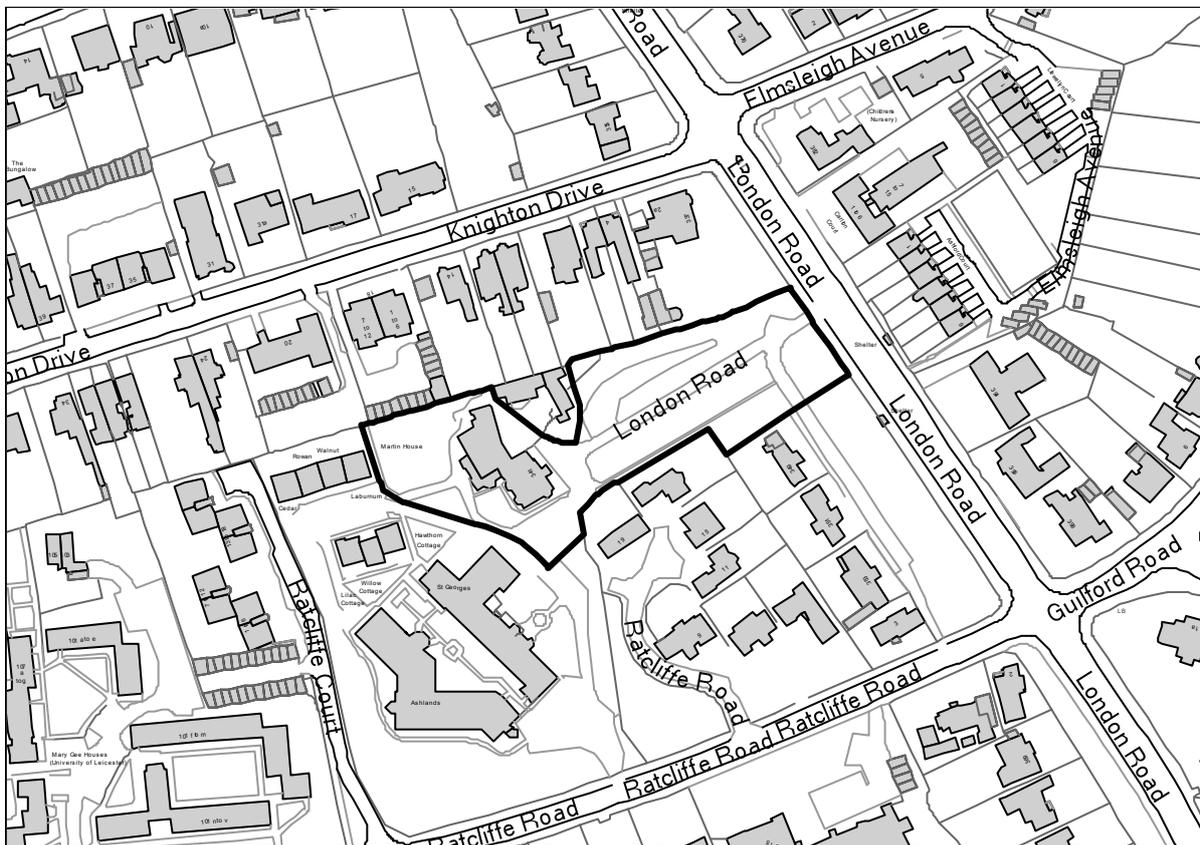


Recommendation: Conditional approval	
20180703	341 LONDON ROAD, MARTIN HOUSE
Proposal:	CONSTRUCTION OF TWO STOREY EXTENSION TO FRONT; FIRST FLOOR EXTENSION TO SIDE; SINGLE STOREY EXTENSION TO REAR; ACCESS RAMPS; ALTERATIONS TO BUILDING (CLASS D1) (AMENDED PLANS RECEIVED 17/09/2018 & 28/09/2018)
Applicant:	MR BHUPINDER ANAND
View application and responses	http://rcweb.leicester.gov.uk/planning/onlinequery/Details.aspx?AppNo=20180703
Expiry Date:	13 December 2018
PK	WARD: Knighton



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Summary

- the application is before Committee as more than 5 objections have been received and the Conservation Advisory Panel (CAP) have raised objections;

- 20 objections have been received, raising concerns with residential amenity, impact on the Character of the Conservation Area, loss of trees and parking/highways issues;
- the main issues are the principle of proposed use; residential amenity; character and appearance of the site and Conservation Area; access, parking and highway safety; and trees;
- recommended for approval.

