

Leicester
City Council

Application no: 20162453
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PLANNING PERMISSION

Applicant:

LEICESTER CITY COUNCIL
MR GEOFF MEE
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115 CHARLES STREET
LEICESTER
LE1 1FZ

Agent (if any):

PART 1 - PARTICULARS OF APPLICATION - no: 20162453

DATE OF APPLICATION: 13 December 2016

LOCATION OF PROPOSAL: ASHTON GREEN, LEICESTER ROAD /
BEAUMONT LEYS LANE / THURCASTON
ROAD

Date: 3 October 2018

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DETAILS OF PROPOSAL: VARIATION OF CONDITIONS 38 (GREENGATE LANE IMPROVEMENTS), 39 (LEICESTER ROAD AND BEAUMONT LEYS LANE IMPROVEMENTS), 40 (HIGHWAY AND PUBLIC TRANSPORT INFRASTRUCTURE IMPROVEMENTS), 42 (A46/A5630 ANSTEY LANE/LEICESTER ROAD JUNCTION IMPROVEMENTS), 44 (AREA WIDE TRAFFIC CALMING), 54 (FRAMEWORK TRAVEL PLAN), 55 (FRAMEWORK TRAVEL PLAN FUNDING), 57 (CYCLE ROUTE STRATEGY), 58 (PUBLIC TRANSPORT FACILITIES STRATEGY), 62 (EXTENSION OF EXISTING BUS SERVICES) AND REMOVAL OF CONDITIONS 12 - AFFORDABLE HOUSING PROVIDER, CONDITION 41 - BENNION ROAD AND CONDITION 59 - IMPROVEMENTS TO BEAUMONT LEYS BUS INTERCHANGE ATTACHED TO PLANNING PERMISSION 20131597 FOR OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED FOR MIXED USE DEVELOPMENT COMPRISING DWELLINGS (INCLUDING SHELTERED AND SUPPORTED ACCOMMODATION) ; EMPLOYMENT USE (CLASS B1 OR B2 OR B8) RETAIL (CLASS A1 OR A2 OR A3 OR A4 OR A5); EDUCATION FACILITIES AND ASSOCIATED USES INCLUDING COMMUNITY & HEALTH FACILITIES (CLASS D1) ENERGY CENTRE, PUBLIC OP OPEN SPACE AND SUPPORTING HIGHWAYS AND INFRASTRUCTURE (ENVIRONMENTAL STATEMENT) (SUBJECT TO SECTION 278 AGREEMENT)

PART 2 - PARTICULARS OF DECISION

Town and Country Planning Act 1990
Town and Country Planning General Regulations 1992

Leicester City Council grants Planning Permission for the carrying out of the development referred to in Part 1 above in accordance with the application and plans submitted subject to the following conditions:

CONDITIONS

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1. All subsequent reserved matters applications shall be submitted no later than 4th March 2031. (To comply with Section 92 of the Town & Country Planning Act 1990.)
2. Detailed plans and particulars of the siting, layout, design and scale, external appearance, landscaping and means of access to the development (referred to in Condition 1 as reserved matters) shall be submitted to and approved by the City Council as local planning authority before the development is begun. The following level of detail will be expected with any reserved matters application:
 - 1) Detailed drawings to a scale of not less than 1:500 including road and plot layouts.
 - 2) Detailed drawings to a scale of not less than 1:100 showing the siting, design, and external appearance of the buildings, including particulars of the materials to be used for external walls and roofs.
 - 3) Details of the siting and design of any vehicular access to a highway or estate road.
 - 4) Details of the means of foul and surface water disposal;
 - 5) Detailed drawings to a scale of not less than 1:500 of a landscaping scheme showing the following details:
 - a) the positions, heights and species of existing trees.
 - b) proposals for felling and retention of existing trees.
 - c) proposals for tree planting, including the number, species, heights of planting and positions of all trees, shrubs and hedgerows;
 - d) proposals for the provision of incidental grass areas or other open spaces, including particulars of the treatment of hard surfaces, and any other features intended to enhance the attractiveness of the environment;
 - e) proposals for the provision of screen walls or fences, including details of heights, positions, designs and types of construction.(To secure the satisfactory development of the site.)
3. Applications for approval of reserved matters shall be in accordance with the principles and parameters set out in the following plans and documents (including any revisions agreed during the application process) forming part of the application unless otherwise agreed in writing by the local planning authority or superseded by the Design Guide as required under condition 7: Indicative masterplan and framework plans:
 - Open Space - 1.000
 - Water - 2.000
 - Ecology -3.000
 - Street hierarchy - 4.000
 - Bus routes - 5.000
 - Public realm - 6.000
 - Highway improvements -7.000
 - Land use - 8.000
 - Residential density - 9.000
 - Urban form - 10.000
 - Indicative Masterplan A - 11.000
 - Indicative Masterplan B - 12.000
 - Character Areas - 13.000
 - Solar Orientation - 14.000



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Phasing - 15.000
Infrastructure phasing - 16.000
Other Documents:
Environmental Statement
Biodiversity survey and report
Flood Risk Assessment
Preliminary Infrastructure Appraisal
Preliminary Energy Options Study
Energy Statement
Archaeological Study
Planning Statement
Design and Access Statement
Economic Statement
Retail Statement
Affordable Housing Statement
Consultation statements
Transport Assessment and Travel Plan
Sustainability Protocol

(To secure the satisfactory development of the site and in accordance with Policy CS3 of the Core Strategy.)

4. The total development shall not exceed the following parameters: up to 3,000 dwellings, up to 10 hectares of employment uses (of which not more than 1.5ha of B1(a) and the remainder within use classes B1(c), B2 and B8), 1.5 hectare energy centre, up to 3,000 square metres gross floorspace of (Use Classes) A1 or A2 or A3 or A4 or A5 up to 2,000 square metres gross floorspace of Use Class D2 uses other than education, up to 14 hectares for educational facilities and 49 hectares of open space /recreational space, unless otherwise agreed in writing with the local planning authority. (In order to ensure a satisfactory form of development in accordance with Policy PS10 of the City of Leicester Local Plan and Policy CS3 of the Core Strategy).
5. The provision of all elements in the Phasing Programme shall be carried out in accordance with the Phasing Programme approved under discharge of condition application 20160165 and the time triggers specified in it, unless otherwise agreed in writing by the local planning authority. (To secure the satisfactory development of the site and in accordance with Policy CS3 of the Core Strategy.)
6. Each reserved matters application shall be accompanied by a scheme of construction management and shall be submitted to and agreed with the local planning authority to cover the following:
 - (1) Construction process management plan
 - (2) Construction vehicle parking details
 - (3) Construction traffic access
 - (4) Construction working hours
 - (5) Prevention of mud on the highway
 - (6) Site hoardings
 - (7) Routing plan for construction traffic associated with all phases of construction



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(8) Construction waste management plan.

The agreed scheme shall be implemented before the start of any development of that phase.

7. Development shall be carried out in accordance with the Design Guide approved under discharge of condition 20162454 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Design Guide. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)
8. Prior to the commencement of each reserved matters development, excluding highways and infrastructure works, a sample panel of the materials to be used in the construction of the external surfaces shall be prepared on site for inspection and approved in writing by the local planning authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in that development. The development shall be constructed in accordance with the approved sample, which shall not be removed from the site until the completion of the approved development. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)
9. Development shall be carried out in accordance with the Site Wide Energy and Carbon Reduction Strategy (SWECRS) approved under discharge of condition 20160165 and each reserved matters application submitted shall be accompanied by a statement for approval by the Local Planning Authority demonstrating how the development proposed meets its requirements and targets. (In order to secure a sustainable form of development in the interest of carbon reduction and protection of the environment in accordance with policy BE16 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)
10. Development shall be carried out in accordance with the Affordable Housing Statement approved under discharge of condition 20160165 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Affordable Housing Statement . (In order to secure the overall delivery of the affordable housing units in accordance with Policy CS6 of the Core Strategy.)
11. Development shall be carried out in accordance with the Strategic Drainage Strategy approved under discharge of condition 20160374 and each reserved matters application shall be accompanied by a statement demonstrating how the



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development proposed addresses the approved Strategic Drainage Strategy. (In accordance with Policy BE20 of the City of Leicester Local Plan).

12. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to treat and remove suspended solids from surface water run-off during construction works, and the scheme shall be implemented and maintained throughout construction as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)
13. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to install oil and petrol separators and the scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)
14. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to install trapped gullies and the scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)
15. Development shall be carried out in accordance with the Site Wide Green Infrastructure Strategy (SWGIS) approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Site Wide Green Infrastructure Strategy (SWGIS). (In the interests of amenity, ecology and public safety and in accordance with Core Strategy Policy CS3)
16. The landscaping scheme submitted with each reserved matters application shall demonstrate how it complies with the Site Wide Green Infrastructure Strategy approved under condition 15 and shall contain details of the following:
 - 1) Details of trees, hedgerows, habitats, ponds and other natural features it is proposed to retain and details of how they will be protected during the construction phase,
 - 2) Planting and landscape plans
 - 3) Structures (including hard landscaped areas, lighting, floodlighting, boundary treatments, street furniture and play equipment),
 - 4) Details of any foot and cycle access through green areas.The approved landscaping scheme for the phase of development approved under each reserved matters application shall be implemented before any use or occupation of that phase, unless otherwise agreed in writing with the local planning authority and maintained thereafter. (In order to provide a satisfactory form of development and in accordance with Policy CS3 of the Core Strategy.)
17. Each reserved matters application shall be accompanied by the following details in relation to any trees it is proposed to retain within the reserved matters site:



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- 1) An Arboricultural Implications Assessment and Arboricultural Method Statement which include a Tree Constraints Plan that clearly identifies above and below ground constraints
 - 2) Details of tree protection fencing
 - 3) Details of the proposed methodology for carrying out any works within any Retained Tree Root Protection Area.
- Development shall only be carried out in accordance with the approved details. (In the interests of protecting retained trees, especially those covered by Tree Preservation Orders and in accordance with saved Policy UD06 of the City of Leicester Local Plan.)
18. Development shall be carried out in accordance with the Site Wide Ecology Management Plan (EMP) approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Site Wide Ecology Management Plan (EMP). (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)
 19. Existing vegetation and hedgerows with the potential to accommodate birds will only be managed or removed outside the bird breeding season (March to August), unless otherwise agreed by the local planning authority. (In accordance with Policy CS13 of the Core Strategy and National Planning Policy Framework.)
 20. Each reserved matters application shall be accompanied by a bat survey that shall have been prepared within 12 months of the submission date. No trees which have been identified as having bat roosts or of medium / high potential for bat roosts shall be removed until a detailed method statement according with the updated Environmental Statement has been submitted to and approved in writing by the local planning authority and any removal thereafter shall be in accordance with the approved details. (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)
 21. Each reserved matters application shall be accompanied by a great crested newt and badger survey that shall have been prepared within 12 months of the submission date. No areas which have been identified as having badger sets shall be developed until a detailed method statement according with the Environmental Statement has been submitted to and approved in writing by the local planning authority and any removal thereafter shall be in accordance with the approved details. (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)
 22. Development shall be carried out in accordance with the Open Space Management and Maintenance Scheme approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a



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statement demonstrating how the development proposed addresses the approved Open Space Management and Maintenance Scheme.

The open space areas provided shall be retained for their intended purpose unless otherwise agreed in writing by the local planning authority.

23. Prior to any development or demolition taking place, a programme of archaeological work including a Written Scheme of Investigation shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall include an assessment of significance and research questions; and:
- (1) the programme and methodology of site investigation and recording
 - (2) the programme for post investigation assessment
 - (3) provision to be made for analysis of the site investigation and recording;
 - (4) provision to be made for publication and dissemination of the analysis and records of the site investigation
 - (5) provision to be made for archive deposition of the analysis and records of the site investigation
 - (6) nomination of a competent person or persons or organization to undertake the works set out within the Written Scheme of Investigation.

No demolition or development shall take place other than in accordance with the approved Written Scheme of Investigation.

(To ensure satisfactory archaeological investigation and recording and in accordance with Core Strategy policy CS18.)

24. Prior to the occupation of any building within Ashton Green, the site investigation and post investigation assessment will have been completed in accordance with the programme set out in the Written Scheme of Investigation approved under (condition 23) above, and the provision made for analysis, publication and dissemination of results and archive deposition has been secured, unless agreed in writing with City Council as local planning authority. (To ensure satisfactory archaeological investigation and recording and in accordance with Core Strategy Policy CS18.)

25. Development shall be carried out in accordance with the Education Strategy approved under discharge of condition 20160166 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Education Strategy. (In order to ensure a satisfactory form of development and education provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

26. Development shall be carried out in accordance with the Health Strategy approved under discharge of condition 20160166 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Health Strategy. (In order to



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ensure a satisfactory form of development and health provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

27. Development shall be carried out in accordance with the Community Strategy approved under discharge of condition 20160166 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Community Strategy.

(In order to ensure a satisfactory form of development and community facilities provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

28. Those areas of the site where soil contamination has been identified shall be investigated for any soil contamination arising from current or former uses, including further leachate testing. A detailed site investigation report incorporating a suitable risk assessment shall be included within each reserved matters application and approved by the local planning authority. For all risks identified by the above assessment as being unacceptable for the proposed use, remediation proposals shall be submitted to and approved by the local planning authority. Before any part of the development is occupied, a completion report relevant to that part of the development shall be submitted to and approved by the local planning authority. The report shall

contain:

- 1) A full description of the works undertaken in accordance with the approved remediation proposals.
- 2) Results of any additional investigation or remediation works undertaken.
- 3) A statement, signed by the developer or the approved agent confirming that all remediation work has been satisfactorily completed.

(To ensure that the site free from contamination in accordance with Policy PS11 of the City of Leicester Local Plan.)

29. Prior to the commencement of each reserved matters development, details of soil quality shall be submitted to and agreed in writing with the local planning authority. Only soil that has been deemed to be acceptable shall be used within the development. (To ensure that the site free from contamination in accordance with Policy PS11 of the City of Leicester Local Plan.)

30. Any centralised energy plant or biomass combustion plant shall be built and operated in accordance with mitigation measures and methods agreed in writing with the local planning authority following a detailed assessment of the emission characteristics and likely overall air quality impact of such development. This assessment and details of such measures shall be submitted with any application for such development. (In accordance with Policies PS10 and PS11 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)

31. Each reserved matters application for built development shall be accompanied by a revised noise survey, which shall reassess the noise impact upon existing and future residential properties within or outside the site. This shall include the impact of any employment uses within the Ashton Green site itself, and details of



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any necessary mitigation measures. (In accordance with Policies PS10 and PS11 of the City of Leicester Local Plan.)

32. Each reserved matters application shall be accompanied by full details of the proposed levels of any building, associated structures and the remainder of the building plot, compared to existing levels of the site. The development shall be constructed in accordance with the approved levels, unless otherwise agreed in writing by the local planning authority. (In order to safeguard the character and appearance of the area and in accordance with Policy CS3 of the Core Strategy.)
33. Development shall be carried out in accordance with the Children's Play Strategy approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Children's Play Strategy.
(To ensure that adequate play provision is made for occupiers of the development hereby permitted and that the facility is adequately managed and maintained. In accordance with Policy CS3 of the Core Strategy.)
34. Other than as approved by reserved matters applications, notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification) the hard surfacing of front gardens shall not be carried out without the granting of specific planning permission or reserved matters approval from the local planning authority. (In the interests of visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site, and to ensure that SUDS measures are not eroded on a piecemeal basis, in accordance with Policy CS3 of the Core Strategy.)
35. There shall be no amalgamation of the units defined for A1, A2, A3, A4, A5 or D1 uses that comprise the village centre, unless otherwise agreed in writing with the local planning authority. (To ensure that the village centre provides an appropriate range of facilities and services required by the development and in accordance with Policy CS3 of the Core Strategy.)
36. The reserved matters application for Parcels 2 and 3(village centre), shall be accompanied with details of the following:
The improvements on Greengate Lane associated with the development, shall consist of a scheme as generally shown on drawings A047283-22-35-18-26 and A047283-22-35-18-027 comprising of the following:
1)the priority signalised gate scheme at the bridge along with the crossing and widening the footway to mitigate the impact of the development.
2) the safety measures scheme to be implemented on the County highway
3) the safety measures scheme to be implemented on the City highway network
4) the existing cycleway on Greengate Lane, Leicester City to be extended to connect to Thurstaston Road, Leicester City
Details of the scheme shall be submitted to and agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County



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Council Highway Authorities. The agreed scheme shall be implemented in accordance with the approved details.

