPD") sets out more detailed design guidance for development in outer areas of the City. In particular, it recommends separation distances of 15 metres between a blank wall and principal room windows and of 21 metres between facing principal room windows. It also recommends the provision of a minimum of 100 square metres' amenity space for detached dwellings. Although Appendix G of the SPD is intended as a guide for house extensions it can be used as a guide for new development and conversions too.

### *2 St Johns Road*

The adjacent property at no.2 St Johns Road is a detached two storey dwelling which is built up to the common boundary with the application site and therefore the side wall of the property adjoins the side wall of the garage at the application site. No.2 St Johns Road has recently benefitted from planning permission (20161231) for the demolition of the existing two storey dwelling and replacement with a replacement three storey dwelling comprising of four bedrooms situated in the same location. The boundary treatment between the two sites comprises a 2 metre high original red brick wall.

The change of use of the site would not introduce any new side or rear facing principal room windows would alter the relationship between no.2 and no.4 St Johns Road. The existing dwelling is 5 bedroom dwelling with side and rear facing principal room windows. As such I consider the proposed development would not result in any greater impacts in respect of overlooking and loss of privacy to no.2. Concerns have been raised by an objector that the use of the rear part of the site as a flat would further give rise to loss of privacy. The rear part of the site could be used as principal living accommodation immediately without planning permission and therefore I cannot give this concern significant weight in this instance. Moreover I consider that the ground floor windows would not result in unreasonable overlooking to a two storey dwelling, especially in context with a 2 metre high brick wall along the boundary.

Due to the lack of extensions the proposal would not result in any adverse impact in respect of overshadowing. The proposal would not detrimentally alter daylight to and outlook from principal room windows.

I recognise that the site would now be used as four separate units which could increase the comings and goings from the site. A concern regarding the more frequent use of the proposed door to the front of the garage as access to flat 2 has been raised, especially in respect of noise, disturbance and vibrations. I recognise that there would be greater comings and goings; however the garage door exists and could be used multiple times during the day if the applicant wanted. Moreover, the installation of a door in this location could be carried out without planning permission.

I recognise that there may be a higher level of activity on site, but I consider that this would be no different to the existing use as a residential dwelling with a large family occupying the site.

### *6 St Johns Road*

The proposed development would not result in a detrimental impact to the residential amenities of the existing and future occupiers at no.6. The application site is attached to no.6 and there would be no alterations to the site which would result in any harmful overlooking, loss of privacy to the adjoining occupiers. The proposed use of the site being four flats is considered not to result in a significantly adverse impact in respect of privacy, outlook, noise and overshadowing.

### *General*

Although there would be more occupants on site than existing, the timings of the majority of activity on site would be in line with nearby residential properties. I therefore consider the proposed use to be compatible with the local area. Similarly, I do not consider that the finished development would be likely to give rise to unacceptable levels of increased light or air pollution. There would be parking available at the front of the site on the forecourt which is consistent with off-street parking at adjacent properties.

In respect of noise and disturbance, the proposal would not alter the number of bedrooms available on site and therefore would not result in an adverse impact on the residential amenities of neighbouring properties. The use of the site as four flats would not be dissimilar to the use if the site was/would be occupied by an extended family with similar comings and goings; and therefore I consider the proposal to be acceptable in this respect.

I consider that occupiers of the proposed flats would provide natural surveillance within and surrounding the site. I am satisfied that there is not a significant risk of crime or reduced safety to neighbouring occupiers as a result of the development.

I conclude that the proposal would comply with Core Strategy Policy CS03 and would not conflict with saved Local Plan Policy PS10 and, having regard to the SPD, is acceptable in terms of the privacy and amenity of the neighbouring occupiers.

### Highways and Parking

Policy CS15 of the Leicester Core Strategy (2014) states that parking for residential development should be appropriate for the type of dwelling and its location, and take into account the amount of available existing off street and on street car parking and the availability of public transport. It also seeks the provision of high quality cycle parking. Saved Policy AM02 of the Local Plan (2006) states that planning permission will only be granted where the needs of cyclists have been successfully incorporated into the design. Policy AM12 gives effect to published parking standards.