The Site

The application site relates to a large detached Victorian villa which dates back from the mid 19th Century and has been altered and extended over the years. The site is within the Stoneygate Conservation Area. The site is also within a Critical Drainage Area.

The site was previously been used a Care Home, however over the years it was used as a training and education facility which falls within Class D1 and that is considered to be the lawful use of the site. The site was previously owned by the City Council until it was sold by auction.

The site is accessed directly off the London Road (A6) and has a tree lined driveway leading up to the building. To the south of the drive is a private access road which serves properties 349, 351 and 353 Ratcliffe Road. This road also connects to Ratcliffe Road. The driveway into the site also provides access to 'The Cottage' which within the grounds of the site but not within the applicant's ownership and not part of this application.

Background

There is an extensive site history which relates to alterations and extensions to the site in association with the previous uses of the site. In addition to this there are applications for trees works as the site is within a Conservation Area. None of the planning history records are directly relevant to the current application.

The Proposal

The proposed development is for a two storey front extension to the right hand side of the front elevation. This extension would have a hipped roof which would match the proportions of the existing front extension to the left hand side of the front extension. The extension would have a footprint measuring 4 metres by 4.5 metres adjacent to the original entrance door of the building and would be built of matching materials. This extension would provide a ground floor female wc and at first floor would provide a conference room and store.

Also proposed is a first floor side extension to the far right hand side of the building. The proposed extension would be built above the existing footprint which comprises a boiler room and would extend into the rear extensions. The extension would provide a first floor break out room and office.

At the rear it is proposed to construct a part two, part single storey rear extension. The single storey rear extension would span the width of the rear elevation of the site following the demolition of the existing single storey rear conservatory. The extension would have a foot print measuring 11 metres in depth and 30 metres in width. Beyond the extension would be covered canopy and steps leading into the garden. The single storey extension would have a flat roof with a maximum height of 4.7 metres and the two storey extension would have a pitched roof with a maximum height of 9.7 metres. The extensions to the rear would be constructed largely of glazing and a light coloured brick to contrast the render of the original building. This extension would provide function room facilities.

Amended plans have been submitted which have altered the driveway into the site so as not to require the removal of any mature trees. The external finishes to the proposed extension have also been altered from the originally red brick to a light coloured brick. The parking arrangements have also been altered to provide over-spill parking to the rear of the building.

Use of the Site

The proposed physical alterations and extensions are proposed to facilitate a community use on site which is being relocated from Prebend Street. The Sant Nirankari Mission is a registered charity which currently operates within the City but needs a larger site with off-street parking availability.

The charity provides a number of activities and services for the local community. Activities proposed on site include the following:

- Teaching of languages
- Traditional musical instruments
- Yoga Classes
- Youth and mother and toddler activities
- Reading classes
- Volunteering opportunities
- Arts & Crafts Rooms

The current facilities on Prebend Street provide such classes but cannot accommodate all activities at similar times. The proposed extensions to the rear especially would provide a large function and dining area which would continue to provide community meals and a function hall for the charity's long term operation and would create a purpose built area for this to take place.

The applicant advises that the main activities would take place between 13:00 and 21:00 on Tuesday, Friday Saturday and Sunday.

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.

Paragraphs 91 and 92 encourage appropriate promote social interaction through mixed use developments and to provide social, recreational and cultural facilities through positive planning of such facilities to enhance the sustainability of communities and residential environments.

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. Section 12 of the NPPF focuses on requiring good design. Paragraph 124 describes good design as a key aspect of sustainable development. 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 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

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 encourages planning policies and decision to contribute to and enhance the natural environment.

Section 16 places and emphasis on the desirability to sustain and enhance significance of Heritage Assets. Paragraph 192 requires local planning authorities to take into account the following: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 196 states that where development proposals of less than substantial harm to the significance of a designated Heritage Asset, this should be weighed against the wider public benefits of the proposal. 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 supplementary planning document (2008)

Stoneygate Conservation Area Character Appraisal

Appendix 1 of the City of Leicester Local Plan

Legal 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

Conservation Advisory Panel (CAP): Originally raised concerns on the proposed development and requested amendments. Following the submission of amended plans, objections have been maintained.