(In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

37. The improvements on Ashton Green Road associated with the development, shall consist of a scheme to provide walking, cycling, traffic calming infrastructure and speed restriction measures.

measures. Details of the scheme will generally be in accordance with the design principles referenced in plans UA009091-ARC-DR and A081750-1-35-12 and include an implementation plan that will identify:

1) the speed restrictions, traffic calming and cycling/walking improvements to the north of Bevan Road/Ashton Green Road junction to be completed prior to the occupation of the 251st dwelling.

2) the speed restrictions, traffic calming and cycling/walking improvements to the south of Bevan Road/Ashton Green Road junction to be completed prior to the occupation of the 101st dwelling. The schemes shall be agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County Council Highway Authorities. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

38. Prior to the occupation of the 701st dwelling within Ashton Green, a scheme to provide highway and public transport infrastructure improvement measures along Beaumont Leys Lane between the A563 and Bennion Road shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. Details of the scheme will generally be in accordance with drawing A047283-22-3518-043. The agreed scheme will include an implementation plan identifying how the scheme will be completed no later than the occupation of the 1626th dwelling and will implemented in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

39. A scheme for improvements to the A46/ A5630 Anstey Lane/ Leicester Road junction and improvements to Anstey Lane including the Anstey Lane/Bennion Road junction shall be submitted to the local planning authority for approval and implemented prior to the occupation of the 351st dwelling. The scheme shall have regard to the design principles referenced in plans 0037.000-H2-1-151 to 153GA. The scheme to be implemented to the satisfaction of the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

40. Prior to occupation of the 1626th dwelling, the improvements to the Krefeld Way/Anstey Lane junction shown on drawing A081750-35-18-007 will have been completed to the satisfaction of the local planning authority in consultation with



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Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

41. Development shall be carried out in accordance with the area wide traffic calming including Cropston Road, Anstey approved under discharge of condition 20160167 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the area wide traffic calming measures. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS15 of the Core Strategy.)
42. No more than 150 dwellings shall be served off a single point of any access within the Ashton Green development. (To secure a satisfactory form of development in the interests of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
43. All streetwork construction details, carriageway and footway design, roads, footpaths and verges together with all drainage works shall be constructed in accordance with Leicester City Council's adopted '6C's Highway, Transportation and Development Design Guide' as well as 'Design Manual for Road and Bridges'. As part of reserved matters applications, details of the means of access including longitudinal and cross sections of roadways and surface water drainage shall be submitted to and approved by the local planning authority in consultation with the Leicester City Council Highway Authority. Development shall be carried out in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
44. The sight lines on each side of each vehicular access shall be provided at the time of development and shall thereafter be retained. Vehicular visibility splays will be designed and provided in accordance with Leicester City Council's adopted '6C's Highway, Transportation and Development Design Guide(HTD)'. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
45. All access driveways and any car parking or turning areas shall be surfaced with a permeable hard bound material (not loose aggregate) for a minimum distance of 5m behind the highway boundary. (To reduce the possibility of deleterious material being deposited in the highway in the interest of highway safety.)
46. Where vehicular access gates higher than 1 metre are erected, they shall be set back a minimum distance of 5 metres behind the highway boundary for residential development and up to 15 metres for industrial or commercial developments and shall be hung so as to open inwards only. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)



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47. At private drive accesses to roads intended to ultimately become publicly maintainable highways 1.5 metre x 1.5 metre pedestrian visibility sight line areas shall be provided in accordance with details to be submitted to and approved in writing by the city council as local planning authority. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
48. Dropped kerbs and ramps suitable for wheelchairs and prams, shall be provided at the time of development in the footways at all major pedestrian crossing points, at road junctions, at each vehicular access and at footway crossings in accordance with details to be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
49. Details of the location and design of any street furniture along public footpaths that provide seating shall be included as part of the submission of reserved matters applications along with a programme for its implementation. The details shall be implemented in accordance with the approved programme. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
50. Each reserved matters application shall be accompanied by an updated Transport Assessment for approval by the Local Planning Authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. This will demonstrate how the development complies with the Transport Assessment as referenced at Condition 4, or any replacement approved Transport Assessment. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
51. Prior to the occupation of the first building as approved under each reserved matters permission, a Travel Plan for each individual reserved matters application will be submitted to and approved in writing by the local planning authority. Each Travel Plan will have regard to the approved framework Travel Plan (document reference RTA081750- 03) and shall include such measures as deemed appropriate to the permitted development. Each approved Travel Plan shall be implemented and monitored in accordance with the details set out therein. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
52. Development shall be carried out in accordance with the Framework Travel Plan approved under discharge of condition 20160168 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Framework Travel Plan. (In the



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interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

53. Each reserved matters application (including non-residential development) shall include details of secure cycle parking to the currently adopted standards or otherwise as agreed with the Local Planning Authority and these shall be implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
54. Development shall be carried out in accordance with the Cycle routes document approved under discharge of condition 20160168 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Cycle routes document.
(In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
55. Prior to first occupation of any development in Ashton Green, a scheme for the provision of public transport facilities on the site shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme will include details of the location and design of lit and covered shelters, seating, raised access kerbs, information points, signing and bays, and a programme for their funding and implementation. The agreed scheme shall be implemented in accordance with the approved programme and retained as such. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
56. Development shall be carried out in accordance with the Public Transport Strategy approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Public Transport Strategy.
(To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
57. In accordance with the Public Transport Strategy as referenced in condition 58, or its subsequent review, should a bespoke City Centre to Ashton Green bus service be provided, the following will apply. Prior to the occupation of the 1626th dwelling, the bus priority measures along Beaumont Leys Lane and dedicated bus lane along Beaumont Leys Lane between the A563 and the A6 (as shown on drawing A047283-22-3518-44 will have been implemented). Unless otherwise agreed in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
58. Prior to occupation of the 101st dwelling, a detailed scheme for the extension of existing bus services or the provision of a new service linking Ashton Green to Beaumont Leys and Leicester City Centre, including funding and implementation details in accordance with the Public Transport Strategy or its subsequent review as referenced in condition 56, shall be submitted to and approved in writing by the



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Local Planning Authority in consultation with Leicester City Council Highway Authority, and implemented in accordance with the approved details. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)

59. Should a review of the public transport strategy as referenced under condition 56 identify the need for a scheme for bespoke public transport provision providing direct service(s) between Ashton Green and Leicester City Centre including associated improvements to city centre terminus arrangements, a strategy for such a scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority. The strategy shall include funding and implementation arrangements, which shall be prior to the occupation of the 1626th dwelling unless otherwise agreed in writing with the Local Planning Authority and as demonstrated through the ongoing review of the Public Transport Strategy, and implemented in accordance with the agreed details. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
60. Prior to first occupation of any employment uses on the site, details of likely freight traffic movements, and routes for traffic generated by the employment uses on the site shall be submitted to and agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority along with a Scheme for the management of such freight traffic (including details of signage, consultation and other measures proposed along with a programme for their implementation) so that it avoids travelling through residential areas in the locality. The agreed Scheme shall be implemented in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
61. Development shall be carried out in accordance with the Parking Strategy approved under discharge of condition 20160168 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Parking Strategy.
(In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
62. Development shall be carried out in accordance with the Traffic Calming Strategy approved under discharge of condition 20160168 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Traffic Calming Strategy .
(In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
63. Development shall be carried out in accordance with the Public Lighting Strategy approved under discharge of condition 20160178 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Public Lighting Strategy. (In the interest of highway safety and in accordance with Policy AM02 of the City of



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Leicester Local Plan and Policy CS14 of the Core Strategy.)

64. Development shall be carried out in accordance with the Public Rights of Way Strategy approved under discharge of condition 20162454 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Public Rights of Way Strategy. (To ensure a coordinated approach to the provision of public rights of way across the site and surrounding area and in accordance with Policy AM01 of the City of Leicester Local Plan and Policies CS3 and CS14 of the Core Strategy.)
65. Development shall be carried out in accordance with the Employment and Skills Plan approved under discharge of condition 20160165 and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Employment and Skills Plan . (In accordance with Policy CS10 of the Core Strategy.)
66. The dwellings and their associated parking and approach shall be constructed in accordance with 'Category 2: Accessible and adaptable dwellings M4 (2) Optional Requirement. On completion of the scheme and prior to the occupation of the dwelling a completion certificate signed by the relevant inspecting Building Control Body shall be submitted to the City Council as local planning authority certifying compliance with the above standard. (To ensure the dwelling is adaptable enough to match lifetime's changing needs in accordance with Core Strategy policy CS6)

NOTES FOR APPLICANT

1. In terms of the construction waste management plan required by condition 6 the following is required: The waste management plan should include details of:
 - 1) The anticipated nature and volumes of waste.
 - 2) Measures to ensure the maximisation of the reuse of waste
 - 3) Measures to ensure the effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - 4) Any other steps to ensure the minimisation of waste during construction
 - 5) The location and timing of facilities pursuant to criteria 2/3/4.
 - 6) Proposed monitoring and timing of the submission of monitoring reports.
 - 7) The proposed timing of submission of a waste management closure report to demonstrate the effective implementation, management and monitoring of construction waste during the construction of the development..
2. Central Networks have facilities within the area, you are advised to contact them (Central Networks, Aim Bureau Services, Toll End Road, Tipton, DY4 0HH) to obtain copies of the mains records.

You may also wish to contact their cablesafe team on 0800 0150 927.



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3. With regard to condition 19, Where such an agreement is made an ecologist nominated by the local planning authority will first check that there are no nests present. Where they are present the vegetation will be retained with a 5 metre buffer until all birds have fledged and the nest is no longer in use.
4. No such plant as detailed in condition 30 shall at any time individually or cumulatively cause the statutory air quality Objective criteria, as prescribed in The Air Quality (England) Regulations 2000 (SI. 2000/928) to be exceeded at any point where there is relevant human exposure for the purposes of the time criteria prescribed in those Regulations.
5. Condition 13 relates to parking areas and hard standings susceptible to oil contamination, and for areas where 65 or more cars are to be parked.
6. Condition 14 applies to parking areas and hard standings for between five and 65 cars in areas where connection to any oil and petrol separator is not possible.

7. The Environment Agency offers the following advice:
During the period of construction, oil and fuel storage will be subject to the Control of Pollution (Oil Storage) (England) Regulations 2001. The Regulations apply to the storage of oil or fuel of any kind in any kind of container which is being used and stored above ground, including drums and mobile bowsers, situated outside a building and with a storage capacity which exceeds 200 litres. A person with custody or control of any oil or fuel breaching the Regulations will be guilty of a criminal offence. The penalties are a maximum fine of £5000 in Magistrates' Court or an unlimited fine in Crown Court. Further details of the Regulations are available from the Environment Agency.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

If any waste is to be used on site, the applicant will be required to obtain the appropriate exemption or authorisation from the Agency.

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that the SWMP should contain depends on the estimated build cost, excluding VAT. Further information can be found at <http://www.netregs-swmp.co.uk>, and also within the following Environment Agency Pollution Prevention Guidelines:

- PPG1 General guide to the prevention of pollution.
- PPG2 Above ground oil storage tanks.
- PPG6 Working at construction and demolition sites.



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The Environment Agency supports the prudent use of energy and natural resources with minimal production of waste. Energy from waste has an important role to play as part of a carefully considered long term energy strategy, however, it should only be considered for residual waste that cannot be reused or recycled. In other words, recovering energy as an option to divert waste from landfill should not unjustifiably undermine or by-pass the rest of the waste hierarchy, which gives priority to reuse and recycling over recovery and disposal. We also consider that energy generated should be recovered as far as practicable and used to its full potential, for example using Combined Heat and Power (CHP) schemes, consistent with the requirements of Best Available Techniques(BAT).

8. The Environment Agency offers the following advice: The Code for Sustainable Homes has water efficiency targets as well as energy efficiency targets. However, unlike the energy efficiency targets, the water efficiency target is currently voluntary for privately built housing. Part G of the Building Regulations set a whole building standard of 125 litres per person per day for domestic buildings. However, from a water efficiency point of view the Environment Agency would recommend that the development goes further than the Building regulations and that any new homes built before 2016 should achieve the 'water efficiency component' of level 3/4 of the Code for Sustainable Homes (as a minimum). This relates to a level of 105 litres per person per day. For those built after 2016 the Agency would recommend code level 5/6 as a minimum (for the water efficiency components, as long as this does not compromise the achievement of achieving zero carbon). This relates to 80 litres per person per day. For non-residential buildings it is recommended that developers also demonstrate that they have considered water efficiency and conservation in the design and maintenance of the buildings. Where standards currently exist for a particular building type, it is recommended that developers aim for BREEAM Very Good or Excellent standards and we would recommend that maximum points are scored on water.' It is recommended that the installation of fittings that will minimise water usage such as low, or dual, flush WC's, spray taps and economical shower-heads in the bathroom are installed. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended. For outdoors consider installing a water butt, or even a rainwater harvesting system, to provide a natural supply of water for gardens. Simple treatment systems exist that allow rainwater to be used to supply WC's within the home. Following the above recommendations will significantly reduce water consumption and associated costs when compared to traditional installations. Rainwater harvesting utilises a free supply of fresh water and reduces the cost to the environment and the householder.
9. The highway proposals associated with this consent involve works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design and construction of the works. Please contact the Schemes Sponsor, Paul Bodimeade, on 0121 687 2559 at an early stage to discuss the details of the highways agreement.



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10. With regard to condition 10, for the avoidance of doubt, affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should: Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is: Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

Affordable rented housing is: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime³⁴ but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Intermediate affordable housing is: Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.

The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

11. For the avoidance of doubt, minor highways works as referenced in the conditions comprise works that will need planning permission but that do not exceed 35sqm in area in any one location. Such works should be an extension to a newly constructed junction from an adopted highway.
12. The pedestrian visibility splays referred to in Condition 47 are required to avoid a drivers visibility of children walking across the access being obstructed by walls, fences and landscaping exceeding 600mm in height above the adjacent footway level. In the case of walls the splays do not necessarily need to be at 45 degrees



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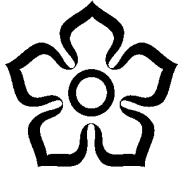
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and can be curved to soften edges. At all times the agreement of the city council will be required on the proposed designers response to achieve the requirement.

13. Funding details as referred to in the conditions as above will involve the provision of a financial arrangement (for provision elsewhere within the Ashton Green Development) to ensure funding through the residential development by way of S106 agreements related to reserved matters applications, OR will be demonstrated through provision of information related to the sale of land from the Council to the developer that demonstrates that necessary costs have been included within the land value and that these funds will then contribute to achieving the necessary infrastructure, and this would be then controlled through the use of a Grampian style condition attached to the appropriate reserved matters application(s).
14. To meet condition 66 All those delivering the scheme (including agents and contractors) should be alerted to this condition, and understand the detailed provisions of Category 2, M4(2). The Building Control Body for this scheme must be informed at the earliest opportunity that the units stated are to be to Category 2 M4(2) requirements. Any application to discharge this condition will only be considered if accompanied by a building regulations completion certificate/s as stated above.