The existing dwelling is a large family dwelling with 5 bedrooms and two car parking spaces. The proposed development will not increase the number of bedrooms, but will result in the loss of the garage. To accord to City Council parking standards, normally 1 parking space per bedroom is required for flats outside the Central Commercial Zone,

and therefore 5 spaces. The garage on site is proposed to be converted to provide secure cycle storage with the entrance to flat two.

Amended plans indicate that three car parking spaces can be provided on site; one to the front of the dwelling and two side-by-side to the front of the garage. Although the proposal provides less vehicular parking than required by the Local Plan standards, the amount of parking proposed is more than exists on site. Due to the site location close the A6 London Road, combined with the off-street parking and cycle parking it is considered that the shortfall of two spaces would not result in significantly severe impacts in terms of parking and highways safety to warrant refusal on this basis alone. A travel pack condition is recommended to encourage the use sustainable modes of transport and provide information on local amenities to future occupiers.

Some objectors have raised concerns regarding highways safety and the number of accidents which have occurred nearby. Records indicate that these occur on London Road when turning into St John's Road. There is no evidence to suggest that the proposed development would directly reduce levels of highways safety at the junction of St Johns Road and London Road.

Subject to the amended site plan submitted on 25<sup>th</sup> October 2018 and conditions, I conclude that the proposal would comply with Core Strategy Policy CS15 and saved Local Plan Policies AM02 and AM12, and that any residual cumulative transport impacts of the development would not be likely to be severe.

#### Flooding & Sustainable Drainage

Policy CS02 of the Leicester Core Strategy (2014) states that development should be directed to locations with the least impact upon flooding or water resources. It goes on to state that all development should aim to limit surface water run-off by attenuation within the site, giving priority to the use of sustainable drainage techniques. Saved Policy BE20 of the Local Plan (2006) undertakes only to permit development if adequate mitigation measures can be implemented to reduce the risk to an acceptable level.

The application site is less than 1 hectare in area and it is within fluvial flood zone 1; however the site is within a Critical Drainage Area. A flood risk assessment is not required and the site is consistent with the sequential principles of planning policies.

An objector has advised that the basement on site has flooded in the past. The proposed development includes the basement as storage for use with flat one, which I consider as an appropriate use which would not be significantly different to the current use of the site.

The proposed development would not result in the creation of additional hardstanding and the replacement rear extension would be on an area which already comprises of hardstanding. As such I consider that it would unreasonable to require the submission of drainage and suds information as part of this application.

I conclude that the proposal would have no unacceptable impact upon drainage and that, in this regard, the proposal would comply with Policy CS02 of the Core Strategy and saved Policy BE20 of the Local Plan.

#### Nature conservation and Trees

Policy CS03 of the Leicester Core Strategy (2014) sets out an expectation for high quality, well designed development that contribute positively to the character and appearance of the local natural and built environment. Policy CS17 recognises that Leicester's urban environment, including buildings and private gardens, can provide important habitats for wildlife, and states that the Council will expect development to maintain, enhance and/or strengthen connections for wildlife. Saved Policy UD06 of the Local Plan (2006) resists development that would impinge upon landscape features of amenity value and requires new development to include planting proposals.

A tree survey has been submitted in support of the application which indicates that no trees on site would be removed or affected by the development which is considered to be acceptable. Although trees on site are protected by virtue of their location in a Conservation Area the City Council's Trees and Woodland Officer has advised that subject to a condition ensuring that existing trees are not removed, the application is considered acceptable. I consider that it is unnecessary to attach such a condition, but an informative to the same effect would be adequate in this instance.

Concerns regarding impacts on wildlife have been raised. The site is a residential property with a private rear garden and outbuilding extending along one side and rear boundary. The proposed change of use and replacement rear extension would not result in the loss of any mature trees and no additional hardstanding is proposed on site. As such I consider the proposal would not have an adverse impact on protected species.