Local Highways Authority: No objection subject to conditions

Trees and Woodlands: No objection subject to conditions

Pollution (Noise): No objection subject to conditions on hours of use

Representations

A total of 16 objection letters have been received raising the following issues:

- Impact on residential amenity in respect of privacy, overlooking, overbearing, light pollution, air quality, noise and disturbance;
- Impact on parking and highway safety;
- Impact on the character of the Conservation Area;

- Impact on flooding and drainage in the area;
- No indication of the hours of use and no information on the use of the ;
- Overdevelopment of the site and incongruous design;
- Loss of mature trees.

Following the submission of amended plans, a further 4 letters of objections were received from residents who objected to the original proposal. It was noted that the proposed retention of trees was now acceptable; however concerns relating to parking, noise, bin and cycle storage were still raised.

Consideration

The main issues in this case are the principle of development; residential amenity; character and appearance of the Conservation Area; access, parking and highway safety; and sustainable drainage.

Principle of development

Policy CS8 states that:

The provision of new community facilities will be supported where they meet the identified needs of local communities and have a viable long term management and funding proposal. Where there are increased demands on existing facilities as a result of development, the enhancement of facilities or suitable additional provision will be sought.

Policy CS16 states that development should

...create an environment for culture and creativity to flourish by (inter alia):

- *Creating or retaining cultural facilities and opportunities, including places of worship, cemeteries and crematoria, that help people who live here to develop a sense of belonging, to value the cultural diversity and heritage of our City and become more confident and proud of Leicester, seeing it as a good place to live;*

The proposed development relocates an existing community facility from elsewhere in the City to larger premises which have a lawful use which falls within Use Class D1. As such, the principle of extensions and alterations are considered to be acceptable subject to an assessment of the impacts of the development on issues such as the character and appearance of the Conservation Area; design; residential amenity; trees; parking and highways.

Design and Heritage Assets

Policy CS03 of the Leicester Core Strategy (2014) states that good quality design is central to the creation of attractive, successful and sustainable places, and that high quality, well designed developments that contribute positively to the character and appearance of the built environment are expected. It goes on to require new development to meet the highest standards of accessibility and inclusion. Policy CS18 states that the Council will protect and seek opportunities to enhance the historic environment, including the character and setting of designated heritage assets.

Saved Policy PS10 of the Local Plan (2006) includes the ability of the area to assimilate development among the amenity factors that will be taken into account when determining planning applications.

The application site comprises a detached Victorian building which is set-back from the main London Road. Views towards the building are largely blocked by the tree lined driveway into the site. The elevations of the building are rendered and to the rear is a large conservatory which is in significant disrepair. The building has been extended along the front and rear elevations and over time an external staircase has been constructed to the side elevation.

The proposed two storey front extension would be built in matching materials (render finish) and of similar proportions to the existing extension to the front. I consider that this would balance the front elevation of the building whilst providing modern facilities within the site. Given that the building is set-back within the site and open views from the street scene are blocked by the mature trees to the front, I consider the proposed extension would not appear overly bulky nor would they detrimentally alter the appearance of the site in the street scene.

Turning to the part two and part single storey rear extension, it is recognised that these extensions would span almost the full width of the rear elevation of the building; however I do not consider this in itself to amount to visual harm to the character and appearance of the building. The two storey rear extension would be set-down from the ridge of the original building with a gable front which would be largely glazed. Similarly the single storey rear extension would be largely glazed to the minimise the visual dominance of the proposed extensions. At the rear, the extensions would be the largest and therefore the use of contrasting materials with glazing has been adopted to ensure the extension appears as an extension to the original building rather than the extension appearing to take on the form of the original building. This is an approach adopted by many extensions to listed buildings. Although the application building is not listed it is considered to be an appropriate way to achieve the additional facility.

The two storey rear extension would enclose the existing external staircase. This would be a positive impact on the visual appearance of the site and host building. I consider that the previous ad-hoc alterations and additions to the building detract from the visual quality of the building. The proposed extensions would 'tidy-up' some of the later additions which would have a positive impact on the appearance of the site and Conservation Area.

Views to the rear extensions would be from the adjacent sites to the south and west which is occupied by St Georges Nursing Home and Ashlands Mews assisted living accommodation. I consider the most prominent of the extensions would be the two storey rear extension by virtue of its height. The rear extension would be largely screened from the street level due to its height and flat roof design. The boundary treatment in this location comprises of a 1.8 metre timber fence which would screen most of the rear extension. I consider the single storey rear extension to be subservient in its height and would not significantly detract from the visual quality of the host building and wider site.