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Leicester
City Council

Application no: 20131597
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PLANNING PERMISSION

Applicant:

LEICESTER CITY COUNCIL
NEW WALK CENTRE
WELFORD PLACE
LEICESTER
LE1 6ZG

Agent (if any):

IBI TAYLOR YOUNG
MR MARC WATTERSON
CHADSWORTH HOUSE
WILMSLOW ROAD
HANDFORTH
CHESHIRE EAST
SK9 3HP

PART 1 - PARTICULARS OF APPLICATION - no: 20131597

DATE OF APPLICATION:	31 October 2013
LOCATION OF PROPOSAL:	ASHTON GREEN, LEICESTER ROAD / BEAUMONT LEYS LANE / THURCASTON ROAD
DETAILS OF PROPOSAL:	VARIATION OF CONDITIONS 4-12, 16-21, 24, 26-31, 33-37, 41, 43, 45-51, 68-75, DELETION OF CONDITIONS 11, 13, 15, 22, 32, 35, 42, 52, 53, 62, 64, 65, 66, 67, 76 AND 82 ATTACHED TO PLANNING PERMISSION 20100969 FOR MIXED DEVELOPMENT (USES AND AMOUNT, PHASING, CONSTRUCTION MANAGEMENT, DESIGN, MATERIALS, AFFORDABLE HOUSING, DRAINAGE, GREEN INFRASTRUCTURE, ECOLOGY, ARCHAEOLOGY, EDUCATION, HEALTH, COMMUNITY, GROUND WORKS, HIGHWAY WORKS TO BEAUMONT LEYS LANE, BENNION ROAD, ANSTEY LANE/BENNION ROAD, CROPSTON ROAD, HIGHWAY AND PARKING MANAGEMENT, PUBLIC TRANSPORT, LIGHTING, PUBLIC RIGHTS OF WAY, SIGNAGE, WASTE FACILITY, SIGNALISATION, A46/A50 IMPROVEMENTS AND SITE MANAGEMENT) (ENVIRONMENTAL STATEMENT) (SUBJECT TO SECTION 278 AGREEMENT)

PART 2 - PARTICULARS OF DECISION

Town and Country Planning Act 1990
Town and Country Planning General Regulations 1992

Date: 10 January 2014

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Head of Planning

Leicester City Council grants Planning Permission for the carrying out of the development referred to in Part 1 above in accordance with the application and plans submitted subject to the following conditions:

CONDITIONS

1. The first application for approval of reserved matters shall be made by 4th March 2016. All subsequent reserved matters applications shall be submitted no later than 4th March 2031. (To comply with Section 92 of the Town & Country Planning Act 1990.)
2. The development shall be begun within three years of the date of approval of the first reserved matters to be approved. (To comply with Section 92 of the Town & Country Planning Act 1990.)
3. Detailed plans and particulars of the siting, layout, design and scale, external appearance, landscaping and means of access to the development (referred to in Condition 1 as reserved matters) shall be submitted to and approved by the City Council as local planning authority before the development is begun. The following level of detail will be expected with any reserved matters application:
 - 1) Detailed drawings to a scale of not less than 1:500 including road and plot layouts.
 - 2) Detailed drawings to a scale of not less than 1:100 showing the siting, design, and external appearance of the buildings, including particulars of the materials to be used for external walls and roofs.
 - 3) Details of the siting and design of any vehicular access to a highway or estate road.
 - 4) Details of the means of foul and surface water disposal;
 - 5) Detailed drawings to a scale of not less than 1:500 of a landscaping scheme showing the following details:
 - a) the positions, heights and species of existing trees.
 - b) proposals for felling and retention of existing trees.
 - c) proposals for tree planting, including the number, species, heights of planting and positions of all trees, shrubs and hedgerows;
 - d) proposals for the provision of incidental grass areas or other open spaces, including particulars of the treatment of hard surfaces, and any other features intended to enhance the attractiveness of the environment;
 - e) proposals for the provision of screen walls or fences, including details of heights, positions, designs and types of construction.(To secure the satisfactory development of the site.)
4. Applications for approval of reserved matters shall be in accordance with the principles and parameters set out in the following plans and documents (including any revisions agreed during the application process) forming part of the application unless otherwise agreed in writing by the local planning authority or superseded by the Design Guide as required under condition 8: Indicative masterplan and framework plans:
Open Space - 1.000
Water - 2.000
Ecology -3.000

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Environmental Statement
Biodiversity survey and report
Flood Risk Assessment
Preliminary Infrastructure Appraisal
Preliminary Energy Options Study
Energy Statement
Archaeological Study
Planning Statement
Design and Access Statement
Economic Statement
Retail Statement
Affordable Housing Statement
Consultation statements
Transport Assessment and Travel Plan
Sustainability Protocol

(To secure the satisfactory development of the site and in accordance with Policy CS3 of the Core Strategy.)

5. The total development shall not exceed the following parameters: up to 3,000 dwellings, up to 10 hectares of employment uses (of which not more than 1.5ha of B1(a) and the remainder within use classes B1(c), B2 and B8), 1.5 hectare energy centre, up to 3,000 square metres gross floorspace of (Use Classes) A1 or A2 or A3 or A4 or A5 up to 2,000 square metres gross floorspace of Use Class D2 uses other than education, up to 14 hectares for educational facilities and 49 hectares of open space /recreational space, unless otherwise agreed in writing with the local planning authority. (In order to ensure a satisfactory form of development in accordance with Policy PS10 of the City of Leicester Local Plan and Policy CS3 of the Core Strategy).

6. Prior to any development taking place and notwithstanding the phasing plan submitted with the outline application, a Site Wide Phasing Programme shall be submitted to and approved by the local planning authority. It shall include details of the proposed sequence of development across the entire site, the extent and location of individual development phases including reference to the type and extent of any development envisaged in each phase, and a description. The Phasing Programme shall state when each of the following will be delivered:
 - (1) Major access infrastructure including roads, footpaths and cycleways
 - (2) Village centre including commercial units and the public square
 - (3) Public open space areas including informal open spaces, recreation areas, equipped play areas, ecological areas and habitats
 - (4) Structural landscaping
 - (5) Education facilities
 - (6) Health care facilities
 - (7) Community facilities
 - (8) Strategic drainage and SUDs (Sustainable Urban Drainage) infrastructure
 - (9) Any strategic or community based energy infrastructure
 - (10) Neighbourhood waste management and recycling facilities
 - (11) The environmental mitigation measures specified in the Environmental Statement
 - (12) Site wide landscaping and green infrastructure including allotment provision.

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The provision of all elements in the Phasing Programme shall be carried out in accordance with the approved Phasing Programme and the time triggers specified in it, unless otherwise agreed in writing by the local planning authority. (To secure the satisfactory development of the site and in accordance with Policy CS3 of the Core Strategy.)

7. Each reserved matters application shall be accompanied by a scheme of construction management and shall be submitted to and agreed with the local planning authority to cover the following:
- (1) Construction process management plan
 - (2) Construction vehicle parking details
 - (3) Construction traffic access
 - (4) Construction working hours
 - (5) Prevention of mud on the highway
 - (6) Site hoardings
 - (7) Routing plan for construction traffic associated with all phases of construction
 - (8) Construction waste management plan.
- The agreed scheme shall be implemented before the start of any development of that phase.
8. No development shall commence until a Design Guide has been submitted to and agreed in writing by the local planning authority. The Design Guide should cover the entire site, unless otherwise agreed in writing, and be prepared in accordance with the principles as set out in the Design and Access Statement June 2010 and the framework plans (particularly plans 10.000 - Urban form, 11.000 -Indicative Masterplan A and 12.000 - Indicative Masterplan B) which accompany the application, unless otherwise agreed, and shall be reviewed in agreement with the Local Planning Authority on completion of every 500 dwellings. The content and scope of the Design Guide shall address the following:
- 1) Character areas,
 - 2)Development block types and principles including key groupings of buildings,
 - 3)Architectural and Sustainable Design Principles including materials palette,
 - 4)Building types and uses,
 - 5) Street types including cross sections, parking arrangements, street trees, hard and soft landscaping features and street furniture,
 - 6)Public transport routes and facilities such as stops and shelters,
 - 7) Footpath and cycle way design,
 - 8)Boundary treatments,
 - 9) Open space areas including parks, squares and equipped areas for play,
 - 10)Lighting of outdoor spaces,
 - 11)Wildlife habitats and ecological areas,
 - 12) Neighbourhood Recycling and refuse storage, (including the expected level of provision in relation to the numbers of dwellings and the size, design principles and collection and maintenance arrangements).
 - 13)Secure-by-Design principles,
 - 14)Vehicle parking principles including the provision of facilities for the disabled, cycles and powered two wheelers,
 - 15) Opportunities to maximise resource efficiency and climate change adaptation in the design of the development through external means such as landscaping, orientation, massing and external building features.

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- 16) Expectations for providing Lifetime Homes
- 17) Expectations for meeting the Code for Sustainable Homes
- 18) Expectations for BREEAM standards for non-residential homes

Development shall be carried out in accordance with the approved Design Guide and each reserved matters application shall be accompanied by a statement demonstrating how the development proposed addresses the approved Design Guide. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)

9. Prior to the commencement of each reserved matters development, excluding highways and infrastructure works, a sample panel of the materials to be used in the construction of the external surfaces shall be prepared on site for inspection and approved in writing by the local planning authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in that development. The development shall be constructed in accordance with the approved sample, which shall not be removed from the site until the completion of the approved development. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)
10. Prior to the submission of the first reserved matters application excluding minor highways works, a Site Wide Energy and Carbon Reduction Strategy (SWECRS) shall be submitted to and approved by the local planning authority. The SWECRS shall relate to the agreed Energy Statement accompanying the application for this permission and shall demonstrate how targets in that Statement shall be met, and the site-wide infrastructure delivered across the development including a combined heat and power system if appropriate. The Strategy shall outline the number and type of renewable energy technologies most appropriate to meet the targets and their application across the reserved matters application site.

Development shall be carried out in accordance with the approved Strategy and each reserved matters application submitted shall be accompanied by a statement for approval by the Local Planning Authority demonstrating how the development proposed meets its requirements and targets. (In order to secure a sustainable form of development in the interest of carbon reduction and protection of the environment in accordance with policy BE16 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)

11. Prior to the submission of the first reserved matters application for residential development, an Affordable Housing Strategy (AHS) shall be submitted to and approved in writing by the local planning authority. The AHS shall be in accordance with the Council's Affordable Housing Supplementary Planning Document and shall demonstrate a methodology for ensuring that a minimum of 30% of the total number of residential units provided on the Ashton Green site are affordable housing to meet local housing needs. The strategy shall include details of:
- 1) The mix (amount, type and location) of both market and affordable housing to be provided reflecting the Leicester and Leicestershire Strategic Housing Market

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Assessment (or any update or other document that supersedes it) and any other specific needs identified by Leicester City Council's Housing Register, Adapted Housing Database or any supplementary studies related to Supported Housing needs.

2) The management arrangements proposed for the affordable units.

3) A methodology that ensures that where less than 30% is provided by any application for residential development, the shortfall in provision is overcome and secured elsewhere within the Ashton Green site, to the satisfaction of the Local Planning Authority.

Development shall be carried out in accordance with the approved Strategy and each reserved matters application submitted shall be accompanied by a statement demonstrating how the development proposed meets the Strategy's requirements and targets. (In order to ensure the overall delivery of the affordable housing units in accordance with Policy CS6 of the Core Strategy.)

12. All affordable Housing Units shall be managed by a Registered Social Landlord or other body that has been agreed in writing beforehand with the local planning authority. (In order to ensure the long term management of the affordable housing units in accordance with Policy CS6 of the Core Strategy.)

13. Prior to the submission of the first reserved matters application other than for minor highways works, a drainage strategy shall be submitted to and approved by the Local Planning Authority, that will address the following points as a minimum:

1) The opportunities and constraints of the site, that will accord with the principles of the following as identified under condition 4: Water - 2.000, Flood Risk Assessment

2) A drawing showing flow routes and any sub-catchments with likely SUDS features and a preliminary SUDS design statement setting out the criteria for the drainage scheme,

3) A statement to show how the design criteria of quantity, quality and amenity/biodiversity can be addressed in detailed designs

4) Information to show how the drainage system will be integrated into the overall landscape design; and how the drainage will work in an extreme event.

Each reserved matters application shall be accompanied by a detailed drainage plan that will demonstrate compliance with the drainage strategy, and full details of both surface water and foul sewage drainage proposals, and no development shall take place except in accordance with the approved drainage details and no development shall be occupied or otherwise brought into use unless drainage works have been fully carried out in accordance with the approved details. (In accordance with Policy BE20 of the City of Leicester Local Plan).

14. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to treat and remove suspended solids from surface water run-off during construction works, and the scheme shall be implemented and maintained throughout construction as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)

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15. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to install oil and petrol separators and the scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)
16. Each reserved matters application excluding those for minor highways works shall be accompanied by a scheme to install trapped gullies and the scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan.)
17. Prior to the submission of the first reserved matters application excluding those for minor highways works, a Site Wide Green Infrastructure Strategy (SWGIS) shall be submitted to and approved by the local planning authority. The SWGIS shall be based on the Masterplan and other plans and documents referred to in condition 4 and shall address the following issues:
 - 1) The quantum and location of different typologies of green spaces across the site including public parks and gardens, formal and informal recreation areas, different types of play areas, allotments, ecological areas, green buffer zones, structural landscaping areas, and green areas used for sustainable urban drainage systems.
 - 2) Clearly identify existing trees, hedgerows, habitats, ponds and other natural features proposed for retention.
 - 3) Principles for the layout, design, landscaping and boundary treatment of each of these areas.
 - 4) Principles for public access to and through these areas including a signage strategy to Castle Hill Country Park to include timescales for its implementation
 - 5) Principles for lighting of these areas.The SWGIS shall be approved in writing by the local planning authority and shall be implemented in accordance with the approved details unless otherwise agreed with the local planning authority. (In the interests of amenity, ecology and public safety and in accordance with Core Strategy Policy CS3)
18. The landscaping scheme submitted with each reserved matters application shall demonstrate how it complies with the Site Wide Green Infrastructure Strategy approved under condition 17 and shall contain details of the following:
 - 1) Details of trees, hedgerows, habitats, ponds and other natural features it is proposed to retain and details of how they will be protected during the construction phase,
 - 2) Planting and landscape plans
 - 3) Structures (including hard landscaped areas, lighting, floodlighting, boundary treatments, street furniture and play equipment),
 - 4) Details of any foot and cycle access through green areas.The approved landscaping scheme for the phase of development approved under each reserved matters application shall be implemented before any use or occupation of that phase, unless otherwise agreed in writing with the local planning authority and maintained thereafter. (In order to provide a satisfactory form of development and in accordance with Policy CS3 of the Core Strategy.)

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19. Each reserved matters application shall be accompanied by the following details in relation to any trees it is proposed to retain within the reserved matters site:
- 1) An Arboricultural Implications Assessment and Arboricultural Method Statement which include a Tree Constraints Plan that clearly identifies above and below ground constraints
 - 2) Details of tree protection fencing
 - 3) Details of the proposed methodology for carrying out any works within any Retained Tree Root Protection Area.
- Development shall only be carried out in accordance with the approved details. (In the interests of protecting retained trees, especially those covered by Tree Preservation Orders and in accordance with saved Policy UD06 of the City of Leicester Local Plan.)
20. Prior to the submission of the first reserved matters application excluding those for minor highways works, a Site Wide Ecology Management Plan (EMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall be based on the Environmental Statement submitted with the application and other documents referred to in condition 4 and shall address the following:
- 1) Compensation areas and habitat creation proposed as detailed in the Environmental Statement 2010.
 - 2) Management of existing wildlife sites and related compensatory habitat.
 - 3) Each access (highway) route shall specify details of a scheme to allow the safe access through the bridges and / or embankments by badgers (including tunnels and fencing if required as outlined in the Environmental Statement. Mitigation for any impact upon badger sets or corridors.
- The plan should be submitted to and agreed in writing with the local planning authority and shall thereafter be implemented in accordance with the approved details. (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)
21. Existing vegetation and hedgerows with the potential to accommodate birds will only be managed or removed outside the bird breeding season (March to August), unless otherwise agreed by the local planning authority. (In accordance with Policy CS13 of the Core Strategy and National Planning Policy Framework.)
22. Each reserved matters application shall be accompanied by a bat survey that shall have been prepared within 12 months of the submission date. No trees which have been identified as having bat roosts or of medium / high potential for bat roosts shall be removed until a detailed method statement according with the updated Environmental Statement has been submitted to and approved in writing by the local planning authority and any removal thereafter shall be in accordance with the approved details. (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)
23. Each reserved matters application shall be accompanied by a great crested newt and badger survey that shall have been prepared within 12 months of the submission date. No areas which have been identified as having badger sets shall be developed until a detailed method statement according with the Environmental Statement has been submitted to and approved in writing by the

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local planning authority and any removal thereafter shall be in accordance with the approved details. (In the interests of safeguarding ecology and biodiversity and in accordance with Policy CS13 of the Core Strategy.)

24. Prior to the first reserved matters application submitted excluding those for minor highways works a detailed Open Space Management and Maintenance Scheme for the maintenance and management of all areas of open space (to include: parks, natural green space, informal open space, pocket parks, orchard, civic space, sports pitches and allotments), shall be submitted to and agreed in writing by the local planning authority and implemented upon occupation of the first residential unit and then upon first occupation of any subsequent areas of development. Details to be submitted shall include;
- 1) Details of landscape management and maintenance plans,
 - 2) Details of planting, grass cutting, weeding and pruning,
 - 3) Management of sustainable urban drainage features,
 - 4) Inspection, repair and maintenance of all hard landscaping and structures,
 - 5) Management, monitoring and operational restrictions,
 - 6) Maintenance and planting replacement programme for the establishment period of landscaping.
 - 7) Management and maintenance of all equipped children's play areas
- The open space areas provided shall be retained for their intended purpose unless otherwise agreed in writing by the local planning authority.
25. Prior to any development or demolition taking place, a programme of archaeological work including a Written Scheme of Investigation shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall include an assessment of significance and research questions; and:
- (1) the programme and methodology of site investigation and recording
 - (2) the programme for post investigation assessment
 - (3) provision to be made for analysis of the site investigation and recording;
 - (4) provision to be made for publication and dissemination of the analysis and records of the site investigation
 - (5) provision to be made for archive deposition of the analysis and records of the site investigation
 - (6) nomination of a competent person or persons or organization to undertake the works set out within the Written Scheme of Investigation.
- No demolition or development shall take place other than in accordance with the approved Written Scheme of Investigation.
(To ensure satisfactory archaeological investigation and recording and in accordance with Core Strategy policy CS18.)
26. Prior to the occupation of any building within Ashton Green, the site investigation and post investigation assessment will have been completed in accordance with the programme set out in the Written Scheme of Investigation approved under (condition 25) above, and the provision made for analysis, publication and dissemination of results and archive deposition has been secured, unless agreed in writing with City Council as local planning authority. (To ensure satisfactory archaeological investigation and recording and in accordance with Core Strategy Policy CS18.)