I consider the proposal would be in accordance with Policies CS03 and CS17 of the Core Strategy and saved Policy UD06 of the Local Plan.

#### Other matters

Turning to other matters (not otherwise addressed above) raised by objectors:

- Anti-social behaviour from flats; this is not directly a material planning consideration,
- Lack of consultation by the applicant prior to submission of application. For the purposes of this application the City Council as local planning authority have carried out consultations with local residents and do not require the applicant to do so. It is the applicant's choice to decide whether they carry out consultation prior to submitting an application.

#### Conclusion

There is no objection to the principle of development which in accordance with local and national policies and would make a small contribution to the City Council's housing supply.

The impact upon the occupiers of neighbouring properties and upon the character and appearance of Stoneygate Conservation Area would be acceptable.

The development would secure satisfactory living conditions for future occupiers. The parking and drainage arrangements would be satisfactory.

I therefore recommend that the application be APPROVED subject to the following conditions:

#### CONDITIONS

1. The development shall be begun within three years from the date of this permission. (To comply with Section 91 of the Town & Country Planning Act 1990.)
2. Before the development is begun, the materials to be used on all external elevations and roofs shall be submitted to and approved by the City Council as local planning authority. (In the interests of the character of the Conservation Area and visual amenity, in accordance with Core Strategy policies CS03 and CS18. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
3. Prior to commencement of the approved development, full joinery details including horizontal and vertical cross sections of all windows and doors (scale 1:2 / 1:5 as appropriate) shall be submitted to and approved in writing by the City Council as local planning authority, and the works carried out in accordance with the approved details and retained as such. (In the interests of preserving and enhancing the character and appearance of the conservation area, and in accordance with Core Strategy policy CS18 Historic Environment. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
4. Prior to occupation of the flats the bin store shall be installed in accordance with the approved plans and retained as such. (In the interests of the character of the Conservation Area and visual amenity, in accordance with Core Strategy policies CS03 and CS18).
5. No part of the development shall be occupied until secure and covered cycle parking has been provided and retained thereafter, in accordance with written details previously approved by City Council as local planning authority. (In the interests of the satisfactory development of the site and in accordance with policies AM02 and H07 of the City of Leicester Local Plan).
6. Prior to the first occupation of each unit, the occupiers of each of the dwellings shall be provided with a 'Residents Travel Pack' details of which shall be submitted to and approved by the City Council, as the local planning authority in advance. The contents of the Travel Pack shall consist of: information promoting the use of sustainable personal journey planners, walking and cycle

maps, bus maps, the latest bus timetables applicable to the proposed development, and bus fare discount information. (In the interest of promoting sustainable development, and in accordance with policy AM02 of the City of Leicester Local Plan and policy CS14 of the Core Strategy).

7. This consent shall relate solely to the amended plans ref. no. DSA-17200-PL-PRO-01-H received by the City Council as local planning authority on 25/10/2018, unless otherwise submitted to and approved by the City Council as local planning authority. (For the avoidance of doubt.)

#### NOTES FOR APPLICANT

1. No permission is granted or implied for alterations to the front elevation (windows and doors) of the property, for which a separate planning permission may be required.
2. The applicant is reminded that the site is within the Stoneygate Conservation Area and that notwithstanding this planning permission, no existing trees, shrubs or hedges on the site shall be topped, lopped, uprooted, felled or wilfully damaged without the prior approval of the City Council as local planning authority.

#### **Policies relating to this recommendation**

- 2006\_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
- 2006\_AM12 Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
- 2006\_BE20 Developments that are likely to create flood risk onsite or elsewhere will only be permitted if adequate mitigation measures can be implemented.
- 2006\_H07 Criteria for the development of new flats and the conversion of existing buildings to self-contained flats.
- 2006\_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
- 2014\_CS02 Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
- 2014\_CS03 The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
- 2014\_CS06 The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
- 2014\_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2014\_CS18 The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.