The land level slopes down to the rear and therefore the rear extension would have steps at the rear. I consider this addition would not detrimentally alter the appearance of the site, nor would this make the extension appear unduly bulky.

I recognise that the rear extension would result in the removal of the existing timber glazed addition to the rear. The date of this glazed extension is unknown however it can be assumed that this was added when the site was in use as a care home for the elderly. This extension is currently in significant disrepair and not fit to be used. CAP have advised that the incorporation of this element should be considered; however I consider that this would not provide the additional space required by the applicant, nor would it effectively mitigate any noise emitting from the building. On balance I consider the loss of this element to be acceptable to enable the site to be brought back into use.

The extensions are relatively large compared with the original building; however as the host building is not listed I consider that this does not in itself amount to harm. The site is within the Stoneygate Conservation Area and I therefore consider it appropriate and necessary to attach conditions requiring the submission of details of the external finishes for the front only, as the bricks and mortar for the rear have been including on the proposed plans for the rear extension.

Other alterations to the building include repairs to the original fabric which would be like-for-like. The installation of access ramps to the front of the building is considered acceptable and appropriate to ensure the extension would be accessible for all. It is also proposed to install two gates internally within the site. I consider it appropriate to require the submission of details for these gates.

The proposed development would result in alterations to other aspects of the site. The access is proposed to be widened to 7 metres to accord with highways safety standards. The proposed widening would result in the loss of some of the front boundary wall; however details of the appearance of the access can be secured by way of condition. This is to ensure that the proposed widened access does not remove the characteristic boundary treatment with the pillars which create a wider setting for the site.

Other amendments include the provision of emergency parking in the event that the existing car parking spaces are not sufficient. The existing parking is to the south of the site which is completely hardstanding. There is an area to the right-hand side of the drive into the site which is grassed but has previously been used as overspill parking. This area is proposed to be continued as an overspill car park which I consider to be acceptable and which would not significantly alter the character of the site.

A further overspill parking area to the rear of the site is also proposed. This area is also currently grassed over and forms part of the rear garden. It is proposed to use grass crete or similar material on these areas so that no further hardstanding needs to be installed on site. I consider that this would not alter the character and appearance of the site and would help ensure that the use of the site would not result in on street parking in the local area. I consider that this provision of parking would not detrimentally alter the character and appearance of the site, nor would it significantly harm the character of the Conservation Area.

The proposed use of the site as a community facility with ancillary education facilities would be in line with the lawful use of the site. The proposed extensions would facilitate additional rooms in the form of a large dining and function hall at the ground floor which would accommodate the whole of the ground floor rear extension. Other extensions would accommodate toilet facilities and conference and break out rooms at first floor. The proposed extensions would bring the facilities on site in line with modern requirements and also to the requirements of the charity.

On balance I am satisfied that the development would not be too intensive or out of proportion to the surrounding area. The proposed development would ensure that the site would be brought back into use with modern day facilities. I conclude that the proposal would comply with Core Strategy Policies CS03 and CS18, and would not conflict with saved Local Plan Policy PS10 and is acceptable in terms of the character and appearance of the area.

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) includes noise, smell, air pollution, the visual quality of the area including potential litter problems as amenity factors that will be taken into account when determining planning applications.

Saved Policy PS11 states that proposals with potential to pollute by reason of noise, dust, vibration and smell will not be permitted unless the health and amenity of neighbours and the wider environment can be assured.

Martin House Cottage

The cottage is the closest residential property to Martin House and shares the same access drive. The cottage is owned by Leicester City Council and is currently rented out as residential accommodation. As the closest residence, this property would be most affected by comings and goings at the application site, especially in respect of noise and disturbance. However the applicant could use the site immediately without planning permission.

I consider that the proposed extension would not create an unreasonable amount of detriment to the amenities of the adjacent cottage. However I consider it appropriate to attach an hours of use condition to ensure that additional activity on site is controlled. Furthermore, an additional condition restricting any external activity and noise, including the installation of speakers on the external of the building is considered to be appropriate and necessary to protect the amenity of existing and future occupiers of Martin House Cottage.

Along the side of the building it is proposed to install a kitchen which could result in some harm if appropriate ventilation is not in place. I consider it appropriate and necessary to attach a condition requiring the submission of a ventilation details prior to first use of the extensions.