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27. Prior to the submission of the first reserved matters application for residential development, an Education Strategy shall be submitted to and approved in writing by the local planning authority. The Education Strategy shall include the following:
- 1) The funding, delivery and programme details for the provision of a three form entry primary school
 - 2) The funding, delivery and programme details for the provision of a Secondary School
- The delivery details will identify a trigger point of the numbers of dwellings by which time the schools will be operational, and how they will be procured. (In order to ensure a satisfactory form of development and education provision for future residents and in accordance with Policy CS19 of the Core Strategy.)
28. Prior to the submission of the first reserved matters application excluding minor highways works, a Health Strategy shall be submitted to and approved in writing by the local planning authority. The Health Strategy shall include the following:
- 1) Details of the location, type and size of facilities to be provided across the development,
 - 2) The funding, delivery and programme details for the provision of the facilities as agreed under 1)
- The delivery details will identify a trigger point by the numbers of dwellings by which time the health facility will be operational, and how it will be procured. (In order to ensure a satisfactory form of development and health provision for future residents and in accordance with Policy CS19 of the Core Strategy.)
29. Prior to the submission of the first reserved matters application excluding minor highways works, a Community Facilities Strategy shall be submitted to and approved in writing by the local planning authority. The Community Facilities Strategy shall include the following:
- 1) Details of the location, type and size of facilities to be provided across the development,
 - 2) The funding, delivery and programme details for the provision of the facilities as agreed under 1)
 - 3) Details of the management arrangements for community facilities.
 - 4) Community development and support measures for new residents
 - 5) An appropriate model of community governance
 - 6) Details of a scheme to address policing needs
- The delivery details will identify a trigger point by the numbers of dwellings by which time the built facilities will be operational, and how it will be procured. (In order to ensure a satisfactory form of development and community facilities provision for future residents and in accordance with Policy CS19 of the Core Strategy.)
30. Those areas of the site where soil contamination has been identified shall be investigated for any soil contamination arising from current or former uses, including further leachate testing. A detailed site investigation report incorporating a suitable risk assessment shall be included within each reserved matters application and approved by the local planning authority. For all risks identified by the above assessment as being unacceptable for the proposed use, remediation

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proposals shall be submitted to and approved by the local planning authority. Before any part of the development is occupied, a completion report relevant to that part of the development shall be submitted to and approved by the local planning authority. The report shall contain:

- 1) A full description of the works undertaken in accordance with the approved remediation proposals.
- 2) Results of any additional investigation or remediation works undertaken.
- 3) A statement, signed by the developer or the approved agent confirming that all remediation work has been satisfactorily completed.

(To ensure that the site free from contamination in accordance with Policy PS11 of the City of Leicester Local Plan.)

31. Prior to the commencement of each reserved matters development, details of soil quality shall be submitted to and agreed in writing with the local planning authority. Only soil that has been deemed to be acceptable shall be used within the development. (To ensure that the site free from contamination in accordance with Policy PS11 of the City of Leicester Local Plan.)
32. Any centralised energy plant or biomass combustion plant shall be built and operated in accordance with mitigation measures and methods agreed in writing with the local planning authority following a detailed assessment of the emission characteristics and likely overall air quality impact of such development. This assessment and details of such measures shall be submitted with any application for such development. (In accordance with Policies PS10 and PS11 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)
33. Each reserved matters application for built development shall be accompanied by a revised noise survey, which shall reassess the noise impact upon existing and future residential properties within or outside the site. This shall include the impact of any employment uses within the Ashton Green site itself, and details of any necessary mitigation measures. (In accordance with Policies PS10 and PS11 of the City of Leicester Local Plan.)
34. Each reserved matters application shall be accompanied by full details of the proposed levels of any building, associated structures and the remainder of the building plot, compared to existing levels of the site. The development shall be constructed in accordance with the approved levels, unless otherwise agreed in writing by the local planning authority. (In order to safeguard the character and appearance of the area and in accordance with Policy CS3 of the Core Strategy.)
35. Prior to the submission of the first reserved matters application excluding highways works, a strategy for the provision of equipped children's play areas across the whole site shall have been submitted to and approved by the Local Planning Authority. The strategy will detail the expected level of provision in relation to the numbers and sizes of dwellings. Each reserved matters application will demonstrate how this strategy will be met and include the precise location, detailed design, layout, specification and provision of the equipment. (To ensure that adequate play provision is made for occupiers of the development hereby

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permitted and that the facility is adequately managed and maintained. In accordance with Policy CS3 of the Core Strategy.)

36. Other than as approved by reserved matters applications, notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification) the hard surfacing of front gardens shall not be carried out without the granting of specific planning permission or reserved matters approval from the local planning authority. (In the interests of visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site, and to ensure that SUDS measures are not eroded on a piecemeal basis, in accordance with Policy CS3 of the Core Strategy.)
37. There shall be no amalgamation of the units defined for A1, A2, A3, A4, A5 or D1 uses that comprise the village centre, unless otherwise agreed in writing with the local planning authority. (To ensure that the village centre provides an appropriate range of facilities and services required by the development and in accordance with Policy CS3 of the Core Strategy.)
38. The improvements on Greengate Lane associated with the development, shall consist of a scheme as generally shown on drawings A047283-22-35-18-26 and A047283-22-35-18-027. The breakdown of the scheme comprising of the following:
- 1) prior to first occupation of a dwelling, the priority signalised gate scheme at the bridge along with the crossing and widening the footway to mitigate the impact of the development.
 - 2) the safety measures scheme to be implemented on the County highway network and will be completed no later than the occupation of the 501st dwellings
 - 3) the safety measures scheme to be implemented on the City highway network and will be completed no later than the occupation of the 501st dwellings
 - 4) the existing cycleway on Greengate Lane, Leicester City to be extended to connect to Thurgate Road, Leicester City prior to 151st Occupation
- Detail scheme shall be submitted to and agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County Council Highway Authorities. The agreed scheme shall be implemented in accordance with the approved details.
- (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
39. The improvements on Leicester Road associated with the development, shall consist of a scheme to provide walking, cycling and traffic calming infrastructure measures. Details of the scheme will generally be in accordance with the referenced plans A081750-35-18-001 & A081750-35-18-002 and include an implementation plan that will identify:
- 1) the speed limits and the safety measure scheme to the north of Bevan Road will be in place prior to first Occupation (plan reference A081750-35-18-002)
 - 2) the safety measure scheme to the south of Bevan Road and associated shared use cycleway scheme on Leicester Road will be in place prior to 701st Occupation (plan reference A081750-35-18-001 & A081750-35-18-002)

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The agreed scheme shall be implemented in accordance with the approved details. The scheme shall be agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County Council Highway Authorities.

(In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

40. Prior to the occupation of the first dwelling within Ashton Green, a scheme to provide highway and public transport infrastructure improvement measures along Beaumont Leys Lane between the A563 and Bennion Road shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. Details of the scheme will generally be in accordance with drawing A047283-22-3518-043. The agreed scheme will include an implementation plan identifying how the scheme will be completed no later than the occupation of the 1626th dwelling and will implemented in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
41. Unless otherwise agreed in writing with the Local Planning Authority, prior to occupation of the first dwelling within Ashton Green, a scheme to provide walking, cycling and traffic calming infrastructure measures along Bennion Road shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. Details of the scheme will generally be in accordance with drawing A047283-22-3518-28. The agreed scheme will be implemented in accordance with the approved details prior to occupation of the first dwelling within Ashton Green.
42. The proposed improvement at the A46/ A5630 Anstey Lane/ Leicester Road junction including improvements at Anstey Lane/ Bennion Road junction shall be implemented as follows:
 - 1) the detail design for A46/ A5630 Anstey Lane/ Leicester Road junction including improvement at Anstey Lane/Bennion Road junction shall be approved prior to first occupation
 - 2) the improvement at Anstey Lane/Bennion Road junction improvement will be implemented prior to 151st occupation
 - 3) the approved detail scheme for A46/ A5630 Anstey Lane/ Leicester Road junction improvement will be implemented prior to 351st occupationThe scheme to be implemented to the satisfaction of the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
43. Prior to occupation of the 1626th dwelling, the improvements to the Krefeld Way/Anstey Lane junction shown on drawing A081750-35-18-007 will have been completed to the satisfaction of the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. (In the interest of highway safety and in accordance with

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Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

44. Prior to the submission of the first reserved matters application other than for minor highways works, a scheme, to include funding details, for area wide traffic calming including proposed improvements along Cropston Road, Anstey, shall be submitted to and agreed in writing by the local planning authority in consultation with Leicestershire County Council Highway Authority. The scheme will be in accordance with the principles set out in the Section 73 Planning Application Transport Technical Note (document reference RT 81750-1). (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
45. No more than 150 dwellings shall be served off a single point of any access within the Ashton Green development. (To secure a satisfactory form of development in the interests of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
46. All streetwork construction details, carriageway and footway design, roads, footpaths and verges together with all drainage works shall be constructed in accordance with Leicester City Council's adopted '6C's Highway, Transportation and Development Design Guide' as well as 'Design Manual for Road and Bridges'. As part of reserved matters applications, details of the means of access including longitudinal and cross sections of roadways and surface water drainage shall be submitted to and approved by the local planning authority in consultation with the Leicester City Council Highway Authority. Development shall be carried out in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
47. The sight lines on each side of each vehicular access shall be provided at the time of development and shall thereafter be retained. Vehicular visibility splays will be designed and provided in accordance with Leicester City Council's adopted '6C's Highway, Transportation and Development Design Guide'. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
48. All access driveways and any car parking or turning areas shall be surfaced with a permeable hard bound material (not loose aggregate) for a minimum distance of 5m behind the highway boundary. (To reduce the possibility of deleterious material being deposited in the highway in the interest of highway safety.)
49. Where vehicular access gates higher than 1 metre are erected, they shall be set back a minimum distance of 5 metres behind the highway boundary for residential development and up to 15 metres for industrial or commercial developments and shall be hung so as to open inwards only. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

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50. 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the highway boundary at each private (or shared) drive access within the development. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
51. Dropped kerbs and ramps suitable for wheelchairs and prams, shall be provided at the time of development in the footways at all major pedestrian crossing points, at road junctions, at each vehicular access and at footway crossings in accordance with details to be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
52. Details of the location and design of any street furniture along public footpaths that provide seating shall be included as part of the submission of reserved matters applications along with a programme for its implementation. The details shall be implemented in accordance with the approved programme. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
53. Each reserved matters application shall be accompanied by an updated Transport Assessment for approval by the Local Planning Authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. This will demonstrate how the development complies with the Transport Assessment as referenced at Condition 4, or any replacement approved Transport Assessment. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
54. Prior to the occupation of the first building as approved under each reserved matters permission, the Framework Travel Plan (document reference RT-A081750-03) shall be developed to a full travel plan as appropriate to the permitted development, and submitted to and approved in writing by the Local Planning Authority. Each approved Travel Plan shall be implemented and monitored in accordance with the details set out therein. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
55. Prior to the submission of the first reserved matters application excluding minor highways works, a strategy for the funding of the Framework Travel Plan as referenced under condition 54, in accordance with the funding requirements set out therein which covers a Travel Plan Co-ordinator, monitoring and running costs and bus ticketing, shall be submitted to and approved in writing by the Local Planning Authority, and implemented in accordance with the agreed details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
56. Each reserved matters application (including non-residential development) shall include details of secure cycle parking to the currently adopted standards or otherwise as agreed with the Local Planning Authority and these shall be

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implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

57. Prior to the submission of the first reserved matters application, a strategy for the routes and the design principles of proposed on-road and off-road cycle lanes and routes will be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The details shall accord with the adopted '6C's Design Guide.' Each reserved matters application shall demonstrate how it complies with this strategy and shall be implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)
58. Prior to first occupation of any development in Ashton Green, a scheme for the provision of public transport facilities on the site shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme will include details of the location and design of lit and covered shelters, seating, Kassel kerbs, information points, signing and bays, and a programme for their funding and implementation. The agreed scheme shall be implemented in accordance with the approved programme and retained as such. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
59. Unless otherwise agreed in writing, prior to first occupation of any development in Ashton Green, a scheme for the improvement of public transport facilities at Beaumont Leys Bus Interchange shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme will include details of the location and design of new shelters, seating, litter bins, timetable displays and cycle parking as well as a programme for their implementation. The agreed scheme shall be implemented in accordance with the approved programme and retained as such. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
60. Prior to the submission of any reserved matters applications for dwellings, a Public Transport Strategy for Ashton Green shall be agreed in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority. The Strategy shall generally be in accordance with the first issue of the Public Transport Strategy (document reference RT81750-2 dated July 2013) and relate to the Ashton Green Transport Assessment. It will include details of bus routes, signage, bus frequency and bus stop locations, along with a programme for the improvement, implementation and funding of services and facilities identified. The Public Transport Strategy shall be reviewed on an annual basis with Leicester City Council Highway Authority with the first review commencing 12 months from first occupation of a building at Ashton Green. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)

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61. In accordance with the Public Transport Strategy as referenced in condition 60, or its subsequent review, should a bespoke City Centre to Ashton Green bus service be provided, the following will apply. Prior to the occupation of the 1626th dwelling, the bus priority measures along Beaumont Leys Lane and dedicated bus lane along Beaumont Leys Lane between the A563 and the A6 (as shown on drawing A047283-22-3518-44 will have been implemented). Unless otherwise agreed in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
62. Unless otherwise agreed in writing, prior to first occupation of any development in Ashton Green, a detailed scheme for the extension of existing bus services linking Ashton Green to Beaumont Leys and Leicester City Centre, including funding and implementation details in accordance with the Public Transport Strategy or its subsequent review as referenced in condition 60, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority, and implemented in accordance with the approved details. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
63. Should a review of the public transport strategy as referenced under condition 60 identify the need for a scheme for bespoke public transport provision providing direct service(s) between Ashton Green and Leicester City Centre including associated improvements to city centre terminus arrangements, a strategy for such a scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with Leicester City Council Highway Authority. The strategy shall include funding and implementation arrangements, which shall be prior to the occupation of the 1626th dwelling unless otherwise agreed in writing with the Local Planning Authority and as demonstrated through the ongoing review of the Public Transport Strategy, and implemented in accordance with the agreed details. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
64. Prior to first occupation of any employment uses on the site, details of likely freight traffic movements, and routes for traffic generated by the employment uses on the site shall be submitted to and agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority along with a Scheme for the management of such freight traffic (including details of signage, consultation and other measures proposed along with a programme for their implementation) so that it avoids travelling through residential areas in the locality. The agreed Scheme shall be implemented in accordance with the approved details. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
65. Prior to the submission of any reserved matters application, a Parking Strategy for that development shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Parking Strategy shall address parking provision for cars and other vehicles, disabled vehicles, and

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powered two wheelers and shall refer to Leicester City Council's SPG ' Vehicular Parking Standards' 2002 (as updated or amended). The Strategy shall include details of parking standards (both public and private) to be applied for different types of development within the phase and the location and design of any public parking provision proposed. Each reserved matters application will demonstrate compliance with the parking strategy. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

66. Prior to the submission of any reserved matters application, a Strategic Traffic Calming Strategy shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Strategy shall include details of streets and areas within Ashton Green and along Bevan Road and Redruth Road where traffic calming features or measures will be provided, the range of traffic calming measures that will be used and details of their specifications, and a programme for review and implementation of traffic calming measures including details of any Traffic Regulation Orders that may need to be implemented to give effect to the traffic calming. Each reserved matters application will demonstrate compliance with this strategy and the measures implemented as approved prior to the occupation of any building permitted. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
67. Prior to the submission of any reserved matters application, a Public Lighting Strategy shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Strategy shall include details of the location, type and design of lighting to be used in public areas. Each reserved matters application shall demonstrate compliance with the agreed strategy. (In the interest of highway safety and in accordance with Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
68. Prior to commencement of any built development other than minor highways works in Ashton Green, a Strategy for the Improvement of Public Rights of Way shown on drawing A047283-22-33 shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The Strategy shall cover details of improvements to the routes shown on drawing A047283-22-33 (or any variation to this agreed by the Local Planning Authority.) Each reserved matters application will demonstrate compliance with this strategy and the measures implemented as approved prior to the occupation of any building permitted. (To ensure a coordinated approach to the provision of public rights of way across the site and surrounding area and in accordance with Policy AM01 of the City of Leicester Local Plan and Policies CS3 and CS14 of the Core Strategy.)
69. Prior to the submission of the first reserved matters application other than minor highways works, a training and employment method statement strategy shall be submitted to and approved by the Local Planning Authority. The strategy shall contain guidelines to subsequent developers designed to maximise local job opportunities and include

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- 1) Measures designed to provide appropriate targeted training and other initiatives to provide employment advice and/or programmes for residents within the local area to enable them to obtain the requisite knowledge skill experience, confidence and opportunity to be employed in jobs connected with the Development.
- 2) Measures to provide collaboration with local job centres, training agencies and other employment based initiatives within the City of Leicester to further the objective of maximising local job opportunities resulting from the development.