The proposed extension and other alterations to the host building are considered not to result in significant harm in respect of privacy, overshadowing, daylight and outlook from principal room windows at the cottage. The extensions would be contained within

the main footprint of the building and the extensions to the rear would not be visible from the cottage. As such I consider that the extensions themselves would not result in any significant harm.

349, 351 and 353 Ratcliffe Road

The access into the site also provides one access point for the occupiers of 349-353 Ratcliffe Road (odds only). These properties would be located a distance of approximately 70 metres from the host building. Whilst I acknowledge that there may be some impacts in terms of noise and disturbance from the comings and goings at the application site; I consider that there would be a sufficient distance maintained to ensure no significant harm to the amenities of the occupants of these dwellings.

19 & 17 Ratcliffe Road

The occupants of the short cul-de-sac off Ratcliffe Road would share a common boundary with the application site. No.19 and 17 are situated the closest to the host building at a distance of approximately 23-28 metres from the rear elevation of the dwelling to the side elevation of the application building.

By virtue of the siting of the main car park to the south of the site, I consider that the occupants of Ratcliffe Road could experience some noise from visitors at the site. However this is an existing car park and the site could be used immediately with this car park without planning permission. I consider that subject to conditions on hours of use and amplified music, the proposed development would not result in an unreasonable detriment in respect of noise and disturbance to the occupiers of no.'s 17 and 19.

In respect of the proposed extensions and alterations, I consider the extensions are an adequate separation distance so as not to result in any significant harm in respect of privacy, overshadowing, outlook and daylight.

Concerns have been raised in respect of the siting of the proposed cycle store adjacent to the rear boundary of no.19. I consider that it is appropriate to attach a condition requiring the submission of additional information for this.

St George's Care Centre & Ashlands Mews, Ratcliffe Road

The proposed rear extensions would be most visible from this part of Ratcliffe Road; however the rear extensions closest to these properties would be the single storey extension. I consider that the proposed rear extensions by virtue of its height would not result in any harmful loss of privacy to the occupants of the nursing homes and assisted living accommodation at the rear. Nor would the proposed development detrimentally alter daylight to and outlook from principal room windows as the extensions would maintain a distance of minimum 18 metres from the St George's Care Centre and 18 metres between the single storey rear extension to the rear boundary of the site. The proposed development would alter the appearance of the site at the rear and increase the built footprint on site; however I do not consider that this would amount to harm.

In respect of noise and disturbance, the proposed extension would be built of bricks and glazing which would ensure that most of the noise would remain within the building itself. I consider that an hours of use condition as well as a condition for hours of use and control over amplified music would ensure that the amenities of the occupiers would be protected.

It is noted that one of the overspill car parks would be situated at the rear of the site. This car park would not be used regularly, but only on occasion during larger events. I consider that the provision of the overspill car park would not result in significant harm in respect of noise and disturbance.

2a – 18 Knighton Drive (evens only)

As with the other adjacent properties I consider the proposed development would not result in any harmful impact in respect of privacy, daylight and overbearing. Much of the site is screened from the properties along Knighton Drive by mature landscaping in the form of trees.

Adjacent to the boundary with 2a and 6 is where it is proposed to re-instate an overspill car park to the front of the site. I consider that as this appears to have previously been used as such, this would not result in unreasonable harm in respect of noise and disturbance.

Amenity Conclusion

The proposed development relates to the provision of enlarged facilities at the site to accommodate the use as a community facility. Although the extensions are large, especially to the rear, I consider that the application site as a whole is large enough to accommodate this scale of development whilst also avoiding any significant harm to the amenity of adjacent residential occupiers. 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 CS14 of the Leicester Core Strategy (2014) states that development should be accessible to all future users, including those with limited mobility, and should be accessible by alternative means of travel to the car.

Saved Policy AM01 of the Local Plan (2006) states that planning permission for development will only be granted where the needs of pedestrians and people with disabilities have been successfully incorporated into the design. Saved Policy AM02 states that planning permission will only be granted where the needs of cyclists have been successfully incorporated into the design. Saved Policy AM11 gives effect to published car parking standards for non-residential development.