Each reserved matters application other than for minor highway works shall be accompanied by a statement for approval by the Local Planning Authority demonstrating how the strategy will be implemented within that specific development, and within 28 days of a written request from the City Council the developer shall provide details of all steps taken under the approved statement. The development shall be undertaken in accordance with the approved statement. (In accordance with Policy CS10 of the Core Strategy.)

NOTES FOR APPLICANT

1. In terms of the construction waste management plan required by condition 7 the following is required: The waste management plan should include details of:
 - 1) The anticipated nature and volumes of waste.
 - 2) Measures to ensure the maximisation of the reuse of waste
 - 3) Measures to ensure the effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - 4) Any other steps to ensure the minimisation of waste during construction
 - 5) The location and timing of facilities pursuant to criteria 2/3/4.
 - 6) Proposed monitoring and timing of the submission of monitoring reports.
 - 7) The proposed timing of submission of a waste management closure report to demonstrate the effective implementation, management and monitoring of construction waste during the construction of the development..
2. Central Networks have facilities within the area, you are advised to contact them (Central Networks, Aim Bureau Services, Toll End Road, Tipton, DY4 0HH) to obtain copies of the mains records.
You may also wish to contact their cablesafe team on 0800 0150 927.
3. With regard to condition 25, Where such an agreement is made an ecologist nominated by the local planning authority will first check that there are no nests present. Where they are present the vegetation will be retained with a 5 m buffer until all birds have fledged and the nest is no longer in use.
4. No such plant as detailed in condition 32 shall at any time individually or cumulatively cause the statutory air quality Objective criteria, as prescribed in The Air Quality (England) Regulations 2000 (SI. 2000/928) to be exceeded at any point where there is relevant human exposure for the purposes of the time criteria prescribed in those Regulations.

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5. Condition 15 relates to parking areas and hard standings susceptible to oil contamination, and for areas where 65 or more cars are to be parked.
6. Condition 16 applies to parking areas and hard standings for between five and 65 cars in areas where connection to any oil and petrol separator is not possible.
7. The Environment Agency offers the following advice:

During the period of construction, oil and fuel storage will be subject to the Control of Pollution (Oil Storage) (England) Regulations 2001. The Regulations apply to the storage of oil or fuel of any kind in any kind of container which is being used and stored above ground, including drums and mobile bowsters, situated outside a building and with a storage capacity which exceeds 200 litres. A person with custody or control of any oil or fuel breaching the Regulations will be guilty of a criminal offence. The penalties are a maximum fine of £5000 in Magistrates' Court or an unlimited fine in Crown Court. Further details of the Regulations are available from the Environment Agency.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

If any waste is to be used on site, the applicant will be required to obtain the appropriate exemption or authorisation from the Agency.

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that the SWMP should contain depends on the estimated build cost, excluding VAT. Further information can be found at <http://www.netregs-swmp.co.uk>, and also within the following Environment Agency Pollution Prevention Guidelines:

- PPG1 General guide to the prevention of pollution.
- PPG2 Above ground oil storage tanks.
- PPG6 Working at construction and demolition sites.

The Environment Agency supports the prudent use of energy and natural resources with minimal production of waste. Energy from waste has an important role to play as part of a carefully considered long term energy strategy, however, it should only be considered for residual waste that cannot be reused or recycled. In other words, recovering energy as an option to divert waste from landfill should not unjustifiably undermine or by-pass the rest of the waste hierarchy, which gives priority to reuse and recycling over recovery and disposal. We also consider that energy generated should be recovered as far as practicable and used to its full potential, for example using Combined Heat and Power (CHP) schemes, consistent with the requirements of Best Available Techniques(BAT).

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8. The Environment Agency offers the following advice: The Code for Sustainable Homes has water efficiency targets as well as energy efficiency targets. However, unlike the energy efficiency targets, the water efficiency target is currently voluntary for privately built housing. Part G of the Building Regulations set a whole building standard of 125 litres per person per day for domestic buildings. However, from a water efficiency point of view the Environment Agency would recommend that the development goes further than the Building regulations and that any new homes built before 2016 should achieve the 'water efficiency component' of level 3/4 of the Code for Sustainable Homes (as a minimum). This relates to a level of 105 litres per person per day. For those built after 2016 the Agency would recommend code level 5/6 as a minimum (for the water efficiency components, as long as this does not compromise the achievement of achieving zero carbon). This relates to 80 litres per person per day. For non-residential buildings it is recommended that developers also demonstrate that they have considered water efficiency and conservation in the design and maintenance of the buildings. Where standards currently exist for a particular building type, it is recommended that developers aim for BREEAM Very Good or Excellent standards and we would recommend that maximum points are scored on water.' It is recommended that the installation of fittings that will minimise water usage such as low, or dual, flush WC's, spray taps and economical shower-heads in the bathroom are installed. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended. For outdoors consider installing a water butt, or even a rainwater harvesting system, to provide a natural supply of water for gardens. Simple treatment systems exist that allow rainwater to be used to supply WC's within the home. Following the above recommendations will significantly reduce water consumption and associated costs when compared to traditional installations. Rainwater harvesting utilises a free supply of fresh water and reduces the cost to the environment and the householder.
9. The highway proposals associated with this consent involve works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design and construction of the works. Please contact the Schemes Sponsor, Paul Bodimeade, on 0121 687 2559 at an early stage to discuss the details of the highways agreement.
10. With regard to condition 12, for the avoidance of doubt, affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should: Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
Social rented housing is: Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three

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Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

Affordable rented housing is: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime³⁴ but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Intermediate affordable housing is: Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.

The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

11. For the avoidance of doubt, minor highways works as referenced in the conditions comprise works that will need planning permission but that do not exceed 35sqm in area in any one location. Such works should be an extension to a newly constructed junction from an adopted highway.
12. Funding details as referred to in the conditions as above will involve the provision of a financial arrangement (for provision elsewhere within the Ashton Green Development) to ensure funding through the residential development by way of S106 agreements related to reserved matters applications, OR will be demonstrated through provision of information related to the sale of land from the Council to the developer that demonstrates that necessary costs have been included within the land value and that these funds will then contribute to achieving the necessary infrastructure, and this would be then controlled through the use of a Grampian style condition attached to the appropriate reserved matters application(s).

DEVELOPMENT PLAN POLICIES CONSIDERED RELATING TO THIS DECISION

2006_AM01	Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
2006_AM02	Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
2006_AM05	Planning permission for large scale development will not be granted unless provision is made for access to and for bus routes.
2006_AM11	Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.
2006_AM12	Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.

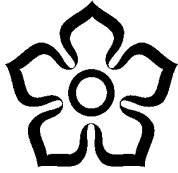
M. Richardson
Head of Planning

Date: 10 January 2014

2006_BE16	Planning permission will be granted for the development of renewable energy installations where local impacts are not outweighed by wider benefits. Major developments must realise their potential for incorporating renewable energy technologies.
2006_BE20	Developments that are likely to create flood risk onsite or elsewhere will only be permitted if adequate mitigation measures can be implemented.
2006_BE22	Planning permission for development that consists of, or includes, external lighting will be permitted where the City Council is satisfied that it meets certain criteria.
2006_H01	Sites shown as Housing Development Proposals on the Proposals Map will be safeguarded for housing and will not be given planning permission for alternative uses.
2006_H03	Provides guidance on minimum net densities to be sought for residential development sites according to location.
2006_PS10	Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.
2006_PS11	Control over proposals which have the potential to pollute, and over proposals which are sensitive to pollution near existing polluting uses; support for alternative fuels etc.
2006_UD06	New development should not impinge upon landscape features that have amenity value whether they are within or outside the site unless it can meet criteria.
2010_CS01	The overall objective of the Core Strategy is to ensure that Leicester develops as a sustainable city, with an improved quality of life for all its citizens. The policy includes guidelines for the location of housing and other development.
2010_CS02	Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
2010_CS03	The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
2010_CS05	The Council will support the development of a high quality sustainable urban extension at Ashton Green.
2010_CS06	The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
2010_CS07	New residential development should contribute to the creation and enhancement of sustainable mixed communities through the provision of affordable housing. The policy sets out the broad requirements for affordable housing.
2010_CS08	Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
2010_CS10	The Council will seek to ensure that Leicester has a thriving and diverse business community that attracts jobs and investment to the City. The policy sets out proposals to achieve this objective.
2010_CS13	The Council will seek to maintain and enhance the quality of the green network so that residents and visitors have easy access to good quality green space, sport and recreation provision that meets the needs of local people.
2010_CS14	The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
2010_CS15	To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
2010_CS17	The policy sets out measures to require new development to maintain, enhance and strengthen connections for wildlife, both within and beyond the identified biodiversity network.
2010_CS18	The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.
2010_CS19	New development must be supported by the required infrastructure at the appropriate stage. Developer contributions will be sought where needs arise as a result of the development either individually or collectively.

M. Richardson
Head of Planning

Date: 10 January 2014



Leicester
City Council

Applicant

Leicester City Council
New Walk Centre
Welford Place
Leicester
LE1 6ZG

Application no: 20100969
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PLANNING PERMISSION

Agent (if any)

Taylor Young
Chadsworth House
Wilmslow Road
Handforth
Cheshire
SK9 3HP

PART 1 - PARTICULARS OF APPLICATION - no: 20100969

DATE OF APPLICATION:	18 June 2010
LOCATION OF PROPOSAL:	ASHTON GREEN, LEICESTER ROAD / BEAUMONT LEYS LANE / THURCASTON ROAD
DETAILS OF PROPOSAL:	OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED FOR MIXED USE DEVELOPMENT COMPRISING DWELLINGS (INCLUDING SHELTERED AND SUPPORTED ACCOMMODATION) ; EMPLOYMENT USE (CLASS B1 OR B2 OR B8) RETAIL (CLASS A1 OR A2 OR A3 OR A4 OR A5); EDUCATION FACILITIES AND ASSOCIATED USES INCLUDING COMMUNITY & HEALTH FACILITIES (CLASS D1) ENERGY CENTRE, PUBLIC OPEN SPACE AND SUPPORTING HIGHWAYS AND INFRASTRUCTURE (ENVIRONMENTAL STATEMENT) (SUBJECT TO SECTION 278 AGREEMENT)

PART 2 - PARTICULARS OF DECISION

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

Leicester City Council grants Planning Permission for the carrying out of the development referred to in Part 1 above in accordance with the application and plans submitted subject to the following conditions:

CONDITIONS

1. The first application for approval of reserved matters shall be made within 5 years from the date of this permission. All subsequent reserved matters applications shall be submitted no later than 20 years from the date of this permission. (To comply with Section 92 of the Town & Country Planning Act 1990.)

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2. The development shall be begun within three years of the date of approval of the first reserved matters to be approved. (To comply with Section 92 of the Town & Country Planning Act 1990.)
3. Detailed plans and particulars of the siting, layout, design and scale, external appearance, landscaping and means of access to the development (referred to in Condition 1 as reserved matters) shall be submitted to and approved by the City Council as local planning authority before the development is begun. The following level of detail will be expected with any reserved matters application:
 - 1) Detailed drawings to a scale of not less than 1:500 including road and plot layouts.
 - 2) Detailed drawings to a scale of not less than 1:100 showing the siting, design, and external appearance of the buildings, including particulars of the materials to be used for external walls and roofs.
 - 3) Details of the siting and design of any vehicular access to a highway or estate road.
 - 4) Details of the means of foul and surface water disposal;
 - 5) Detailed drawings to a scale of not less than 1:500 of a landscaping scheme showing the following details:
 - a) the positions, heights and species of existing trees.
 - b) proposals for felling and retention of existing trees.
 - c) proposals for tree planting, including the number, species, heights of planting and positions of all trees, shrubs and hedgerows;
 - d) proposals for the provision of incidental grass areas or other open spaces, including particulars of the treatment of hard surfaces, and any other features intended to enhance the attractiveness of the environment;
 - e) proposals for the provision of screen walls or fences, including details of heights, positions, designs and types of construction.(To secure the satisfactory development of the site.)
4. Applications for approval of reserved matters shall be in accordance with the principles and parameters set out in the following plans and documents (including any revisions agreed during the application process) forming part of the application unless otherwise agreed in writing by the local planning authority:

Indicative masterplan and framework plans

Open Space	- 1.000
Water	- 2.000
Ecology	-3.000
Street hierarchy	- 4.000
Bus routes	- 5.000
Public realm	- 6.000
Highway improvements	-7.000
Land use	- 8.000
Residential density	- 9.000
Urban form	- 10.000
Indicative Masterplan A	- 11.000
Indicative Masterplan B	- 12.000
Character Areas	- 13.000
Solar Orientation	- 14.000
Phasing	- 15.000

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Infrastructure phasing - 16.000

Other Documents
Environmental Statement
Biodiversity survey and report
Flood Risk Assessment
Preliminary Infrastructure Appraisal
Preliminary Energy Options Study
Energy Statement
Archaeological Study
Planning Statement
Design and Access Statement
Economic Statement
Retail Statement
Affordable Housing Statement
Consultation statements
Transport Assessment and Travel Plan
Sustainability Protocol

(To ensure that the development takes place in accordance with the parameters and principles set out in the approved plans and documents in the interest of securing a high quality of design and comprehensively delivered development.)

5. The total development shall not exceed the following parameters as set out on page 9 of the Design and Access Statement: up to 3,000 dwellings, up to 5 hectares of employment uses (1.5 hectares B1(a), 1.5 hectares B1 light industrial(b,c), 1 hectare B2 and 1 hectare B8) 1.5 hectare energy centre, up to 3,000 square metres gross floorspace of (Use Classes) A1 or A2 or A3 or A4 or A5 up to 2,000 square metres gross floorspace of Use Class D2 uses other than education, up to 14 hectares for educational facilities and 49 hectares of open space /recreational space, unless otherwise agreed in writing with the local planning authority. (In order to ensure a satisfactory form of development in accordance with saved Policy PS10 of the City of Leicester Local Plan and Policy CS3 of the Core Strategy).
6. Notwithstanding the phasing plan submitted with the outline application, a Site Wide Phasing Programme shall be submitted to the local planning authority for approval in writing. The Phasing Programme shall reflect the Phasing Scheme (Framework plan 15.000 - (Phasing) and Framework plan 16.000 (Infrastructure Phasing) submitted with the outline application. It shall include details of the proposed sequence of development across the entire site, the extent and location of individual development phases including reference to the type and extent of any development envisaged in each phase, and a description. The Phasing Programme shall state when each of the following will be delivered:
 - (1) Major access infrastructure including roads, footpaths and cycleways
 - (2) Village centre including commercial units and the public square
 - (3) Public open space areas including informal open spaces, recreation areas, allotments, equipped play areas, ecological areas and habitats
 - (4) Structural landscaping
 - (5) Education facilities

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- (6) Health care facilities
- (7) Community facilities
- (8) Strategic drainage and SUDs (Sustainable Urban Drainage) infrastructure
- (9) Any strategic or community based energy infrastructure
- (10) Neighbourhood waste management and recycling facilities
- (11) Any environmental mitigation measures specified in the Environmental Statement
- (12) Site wide landscaping and green infrastructure including allotment provision.

No development shall commence until the Phasing Programme has been approved in writing by the local planning authority. The provision of all elements in the Phasing Programme shall be carried out in accordance with the approved Phasing Programme and the time triggers specified in it, unless otherwise agreed in writing by the local planning authority. (To provide clarification on how the development will be delivered to assist determination of reserved matters and to ensure that necessary infrastructure provision and environmental mitigation is provided in time to address the impact and needs of the development.)

7. Prior to or concurrent with the submission of any reserved matters application for built development a scheme of construction management shall be submitted to and agreed with the local planning authority to cover the following:
 - (1) Construction process management plan
 - (2) Construction vehicle parking details
 - (3) Construction traffic access
 - (4) Construction working hours
 - (5) Prevention of mud on the highway
 - (6) Site hoardings
 - (7) Routing plan for construction traffic associated with all phases of construction
 - (8) Construction waste management plan.The agreed scheme shall be implemented before the start of any development of that phase. (To minimise the impact of construction work.)

8. No development shall take place within any phase as specified in the Phasing Programme (condition 6) until a Design Code for that phase has been submitted to and agreed in writing with the local planning authority. The Design Code should be prepared in accordance with the principles as set out in the Design and Access Statement June 2010 and the framework plans (particularly plans 10.000 - Urban form, 11.000 - Indicative Masterplan A and 12.000 - Indicative Masterplan B) which accompanies the application, unless otherwise agreed, and shall be reviewed on completion of every 500 dwellings. The content and scope of the Design Code shall be agreed with the local planning authority and address the following:
 - 1) Character areas,
 - 2) Development block types and principles including key groupings of buildings,
 - 3) Architectural and Sustainable Design Principles including materials palette,
 - 4) Building types and uses,
 - 5) Street types including cross sections, parking arrangements, street trees, hard and soft landscaping features and street furniture,
 - 6) Public transport routes and facilities such as stops and

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shelters,
7) Footpath and cycle way design,
8) Boundary treatments,
9) Open space areas including parks, squares and equipped areas for play,
10) Lighting of outdoor spaces,
11) Wildlife habitats and ecological areas,
12) Recycling and refuse storage,
13) Secure-by-Design principles,
14) Vehicle parking principles including the provision of facilities for the disabled, cycles and powered two wheelers,
15) Opportunities to maximise resource efficiency and climate change adaptation in the design of the development through external means such as landscaping, orientation, massing and external building features.

No development shall commence in any phase until the Design Code for that phase has been approved in writing by the local planning authority. Development shall be carried out in accordance with the approved Design Code and each reserved matters application submitted shall be accompanied by a statement demonstrating how the development proposed addresses the approved Design Code. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)

9. No development of a building(s) shall take place until a sample panel of the materials to be used in the construction of the external surfaces has been prepared on site for inspection and approved in writing by the local planning authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in the development. The development shall be constructed in accordance with the approved sample, which shall not be removed from the site until the completion of the development. (To secure a high standard of design and a coordinated approach to development in accordance with Policy CS3 of the Core Strategy.)
10. Prior to or concurrent with the submission of the first reserved matters application for built development on the site, a Site Wide Energy and Carbon Reduction Strategy (SWERCS) shall be submitted to the local planning authority for approval. The SWERCS shall relate to the agreed Energy Statement accompanying the application for this permission and shall demonstrate how targets in that Statement shall be met across the development. The Strategy shall outline the number and type of renewable energy technologies most appropriate to meet the targets and their application across the site (including a combined heat and power system if appropriate), and shall also include details of any site-wide infrastructure required to accommodate the proposed technologies and a programme for its delivery. No development shall commence until the SWERCS has been approved in writing by the local planning authority and development shall be carried out in accordance with the SWERCS. (In order to secure a sustainable form of development in the interest of carbon reduction and protection of the environment in accordance with saved policy BE16 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)

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11. All reserved matters applications shall be accompanied by an assessment and design details of how the development proposed will perform in relation to the approved Site Wide Energy and Carbon Reduction Strategy. No development shall commence until such details have been agreed in writing with the local planning authority and the development shall only be carried out in accordance with those details. (In accordance with Policy CS2 of the Core Strategy.)
12. As part of the submission of any reserved matters application for residential development in each phase of the development, an Affordable Housing Scheme (AHS) shall be submitted to and approved in writing by the local planning authority. The AHS shall secure a minimum of 30% of the total number of residential units provided on the Ashton Green site are affordable housing to meet local housing needs and shall demonstrate how each reserved matters application shall contribute towards meeting that target. The scheme shall include details of:
 - 1) The mix (amount, type and location) of both market and affordable housing to be provided reflecting the Leicester and Leicestershire Strategic Housing Market Assessment (or any update or other document that supersedes it) and any other specific needs identified by Leicester City Council's Housing Register, Adapted Housing Database or any supplementary studies related to Supported Housing needs.
 - 2) The phasing arrangements for the roll-out of affordable units within each phase concurrent with the development of the private market housing.
 - 3) The number, types, tenures, mix and dwelling sizes of affordable housing units within the reserved matters site for which consent is sought.
 - 4) The distribution of affordable housing units shown on a plan (general needs affordable homes shall generally either be pepper potted throughout the development or provided in small clusters of no more than 6 dwellings).
 - 5) The design standards that the Affordable Housing has been designed to meet (e.g. the Homes and Communities Agency (or its successor) or the Council's own minimum space standards (whichever is the greatest), HCA Design and Quality Standards, Lifetime Homes, LCC wheelchair housing standards or any specific additional supported housing design requirements.)
 - 6) Details such as site levels/gradients and design standards for the dwelling(s) designated as fully wheelchair accessible dwellings must be agreed with the local planning authority in consultation with the Housing Development Team prior to reserve matters stage.
 - 7) Details of car parking and cycle parking.
 - 8) The management arrangements proposed for the affordable units.
 - 9) Where less than 30% affordable housing is proposed in a reserved matters application, details of how and where the shortfall shall be made up within that phase of development to secure delivery of the overall target of 30% affordable housing in Ashton Green.Development shall be implemented in accordance with the approved Affordable Housing Scheme unless any variation to it is approved in writing by the local planning authority. (In order to ensure the overall delivery of the affordable housing units in accordance with Policy CS6 of the Core Strategy.)

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13. All affordable housing units shall comply with the relevant Design Code approved under condition 8. (In order to ensure an acceptable level of development and in accordance with Policies CS3 and CS6 of the Core Strategy.)
14. All affordable Housing Units shall be managed by a Registered Social Landlord or other body that has been agreed in writing beforehand with the local planning authority. (In order to ensure the long term management of the affordable housing units in accordance with Policy CS6 of the Core Strategy.)
15. Before development commences on each phase, details of both surface water and foul sewage drainage proposals shall be submitted to and agreed in writing with the local planning authority and shall be carried out in accordance with the agreed details unless otherwise agreed. (To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and to ensure that the development is provided with a satisfactory means of drainage.)
16. No development shall take place until the following documents/plans have been produced and submitted to and approved in writing by the local planning authority;
 - 1) A drainage plan showing the opportunities and constraints of the site,
 - 2) A drawing showing flow routes and any sub-catchments with likely SUDS features and a preliminary SUDS design statement setting out the criteria for the drainage scheme,
 - 3) A statement to show how the design criteria of quantity, quality and amenity/biodiversity will be met and provide some details on techniques,
 - 4) Information to show how the drainage system will be integrated into the landscape design; and how the drainage will work in an extreme event.No development shall take place except in accordance with the approved drainage details and no development shall be occupied or otherwise brought into use unless drainage works have been fully carried out in accordance with the approved details.
(In accordance with saved Policy BE20 of the City of Leicester Local Plan).
17. No development shall take place on each phase or sub phase until a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with saved Policy PS11 of the City of Leicester Local Plan.)
18. No development shall take place on each phase or sub phase until a scheme to install oil and petrol separators has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with saved Policy PS11 of the City of Leicester Local Plan.)
19. No development shall take place on each phase or sub phase until a scheme to install trapped gullies has been submitted to, and agreed in writing by, the local planning authority. The scheme shall be implemented as agreed. (In the interests

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of protecting the water environment and in accordance with saved Policy PS11 of the City of Leicester Local Plan.)

20. Prior to or concurrent with the submission of the first reserved matters application for built development on the site, a Site Wide Green Infrastructure Strategy (SWGIS) shall be submitted to and approved by the local planning authority. The SWGIS shall be based on the Masterplan and other plans and documents referred to in condition 4 and shall address the following issues:
- 1) The quantum and location of different typologies of green spaces across the site including public parks and gardens, formal and informal recreation areas, different types of play areas, allotments, ecological areas, green buffer zones, structural landscaping areas, and green areas used for sustainable urban drainage systems.
 - 2) Clearly identify existing trees, hedgerows, habitats, ponds and other natural features proposed for retention.
 - 3) Principles for the layout, design, landscaping and boundary treatment of each of these areas.
 - 4) Principles for public access to and through these areas.
 - 5) Principles for lighting of these areas.
- The SWGIS shall be approved in writing by the local planning authority and shall be implemented in accordance with the approved details unless otherwise agreed with the local planning authority. (In the interests of amenity, ecology and public safety and in accordance with Core Strategy Policy CS3)
21. The landscaping scheme submitted with each reserved matters application shall demonstrate how it complies with the Site Wide Green Infrastructure Strategy approved under condition 20 and shall contain details of the following:
- 1) Details of trees, hedgerows, habitats, ponds and other natural features it is proposed to retain and details of how they will be protected during the construction phase,
 - 2) Planting and landscape plans
 - 3) Structures (including hard landscaped areas, lighting, floodlighting, boundary treatments, street furniture and play equipment),
 - 4) Details of any foot and cycle access through green areas.
- The approved landscape scheme for the phase of development approved under each reserved matters application shall be implemented before any use or occupation of that phase, unless otherwise agreed in writing with the local planning authority and maintained thereafter. (In order to provide a satisfactory form of development and in accordance with Policy CS3 of the Core Strategy.)
22. Before development commences on Phases B and C (as defined in the Phasing Programme to be agreed under Condition 6) details of the location and design of directional signs to Castle Hill Country Park shall be submitted to and agreed in writing with the local planning authority. The signs shall be implemented in accordance with the agreed details and retained as such. (In order to ensure satisfactory access to Castle Hill Country Park and in accordance with Policy CS3 of the Core Strategy.)
23. Each reserved matters application shall be accompanied by the following details in relation to any trees it is proposed to retain within the reserved matters site:

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1)An Arboricultural Implications Assessment and Arboricultural Method Statement which include a Tree Constraints Plan that clearly identifies above and below ground constraints
2)Details of tree protection fencing
3)Details of the proposed methodology for carrying out any works within any Retained Tree Root Protection Area.
Development shall only be carried out in accordance with the approved details. (In the interests of protecting retained trees, especially those covered by Tree Preservation Orders and in accordance with saved Policy UD06 of the City of Leicester Local Plan.)

24. Prior to or concurrent with the submission of the first reserved matters application for built development on the site, a Site Wide Ecology Management Plan (EMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMP shall be based on the Environmental Statement submitted with the application and other documents referred to in condition 4 and shall address the following:
- 1) Compensation areas and habitat creation proposed as detailed in the Environmental Statement 2010.
 - 2) Management of existing wildlife sites and related compensatory habitat.
 - 3) Each access (highway) route shall specify details of a scheme to allow the safe access through the bridges and / or embankments by badgers (including tunnels and fencing if required as outlined in the Environmental Statement. Mitigation for any impact upon badger sets or corridors.
- The plan should be submitted to and agreed in writing with the local planning authority and shall thereafter be implemented in accordance with the approved details. (In accordance with Policy CS13 of the Core Strategy and Planning Policy Statement 9: Biodiversity and Geological Conservation.)
25. Existing vegetation and hedgerows with the potential to accommodate birds will only be managed or removed outside the bird-breeding season (March to August), unless otherwise agreed by the local planning authority. (In accordance with Policy CS13 of the Core Strategy and Planning Policy Statement 9: Biodiversity and Geological Conservation.)
26. All reserved matters applications shall be accompanied by an updated bat survey. No trees which have been identified as having bat roosts or of medium / high potential for bat roosts shall be removed until a detailed method statement according with the Environmental Statement has been submitted to and approved in writing by the local planning authority and any removal thereafter shall be in accordance with the approved details. (In accordance with Policy CS13 of the Core Strategy and Planning Policy Statement 9: Biodiversity and Geological Conservation).
27. All reserved matters applications shall be accompanied by an updated great crested newt and badger survey. No areas which have been identified as having badger sets shall be developed until a detailed method statement according with the Environmental Statement has been submitted to and approved in writing by the local planning authority and any removal thereafter shall be in accordance

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with the approved details. (In accordance with Policy CS13 of the Core Strategy and Planning Policy Statement 9: Biodiversity and Geological Conservation.)

28. Prior to or concurrent with the first reserved matters application submitted in each of the phases identified in condition 6 a detailed Open Space Management and Maintenance Scheme for the maintenance and management of all areas of open space (to include: parks, natural green space, informal open space, pocket parks, orchard, civic space, sports pitches and allotments), shall be submitted to and agreed in writing by the local planning authority and implemented upon occupation of the first residential unit of that particular phase and then upon first occupation of any subsequent areas of development. Details to be submitted shall include;
- 1) Details of landscape management and maintenance plans,
 - 2) Details of planting, grass cutting, weeding and pruning,
 - 3) Management of sustainable urban drainage features,
 - 4) Inspection, repair and maintenance of all hard landscaping and structures,
 - 5) Management, monitoring and operational restrictions,
 - 6) Maintenance and planting replacement programme for the establishment period of landscaping.
- The open space areas provided shall be retained for their intended purpose unless otherwise agreed in writing by the local planning authority. (To ensure adequate open space and amenity provision in accordance with saved Policy PS10 of the City of Leicester Local Plan and Policies CS3,C5 and CS13 of the Core Strategy.)
29. Prior to the commencement of any development within any phase or sub phase of development a detailed design and method statement and archaeological impact assessment including existing and proposed ground levels showing the layout and depths of all foundations, services, trenches, drains and other ground works, and all revisions of such, shall be submitted to and agreed in writing with the local planning authority. No development shall take place except in accordance with the agreed details. (To enable archaeological assessment of the site in accordance with Planning Policy Statement 5: Planning and the Historic Environment.)
30. Prior to the commencement of any development within any phase or sub phase of development a programme of archaeological work in accordance with a written scheme of investigation shall be submitted to and agreed in writing with the City Council as local planning authority. The work shall be carried out by a body to be agreed in writing with the local planning authority. No work shall take place on the site except in accordance with these agreements. (To ensure satisfactory archaeological investigation and recording, and in accordance with Planning Policy Statement 5: Planning and the Historic Environment.)
31. No more than 500 residential units across the site shall be occupied until the first two-form Primary School has been constructed in accordance with a specification agreed in writing with the local planning authority and is open for use unless an alternative means of providing such education facilities has been agreed in writing with the local planning authority. (In order to ensure a satisfactory form of

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development and education provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

32. No more than 2000 residential units across the site shall be occupied until the second two-form Primary School and Secondary school provision have been constructed in accordance with a specification agreed in writing with the local planning authority and are open for use unless alternative means of providing access to such education facilities has been agreed in writing with the local planning authority. (In order to ensure a satisfactory form of development and education provision for future residents and in accordance with Policy CS19 of the Core Strategy.)
33. No more than 500 residential units shall be occupied until an on site health facility is constructed and open to the public in accordance with a location and specification agreed in writing with the local planning authority unless an alternative means of providing healthcare has been agreed in writing with the local planning authority. (In order to ensure sufficient on site amenities are available for local residents and in accordance with Policy CS19 of the Core Strategy.)
34. Prior to or concurrent with the submission of any reserved matters application a scheme for the provision of community facilities within Ashton Green shall be submitted to and agreed in writing with the local planning authority. The Scheme shall include the following:
- 1) Details of the location, type and size of community meeting facilities to be provided across the development,
 - 2) A phasing programme and method for the delivery of these community facilities related to the phasing plan approved under condition 6,
 - 3) Specifications for the design of the community facilities,
 - 4) Details of the management arrangements for community facilities.
- Development shall only be carried out in accordance with the approved scheme unless otherwise agreed in writing with the local planning authority. (In order to provide a satisfactory form of development with a range of facilities for future occupants, and in accordance with Policy CS19 of the Core Strategy.)
35. Prior to the submission of the first reserved matters application in any phase of development (as defined in condition 6), a scheme to address any policing needs arising from the development in that phase shall be agreed in writing by the local planning authority. Each reserved matters application submitted subsequent to the approved schemes for each phase shall be accompanied by details of how the need for policing services in the area that are likely to arise as a result of the new development will be met and implemented in accordance with the approved details. (In accordance with Policy CS19 of the Core Strategy.)
36. Those areas of the site where soil contamination has been identified shall be investigated for any soil contamination arising from current or former uses, including further leachate testing. A detailed site investigation report incorporating a suitable risk assessment shall be submitted to and approved by the local planning authority. For all risks identified by the above assessment as being

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unacceptable for the proposed use, remediation proposals shall be submitted to and approved by the local planning authority. Before any part of the development is occupied, a completion report relevant to that part of the development shall be submitted to and approved by the local planning authority. The report shall contain:

- 1) A full description of the works undertaken in accordance with the approved remediation proposals.
- 2) Results of any additional investigation or remediation works undertaken.
- 3) A statement, signed by the developer or the approved agent confirming that all remediation work has been satisfactorily completed.