The proposed development is for an extension to the building with no change of use and the existing site has limited adequate parking provision which falls short of the current parking standards. The extension proposed requires 18 additional car parking spaces to be provided on site. The amended plans provide a total of 39 car parking

spaces which include 2 disabled parking bays to the existing car park and overspill car parking to the front, adjacent to the driveway into the site. In addition to this, the applicant has demonstrated that the rear of the site could be used as a further overspill car park for an additional 14 cars. I consider the levels of car parking to be acceptable and in accordance with Appendix 01 of the Local Plan. A condition to require the provision of the parking to be available prior to first use of the extension is considered to be appropriate.

There is a detached secure cycle store proposed to be located along the southern boundary of the site. The cycle store should provide 20 cycle parking spaces. It is considered appropriate and necessary to attach a condition requiring the elevations and plan of the secure cycle storage.

Concerns have been raised in respect of the generation of traffic to and from the site as a result of the proposed development. The site has a lawful D1 use and based on the proposed additional floor space the proposal should include an additional 18 car parking spaces which the development would provide. In addition to the parking provisions, the site is situated on the A6 London Road which has good access to public transport links. The applicant has submitted details of the current usage of charity site at Prebend Street, and the numbers of coming and goings on a regular basis I consider that the proposed development would provide sufficient parking space on site.

It is proposed to alter the access into and out of the site by widening the access gate to 7 metres to comply with highways safety measures. I consider the amendments to the front access are acceptable in respect of highway safety. This should be secured by way of a pre-commencement condition to ensure that any construction vehicles do not cause obstructions on the local highway network.

Subject to amended plans and conditions relating to surfacing, access, travel pack and cycle parking, 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 and Drainage

Policy CS02 of the Leicester Core Strategy (2014) states 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 site is within a critical drainage area indicating that it has the potential to contribute adversely to surface water. The proposed development would be located on an area which is part hard surfaced and part grassed. The proposed site plan includes the provision of a soakaway to the rear of the building. As hard surfacing is proposed to be increased on site I consider it appropriate to attach a condition requiring the submission of details to ensure that this would adequately mitigate any additional surface water run-off.

I conclude that the proposal would comply with Policy CS02 of the Core Strategy (2014) and saved Policy BE20 of the Local Plan (2006) and is acceptable in terms of sustainable drainage.

Nature Conservation and Trees

Policy CS03 of the Leicester Core Strategy (2014) sets out the urban design objectives for new development including the creation of spaces that are fit for purpose. 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) requires new development to include planting proposals and resists development that would impinge upon landscape features of amenity value. Saved Policy BE22 permits outdoor lighting where that lighting is necessary, and light pollution would be minimised and there would be no unreasonable impact upon *inter alia* the nocturnal landscape.

As part of the amended scheme no mature trees would be removed from the site. Tree protection measures have been provided and on the proposed site plan there is an indication of additional soft landscaping. Although details of planting have not been submitted, I consider that this can be secured by way of condition for a hard and soft landscaping scheme. Details of tree protection measures have been submitted. I consider it is appropriate to include this as an approved document in the approved plans condition to ensure that existing trees and their roots would not be detrimentally impacted as a result of the proposed scheme.

I conclude that the proposal would comply with Core Strategy Policies CS03 and CS17 and saved Local Plan Policies UD06 and BE22, and is acceptable in terms of its impacts upon trees, ecology and landscaping.

Conclusion

There is no objection to the principle of development which in accordance with local and national policies and would provide a modern community facility to serve the local community and one which would be relocated from within the city.

The impact upon the occupiers of neighbouring properties and upon the character and appearance of Stoneygate Conservation Area would be acceptable and can be adequately controlled by condition.

The proposal would bring a vacant building into use which would benefit the character of the site and wider area.

The parking and drainage arrangements would be satisfactory.

I 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 building works commence on the extensions, the existing vehicular access serving the site from London Road, shall have been improved as shown on the approved details, to provide a minimum width of 7 metres with suitable extensions to the dropped crossing. The widened access road shall also have been surfaced in a hard bound material for at least its first 15 metres behind the highway boundary (back of footway). Once completed the access shall thereafter be permanently so maintained. (In the interests of highways safety, and in accordance with policy AM11 of the City of Leicester Local Plan and Core Strategy policy CS3. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition)
3. Prior to the commencement of the development details of all street works, including alterations to the footway crossing, shall be submitted to and approved in writing by the City Council as local planning authority. Prior to the commencement of the extensions to the building all streetworks must be implemented in full accordance with the approved details. (To achieve a satisfactory form of development, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS03. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition)
4. Prior to any above ground development (excluding access alterations), the materials to be used on the external front extension, including details of doors, windows, roof, glazing and framing shall be submitted to and approved by the City Council as local planning authority. Development shall be carried out in accordance with the approved details. (In the interests of visual amenity and impact on Conservation Area, and in accordance with Core Strategy policies CS03 and CS18).
5. Prior to any above-ground development (excluding access alterations), details of a ventilation system to control the emission of fumes and smell from the premises has been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to first use of the extension and maintained and operated thereafter in accordance with the manufacturer's instructions (In the interests of the amenities of nearby occupiers, and in accordance with policies PS10 and PS11 of the City of Leicester Local Plan.)
6. Before the extensions are brought into use, a detailed hard and soft landscaping scheme showing the treatment of all parts of the site which will remain unbuilt upon shall be submitted to and approved by the City Council as local planning authority. This scheme shall include details of: (i) new tree and shrub planting,

including plant type, size, quantities and locations; (ii) other surface treatments (including the over spill car parking); (iii) fencing and boundary treatments and; (iv) any changes in levels. The approved scheme shall be carried out no later than one year after the development is first brought into use. For a period of not less than five years from the date of planting, the applicant or owners of the land shall maintain all planted material. This material shall be replaced if it dies, is removed or becomes seriously diseased. The replacement planting shall be completed in the next planting season in accordance with the approved landscaping scheme. (In the interests of amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3.)

7. Prior to any above ground development (excluding access alterations), details of the secure and covered cycle parking shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be provided in accordance with the approved details prior to first use of the extensions and retained thereafter. (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).
8. Prior to any above-ground development (excluding access alterations), a scheme for Sustainable Drainage System (SuDS) shall be submitted to and approved in writing by the City Council as local planning authority. The Sustainable Drainage System shall be managed and maintained thereafter in accordance with the approved management and maintenance plan. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy.)
9. The use shall not be carried on outside the hours of 0730 and 2200 daily. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
10. The parking areas shall be provided before the use of any extensions and shall be retained and kept available for that use. (To ensure that parking can take place in a satisfactory manner; and in accordance with policy AM11 of the City of Leicester Local Plan and Core Strategy policy CS03.)
11. Any gates, bollards, barriers, chain or other similar obstruction placed across the vehicular access driveway, shall be set back at least 15 metres behind the highway boundary (back of footway) and shall not open outwardly. (In the interests of highway safety, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3.)
12. There shall be no amplified music or voice broadcast outside the building. (In the interests of the amenities of nearby occupiers, and in accordance with policy PS10 of the City of Leicester Local Plan.)
13. This consent shall relate solely to the following submitted plans received by the City Council as local planning authority, unless otherwise submitted to and approved by the City Council as local planning authority. (For the avoidance of doubt.)

Proposed plans A-PL-100 Rev D (28/09/2018)
Proposed plans A-PL-101 Rev B (28/09/2018)
Proposed Elevations A-PL-200 Rev D (28/09/2018)
Proposed Elevations A-PL-001 Rev E (28/09/2018)
Parking Requirements (17/09/2018)
Proposed Activities & Use of Facilities Addendum (17/09/2018)
Site Entrance Widening Plan (17/09/2018)
Safe Access & Parking (17/09/2018)
Brick Specification (Ouverture Marziale WDF) (17/09/2018)
Bat survey - Preliminary Roost Assessment (29/03/2018)
Noise Control (31/08/2018)
Tree Officer Response (30/10/2018)

NOTES FOR APPLICANT

1. The Highway Authority's permission is required under the Highways Act 1980 and the New Roads and Street Works Act 1991 for all works on or in the highway.
For new road construction or alterations to existing highway the developer must enter into an Agreement with the Highway Authority. For more information please contact highway.management@leicester.gov.uk

Policies relating to this recommendation

- 2006_AM01 Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
- 2006_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
- 2006_AM11 Proposals for parking provision for non-residential development should not exceed the maximum standards specified 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_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
- 2006_PS11 Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
- 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_CS08 Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
- 2014_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to

develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.

- 2014_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2014_CS16 The Council aims to develop culture and leisure facilities and opportunities which provide quality and choice and which increase participation among all our diverse communities. New developments should create an environment for culture and creativity to flourish.
- 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.