(To ensure that the site free from contamination in accordance with saved Policy PS11 of the City of Leicester Local Plan.)

37. Before development commences details of soil quality shall be submitted to and agreed in writing with the local planning authority. Only soil that has been deemed to be acceptable shall be used within the development. (In order to provide a satisfactory level of residential amenity in accordance with saved Policies PS10 and PS11 of the City of Leicester Local Plan.)
38. Any centralised energy plant or biomass combustion plant shall be built and operated in accordance with mitigation measures and methods agreed in writing with the local planning authority following a detailed assessment of the emission characteristics and likely overall air quality impact of such development. This assessment and details of such measures shall be submitted with any application for such development. (In accordance with saved Policies PS10 and PS11 of the City of Leicester Local Plan and Policy CS2 of the Core Strategy.)
39. Each reserved matters application for built development shall be accompanied by a revised noise survey, which shall reassess the noise impact upon existing and future residential properties within or outside the site. This shall include the impact of any employment uses within the Ashton Green site itself, and details of any necessary mitigation measures. (In accordance with saved Policies PS10 and PS11 of the City of Leicester Local Plan.)
40. No development shall take place until full details of the proposed levels of any building, associated structures and the remainder of the building plot, compared to existing levels of the site, have been submitted to and approved in writing by the local planning authority. The development shall be constructed in accordance with the approved levels unless otherwise agreed in writing by the local planning authority. (In order to safeguard the character and appearance of the area and in accordance with Policy CS3 of the Core Strategy.)
41. The Phasing Programme submitted in accordance with the provisions of condition 6 shall provide for equipped children's play areas within the site. The timing of the implementation, location, detailed design, layout, specification of the equipment and the management and maintenance regime of the play areas shall be submitted to and agreed in writing with the local planning authority. The play areas shall be provided in accordance with the details so approved and thereafter maintained. (To ensure that adequate play provision is made for occupiers of the

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development hereby permitted and that the facility is adequately managed and maintained. In accordance with Policy CS3 of the Core Strategy.)

42. No more than 250 dwellings shall be occupied in each phase of development as agreed under condition 6 before neighbourhood waste recycling facilities (for that phase) are provided on site in accordance with details that have been submitted to and agreed in writing by the local planning authority and retained as such. (To ensure residents have permanent recycling facilities available in accordance with Policy CS3 of the Core Strategy.)
43. Notwithstanding the provisions of Schedule 2, Part 1, Class F of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification) the hard surfacing of front gardens shall not be carried out without the granting of specific planning permission or reserved matters approval from the local planning authority. (In the interests of visual amenity and sustainable travel ensuring that there is no uncontrolled proliferation of car parking within the site, and to ensure that SUDS measures are not eroded on a piecemeal basis, in accordance with Policy CS3 of the Core Strategy.)
44. There shall be no amalgamation of the units defined for A1, A2, A3, A4, A5 or D1 uses that comprise the village centre, unless otherwise agreed in writing with the local planning authority. (To ensure that the village centre provides an appropriate range of facilities and services required by the development and in accordance with Policy CS3 of the Core Strategy.)
45. Prior to the occupation of the first dwelling within Ashton Green, a scheme for improvements along Greengate Lane (as generally shown on drawings A047283-22-35-18-026 and A047283-22-35-18-027) comprising safety measures associated with mitigating the impact of the development shall be agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County Council Highway Authorities. The agreed scheme shall be implemented in accordance with the approved details prior to occupation of the first dwelling within Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
46. Prior to occupation of the first dwelling within Ashton Green, a scheme to provide walking, cycling and traffic calming infrastructure measures along Leicester Road shall be agreed in writing with the local planning authority in consultation with Leicester City Council and Leicestershire County Council Highway Authorities. Details of the scheme will generally be in accordance with drawing A047283-22-3518-032. The agreed scheme will be implemented in accordance with the approved details prior to occupation of the first dwelling within Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
47. Prior to occupation of the first dwelling within Ashton Green, a scheme to provide highway and public transport infrastructure improvement measures along Beaumont Leys Lane between the A563 and Bennion Road shall be agreed in

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writing with the local planning authority in consultation with Leicester City Council Highway Authority. Details of the scheme will generally be in accordance with drawing A047283-22-3518-043. The agreed scheme will be implemented in accordance with the approved details prior to occupation of the first dwelling within Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policies CS05 and CS14 of the Core Strategy.)

48. Prior to occupation of the first dwelling within Ashton Green, a scheme to provide walking, cycling and traffic calming infrastructure measures along Bennion Road shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. Details of the scheme will generally be in accordance with drawing A047283-22-3518-28. The agreed scheme will be implemented in accordance with the approved details prior to occupation of the first dwelling within Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
49. No part of the development hereby permitted shall be occupied or otherwise brought into beneficial use unless and until the improvements to Anstey Lane (including Anstey Lane widening) and the Anstey Lane/Bennion Road junction shown on WYG drawing A047283-22-35-18-034 and the improvements to A46/A5630 Anstey Lane junction shown on WYG drawing A047283-22-35-18-30 have been completed to the satisfaction of the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
50. Prior to the submission of reserved matters applications for any built development in Phase B of the Ashton Green development (as defined in condition 6), a review of the Transport Assessment for Ashton Green and an assessment of the need for the following shall be carried out:
- (1) The widening of the A563 Krefeld Way to dual standard
 - (2) Improvements to the junction and highway infrastructure at Anstey Lane/A563 Krefeld Way junction and
 - (3) The widening of Anstey Lane between the Anstey Lane/Bennion Road junction and the Anstey Lane/Krefeld Way junction to mitigate the impact of the Ashton Green development will be undertaken and submitted to the local planning authority.
- The methodology for the review and assessment (including any additional traffic modelling work) shall be agreed in writing beforehand by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority and shall reflect the outcomes from monitoring of the Framework Travel Plan required under condition 62. The outcomes of the review and assessment will be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. If the improvements outlined above are demonstrated to be necessary to mitigate the impact of the Ashton Green development, details of the works required along with a

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programme for their implementation shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority prior to occupation of any built development in Phase B of Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

51. Prior to the commencement of any built development in Phase A (as defined in condition 6), a programme of area wide strategic traffic calming including proposed improvements along Cropston Road, Anstey shall be submitted to and agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The programme shall clearly identify the extent of the works needed and a timetable for their delivery. The necessary work shall be implemented before the completion of Phase A. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
52. No part of the development hereby permitted shall take place unless and until a scheme for signalisation of the A46 westbound diverge slip road onto the A46/A50 junction has been submitted to and approved in writing by the local planning authority, in consultation with the Highways Agency and Leicestershire County Council Highway Authority. The improvements shall be constructed in accordance with the approved details prior to the first occupation of any building on the site. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
53. Prior to the commencement of any built development in Phase A of the Ashton Green development (as defined in condition 6), a scheme of improvement works to the A46/A50 junction which are demonstrated to be necessary to mitigate the impact of the Ashton Green development shall be submitted to and agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. The scheme will be informed by a review of the Transport Assessment for Ashton Green, the methodology for which (including any additional traffic modelling work) shall be agreed beforehand in writing by the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency and shall reflect the outcomes from monitoring of the Framework Travel Plan required under condition 62. The submitted scheme of improvement works will also include a programme for their implementation, and any such works required shall be completed at latest prior to occupation of any development in Phase C of Ashton Green. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
54. No more than 150 dwellings shall be served off a single point of any access within the Ashton Green development. (To secure a satisfactory form of development in

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the interests of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

55. All streetwork construction details, carriageway and footway design, roads, footpaths and verges together with all drainage works shall be constructed in accordance with Leicester City Council's adopted `6C's Highway, Transportation and Development Design Guide(HTD)` as well as ` Design Manual for Road and Bridges`. As part of reserved matters applications, details of the means of access including longitudinal and cross sections of roadways and surface water drainage shall be submitted to and approved by the local planning authority in consultation with the Leicester City Council Highway Authority. Development shall be carried out in accordance with the approved details. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
56. The sight lines on each side of each vehicular access shall be provided at the time of development and shall thereafter be retained. Vehicular visibility splays will be designed and provided in accordance with Leicester City Council's adopted `6C's Highway, Transportation and Development Design Guide (HTD)`. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
57. All access driveways and any car parking or turning areas shall be surfaced with a permeable hard bound material (not loose aggregate) for a minimum distance of 5m behind the highway boundary. (To reduce the possibility of deleterious material being deposited in the highway in the interest of highway safety.)
58. Where vehicular access gates higher than 1 metre are erected, they shall be set back a minimum distance of 5 metres behind the highway boundary for residential development and up to 15 metres for industrial or commercial developments and shall be hung so as to open inwards only. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
59. 2.0 metre by 2.0 metre pedestrian visibility splays shall be provided on the highway boundary at each private (or shared) drive access within the development. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
60. Dropped kerbs and ramps suitable for wheelchairs and prams, shall be provided at the time of development in the footways at all major pedestrian crossing points, at road junctions, at each vehicular access and at footway crossings in accordance with details to be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
61. Details of the location and design of any street furniture along public footpaths that provide seating shall be included as part of the submission of reserved

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matters applications along with a programme for its implementation. The details shall be implemented in accordance with the approved programme. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

62. Prior to commencement of any development on the site, a Framework Travel Plan for the development shall be submitted to and approved in writing by the local planning authority in consultation with Leicester City Council Highway Authority, Leicestershire County Council Highway Authority and the Highways Agency. The Framework Travel Plan shall reflect the content of report no. RT-A047283-22-07 including the following issues:
- 1) School travel plans for each educational establishment on the site
 - 2) Car club or car hire initiatives
 - 3) The potential use of electric vehicles including electric bikes, scooters and cars, low emission vehicles (e.g. hybrids, diesel) and new technologies (e.g. hydrogen fuel cell)
 - 4) A Personal Travel Plan programme for Ashton Green
 - 5) Workplace Travel Plans
 - 6) Events Travel Plans for community centres, leisure centres, education buildings, religious establishments and entertainment facilities likely to be provided.
 - 7) The provision of permanent Automatic traffic counters at locations to be agreed.
- The approved Framework Travel Plan shall be implemented and monitored in accordance with the details set out within it. (In accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
63. Prior to commencement of development within any phase of Ashton Green (as agreed under condition 6), a Travel Plan and Transport Assessment dealing with development proposed within that phase will be submitted to and approved in writing by the local planning authority in consultation with Leicester City Council, Leicestershire County Council and the Highways Agency. The Travel Plan shall reflect the content of the Framework Travel Plan agreed under condition 62. Each approved Travel Plan shall be implemented and monitored in accordance with the details set out within it and the Transport Assessment. If at each monitoring period the targets set out in the Framework Travel Plan and Transport Assessment and any subsequent updates of these documents have not been met remedial measures shall be identified and put in place to ensure that in the next available monitoring period the targets are met. (In accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
64. A management company will manage the maintenance of the Travel Plan programme until 2026 or until the development has been completed whichever is the sooner. The management company will liaise closely with Leicester City Council Travel Plan Officer through the role of a Travel Plan Co-ordinator employed to carry out the work. Details of the management company shall be submitted to and agreed in writing with the City Council as local planning authority in consultation with Leicester City Council Highway Authority. (In order to ensure the successful implementation of the Travel Plan as required by condition 62 and

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in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

65. Prior to occupation of any dwelling on the site, the content of a Residents Travel Pack shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. The content of the Travel Pack shall be reviewed and agreed prior to occupation of any dwelling in subsequent phases of development as agreed in condition 6. Residential travel packs will be provided for each dwelling at Ashton Green upon its occupation. (In accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
66. Prior to the occupation of any building or place of employment above the thresholds set out in Appendix B of the Department for Transport document 'Guidance on Transport Assessments' within Ashton Green, a Workplace Travel Plan for that building or place of employment shall be agreed in writing with the local planning authority in consultation with Leicester City Council Highways Authority. The Workplace Travel Plan shall reflect the content of the Framework Travel Plan agreed under condition 62. The agreed Workplace Travel Plans shall be implemented in accordance with the details set out in them from the point of occupation of the relevant building or place of employment. (In accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
67. Prior to commencement of development in each phase agreed under condition 6, a strategy for the provision of public on-street cycle parking will be agreed in writing with the local planning authority in consultation with Leicester City Council Highway Authority. The strategy shall include details of the location, design (including shelters where appropriate), lighting and programme for delivery of cycle parking facilities. The strategy shall be implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
68. Details of secure cycle and powered two wheeler parking shall be submitted with each reserved matters application for residential development within the site. The parking provision shall be implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
69. Prior to the commencement of development in each phase of development (as agreed under condition 6), details of the design of proposed on-road cycle lanes and off-road cycle routes will be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The details shall accord with the adopted '6C's Highways, Transportation and Development (HTD) guidelines', technical approval and safety audits. The cycle lanes and cycle routes shall be implemented in accordance with the approved details. (In the interest of highway

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safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

70. Prior to first occupation of any development in Ashton Green, a scheme for the provision of public transport facilities on the site shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme will include details of the location and design of lit and covered shelters, seating, Kassel kerbs, information points, signing and bays, and a programme for their implementation. The agreed scheme shall be implemented in accordance with the approved programme prior to the first occupation of any development in Ashton Green and retained as such. (To ensure satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)
71. Prior to first occupation of any development in Ashton Green, a scheme for the improvement of public transport facilities at Beaumont Leys Bus Interchange shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme will include details of the location and design of new shelters, seating, litter bins, timetable displays and cycle parking as well as a programme for their implementation. The agreed scheme shall be implemented in accordance with the approved programme prior to the first occupation of any development in Ashton Green and retained as such. (To ensure satisfactory public transport facilities are available for residents in accordance with Policy CS15 of the Core Strategy.)
72. Prior to the submission of any reserved matters applications for built development, a Public Transport Strategy for Ashton Green shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The Strategy shall relate to the Ashton Green Transport Assessment and include details of bus routes, signage, bus frequency, bus stop locations and city centre termini stops, along with a programme for the improvement or implementation of facilities identified. The Strategy shall be implemented in accordance with the approved programme. (To ensure satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)
73. No more than 450 dwellings in Ashton Green shall be occupied until the bus priority measures along Beaumont Leys Lane and dedicated bus lane along Beaumont Leys Lane between the A563 and the A6 as shown on drawing A047283-22-3518-44 are implemented, unless any variation to this is agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. (To ensure satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)
74. Prior to occupation of the first dwelling on the site, a Scheme for the extension of existing bus services linking Ashton Green to Beaumont Leys and Leicester City Centre shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The scheme shall include details of the services to be extended and a programme for their extension. The Scheme shall be implemented in accordance with the approved programme. (To ensure

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satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)

75. No more than 450 dwellings in Ashton Green shall be occupied until a Scheme for Bespoke Public Transport Provision for Ashton Green is agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Scheme shall provide direct bus services(s) between Ashton Green and Leicester City Centre, shall relate to the Ashton Green Transport Assessment and shall include details of bus routes, frequencies, bus stops, signage and any associated improvements to city centre terminus improvements along with a programme for their implementation. The approved Scheme shall be implemented prior to occupation of 451 dwellings in Ashton Green in accordance with the approved programme. (To ensure satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)
76. Prior to commencement of any built development in Phase A (as agreed in condition 6), a Scheme for improvements and/or changes to any Leicester Orbital public transport / bus route (including route 40) shall be agreed by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The Scheme shall include details of any improvements and/or changes proposed (such as necessary infrastructure or associated costs) along with details of the financial viability of such improvements and an analysis of the cost-benefit impact they may have in terms of addressing the impact of Ashton Green and helping meet the targets set out in the Framework Travel Plan and Travel Plans for each phase required by conditions 62 and 63. The scheme shall outline a programme for delivery and shall be implemented before the completion of Phase A. (To ensure satisfactory public transport facilities are available for residents in accordance with policy CS15 of the Core Strategy.)
77. Prior to first occupation of any employment uses on the site, details of likely freight traffic movements, and routes for traffic generated by the employment uses on the site shall be submitted to and agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority along with a Scheme for the management of such freight traffic (including details of signage, consultation and other measures proposed along with a programme for their implementation) so that it avoids travelling through residential areas in the locality. The agreed Scheme shall be implemented in accordance with the approved details. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
78. Prior to the commencement of development in any phase agreed under condition 6, a Parking Strategy for that phase shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Parking Strategy shall address parking provision for cars and other vehicles, disabled vehicles, and powered two wheelers and shall refer to Leicester City Council's SPG ' Vehicular Parking Standards' 2002 (as updated or amended). The Strategy shall include details of parking standards (both public and private) to be applied for different types of development within the phase and the location

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and design of any public parking provision proposed. The Parking Strategy for each phase shall be implemented in accordance with the agreed details. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

79. Prior to commencement of any built development in Ashton Green, a Strategic Traffic Calming Strategy shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The Strategy shall include details of streets and areas within Ashton Green and along Bevan Road and Redruth Road where traffic calming features or measures will be provided, the range of traffic calming measures that will be used and details of their specifications, and a programme for review and implementation of traffic calming measures including details of any Traffic Regulation Orders that may need to be implemented to give effect to the traffic calming. The agreed Strategy shall be reviewed prior to the commencement of development in any subsequent phase of development as detailed in condition 6, and amended accordingly. The agreed Strategy and any subsequent amendments shall be implemented in accordance with the agreed programme. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
80. Prior to commencement of any built development in Ashton Green, a Public Lighting Strategy shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority. The Strategy shall include details of the location, type and design of lighting to be used in public areas. The Strategy shall thereafter be implemented in accordance with the approved details and retained as such. (In the interest of highway safety and in accordance with saved Policy AM02 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)
81. Prior to commencement of any built development in Ashton Green, a Strategy for the Improvement of Public Rights of Way shown on drawing A047283-22-33 shall be agreed in writing by the local planning authority in consultation with Leicester City Council Highway Authority and Leicestershire County Council Highway Authority. The Strategy shall cover details of improvements to the routes shown on drawing A047283-22-33 (or any variation to this agreed by the Local Planning Authority) and a programme of implementation for the improvements. The agreed Strategy shall be implemented in accordance with the details and programme contained therein. (To ensure a coordinated approach to the provision of public rights of way across the site and surrounding area and in accordance with saved Policy AM01 of the City of Leicester Local Plan and Policies CS3 and CS14 of the Core Strategy.)
82. Prior to occupation of the first dwelling or employment uses at Ashton Green, an Ashton Green Management and Governance Strategy shall be agreed in writing by the local planning authority. The Strategy shall include details of the long term delivery, management and governance arrangements for the following;
- 1) Management and delivery of the Travel Plan programme referred to in conditions 62 - 66.

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- 2) Community facilities provided on the site.
- 3) Areas of public realm on the site.
- 4) Community development and support measures for new residents.
- 5) Appropriate model(s) of community governance.

The Strategy shall also include a programme for addressing and delivering the above. The Strategy shall be implemented in accordance with the agreed programme and shall be reviewed prior to the implementation of Phases B and C of the development. (In the interest of the long-term management and governance of the site and in accordance with Policy CS19 of the Core Strategy.)

NOTES FOR APPLICANT

1. REASON FOR APPROVAL. In the view of the City Council, the proposal complies with the relevant criteria in the adopted Core Strategy policies listed in this decision, saved City of Leicester Local Plan policies listed in this decision, and with Supplementary Planning Guidance - Vehicle Parking Standards, and there are no material considerations which outweigh these policies. The City Council considers that any harm to visual amenity, residential amenity and the street scene can be overcome by the attached conditions.
2. In terms of the construction waste management plan required by condition 7 the following is required: The waste management plan should include details of:
 - 1) The anticipated nature and volumes of waste.
 - 2) Measures to ensure the maximisation of the reuse of waste
 - 3) Measures to ensure the effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
 - 4) Any other steps to ensure the minimisation of waste during construction
 - 5) The location and timing of facilities pursuant to criteria 2/3/4.
 - 6) Proposed monitoring and timing of the submission of monitoring reports.
 - 7) The proposed timing of submission of a waste management closure report to demonstrate the effective implementation, management and monitoring of construction waste during the construction of the development..
3. Central Networks have facilities within the area, you are advised to contact them (Central Networks, Aim Bureau Services, Toll End Road, Tipton, DY4 0HH) to obtain copies of the mains records.
You may also wish to contact their cablesafe team on 0800 0150 927.
4. With regard to condition 25, Where such an agreement is made an ecologist nominated by the local planning authority will first check that there are no nests present. Where they are present the vegetation will be retained with a 5 m buffer until all birds have fledged and the nest is no longer in use.
5. No such plant as detailed in condition 38 shall at any time individually or cumulatively cause the statutory air quality Objective criteria, as prescribed in The Air Quality (England) Regulations 2000 (SI. 2000/928) to be exceeded at any point where there is relevant human exposure for the purposes of the time criteria prescribed in those Regulations.

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6. Condition 18 relates to parking areas and hard standings susceptible to oil contamination, and for areas where 65 or more cars are to be parked.
7. Condition 19 applies to parking areas and hard standings for between five and 65 cars in areas where connection to any oil and petrol separator is not possible.
8. The Environment Agency offers the following advice:

During the period of construction, oil and fuel storage will be subject to the Control of Pollution (Oil Storage) (England) Regulations 2001. The Regulations apply to the storage of oil or fuel of any kind in any kind of container which is being used and stored above ground, including drums and mobile bowsers, situated outside a building and with a storage capacity which exceeds 200 litres. A person with custody or control of any oil or fuel breaching the Regulations will be guilty of a criminal offence. The penalties are a maximum fine of £5000 in Magistrates' Court or an unlimited fine in Crown Court. Further details of the Regulations are available from the Environment Agency.

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

If any waste is to be used on site, the applicant will be required to obtain the appropriate exemption or authorisation from the Agency.

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that the SWMP should contain depends on the estimated build cost, excluding VAT. Further information can be found at <http://www.netregs-swmp.co.uk>, and also within the following Environment Agency Pollution Prevention Guidelines:

- PPG1 General guide to the prevention of pollution.
- PPG2 Above ground oil storage tanks.
- PPG6 Working at construction and demolition sites.

The Environment Agency supports the prudent use of energy and natural resources with minimal production of waste. Energy from waste has an important role to play as part of a carefully considered long term energy strategy, however, it should only be considered for residual waste that cannot be reused or recycled. In other words, recovering energy as an option to divert waste from landfill should not unjustifiably undermine or by-pass the rest of the waste hierarchy, which gives priority to reuse and recycling over recovery and disposal. We also consider that energy generated should be recovered as far as practicable and used to its full potential, for example using Combined Heat and Power (CHP) schemes, consistent with the requirements of Best Available Techniques(BAT).

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9. The Environment Agency offers the following advice: The Code for Sustainable Homes has water efficiency targets as well as energy efficiency targets. However, unlike the energy efficiency targets, the water efficiency target is currently voluntary for privately built housing. Part G of the Building Regulations set a whole building standard of 125 litres per person per day for domestic buildings. However, from a water efficiency point of view the Environment Agency would recommend that the development goes further than the Building regulations and that any new homes built before 2016 should achieve the 'water efficiency component' of level 3/4 of the Code for Sustainable Homes (as a minimum). This relates to a level of 105 litres per person per day. For those built after 2016 the Agency would recommend code level 5/6 as a minimum (for the water efficiency components, as long as this does not compromise the achievement of achieving zero carbon). This relates to 80 litres per person per day. For non-residential buildings it is recommended that developers also demonstrate that they have considered water efficiency and conservation in the design and maintenance of the buildings. Where standards currently exist for a particular building type, it is recommended that developers aim for BREEAM Very Good or Excellent standards and we would recommend that maximum points are scored on water.' It is recommended that the installation of fittings that will minimise water usage such as low, or dual, flush WC's, spray taps and economical shower-heads in the bathroom are installed. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended. For outdoors consider installing a water butt, or even a rainwater harvesting system, to provide a natural supply of water for gardens. Simple treatment systems exist that allow rainwater to be used to supply WC's within the home. Following the above recommendations will significantly reduce water consumption and associated costs when compared to traditional installations. Rainwater harvesting utilises a free supply of fresh water and reduces the cost to the environment and the householder.
10. The highway proposals associated with this consent involve works within the public highway, which is land over which you have no control. The Highways Agency therefore requires you to enter into a suitable legal agreement to cover the design and construction of the works. Please contact the Schemes Sponsor, Paul Bodimeade, on 0121 687 2559 at an early stage to discuss the details of the highways agreement.
11. The following are the affordable housing definitions used in the Local Development Framework (including the future Affordable Housing SPD), reflecting those provided in Planning Policy Statement 3 (PPS3): Affordable Housing and relates to condition 12:
'Affordable housing includes social rented and intermediate housing, provided to specified eligible household whose needs are not met by the market. Affordable housing should:
- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
 - Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for

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alternative affordable housing provision’.

Social Rented Housing:

‘Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented

housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation (now Homes and Communities Agency) as a condition of grant.’

Intermediate Affordable Housing:

‘Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (eg HomeBuy), other low cost homes for sale and intermediate rent.’

NOTE: ‘Low cost market housing’ provided without subsidy will not be accepted as part of any negotiated affordable housing. These units, which are generally smaller units or starter homes at the bottom end of

the price range, can meet a need at the lower end of the housing market, but do not meet the definition of affordable housing as set out above and in PPS3.

This definition may be subject to change in the future.

DEVELOPMENT PLAN POLICIES CONSIDERED RELATING TO THIS DECISION

- 2006_AM01 Planning permission will only be granted where the needs of pedestrians and people with disabilities are incorporated into the design and routes are as direct as possible to key destinations.
- 2006_AM02 Planning permission will only be granted where the needs of cyclists have been incorporated into the design and new or improved cycling routes should link directly and safely to key destinations.
- 2006_AM05 Planning permission for large scale development will not be granted unless provision is made for access to and for bus routes.
- 2006_AM11 Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.
- 2006_AM12 Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.
- 2006_BE16 Planning permission will be granted for the development of renewable energy installations where local impacts are not outweighed by wider benefits. Major developments must realise their potential for incorporating renewable energy technologies.
- 2006_BE22 Planning permission for development that consists of, or includes, external lighting will be permitted where the City Council is satisfied that it meets certain criteria.
- 2006_GE02 Permission not normally granted if development adversely affects Sites of Importance for Nature Conservation, Local Nature Reserves and the Regionally Important Geological Sites.
- 2006_GE03 Development on a Biodiversity Enhancement Site will be permitted if the strategic nature conservation value is maintained or enhanced.
- 2006_GE06 Sets out the criteria for assessing proposed development within, and adjacent to, green wedges.
- 2006_PS10 Criteria will be used to assess planning applications which concern the amenity of existing or proposed residents.

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- 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.
- 2010_CS01 The overall objective of the Core Strategy is to ensure that Leicester develops as a sustainable city, with an improved quality of life for all its citizens. The policy includes guidelines for the location of housing and other development.
- 2010_CS02 Development must mitigate and adapt to climate change and reduce greenhouse gas emissions. The policy sets out principles which provide the climate change policy context for the City.
- 2010_CS03 The Council will require high quality, well designed developments that contribute positively to the character and appearance of the local natural and built environment. The policy sets out design objectives for urban form, connections and access, public spaces, the historic environment, and 'Building for Life'.
- 2010_CS05 The Council will support the development of a high quality sustainable urban extension at Ashton Green.
- 2010_CS06 The policy sets out measures to ensure that the overall housing requirements for the City can be met; and to ensure that new housing meets the needs of City residents.
- 2010_CS07 New residential development should contribute to the creation and enhancement of sustainable mixed communities through the provision of affordable housing. The policy sets out the broad requirements for affordable housing.
- 2010_CS08 Neighbourhoods should be sustainable places that people choose to live and work in and where everyday facilities are available to local people. The policy sets out requirements for various neighbourhood areas in the City.
- 2010_CS10 The Council will seek to ensure that Leicester has a thriving and diverse business community that attracts jobs and investment to the City. The policy sets out proposals to achieve this objective.
- 2010_CS11 The Council supports a hierarchy of retail centres in Leicester. The policy sets out measures to protect and enhance retail centres as the most sustainable location for retail development.
- 2010_CS13 The Council will seek to maintain and enhance the quality of the green network so that residents and visitors have easy access to good quality green space, sport and recreation provision that meets the needs of local people.
- 2010_CS14 The Council will seek to ensure that new development is easily accessible to all future users including by alternative means of travel to the car; and will aim to develop and maintain a Transport Network that will maximise accessibility, manage congestion and air quality, and accommodate the impacts of new development.
- 2010_CS15 To meet the key aim of reducing Leicester's contribution to climate change, the policy sets out measures to help manage congestion on the City roads.
- 2010_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.
- 2010_CS17 The policy sets out measures to require new development to maintain, enhance and strengthen connections for wildlife, both within and beyond the identified biodiversity network.
- 2010_CS18 The Council will protect and seek opportunities to enhance the historic environment including the character and setting of designated and other heritage assets.
- 2010_CS19 New development must be supported by the required infrastructure at the appropriate stage. Developer contributions will be sought where needs arise as a result of the development either individually or collectively.

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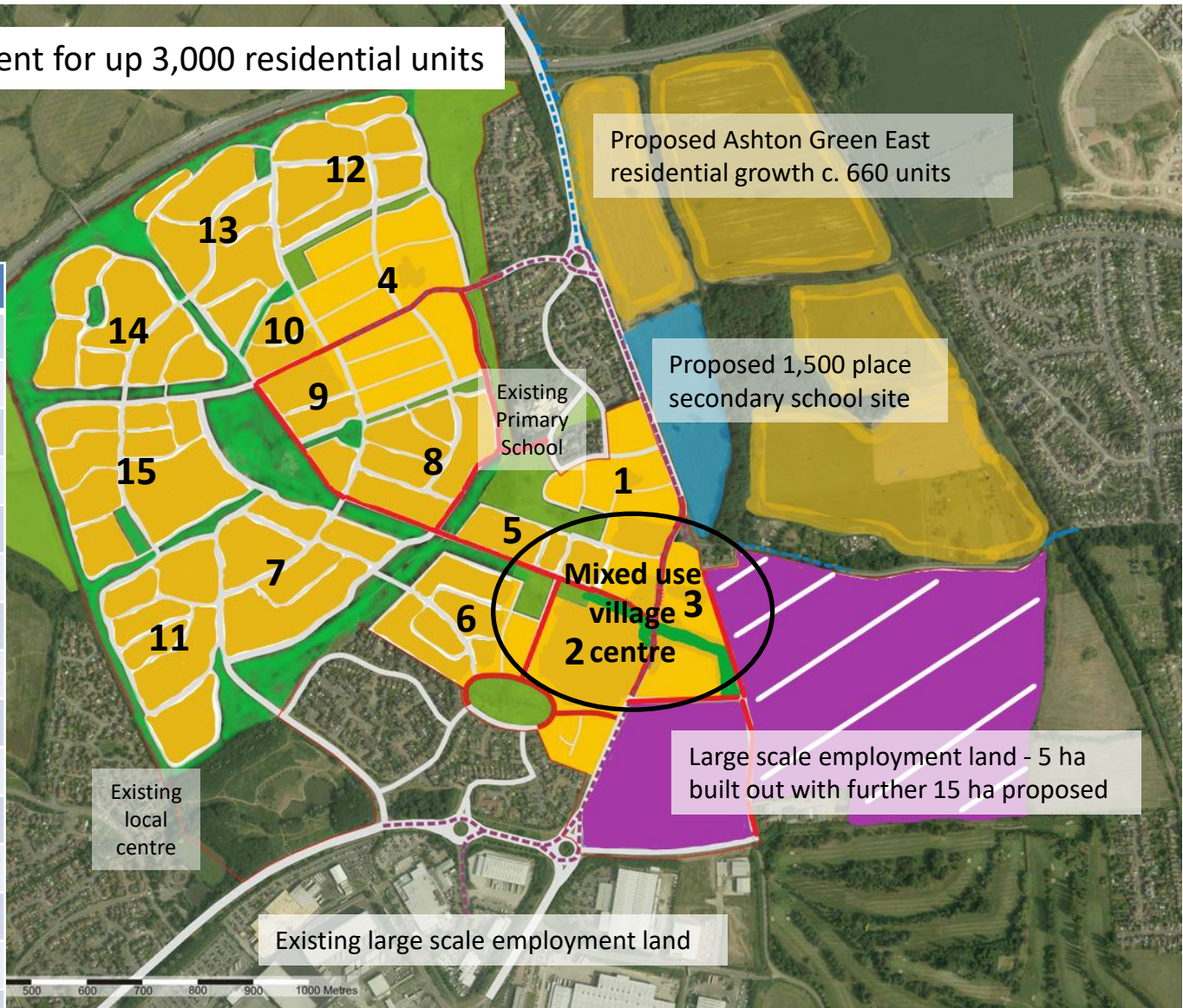
Date: 4 March 2011

Head of Planning Management & Delivery

Ashton Green phasing plan summary – June 2020

Outline planning consent for up 3,000 residential units

Parcel	Nos	Years
1	100	2017-20
2 & 3	345	2021-29
4	307	2020-26
5	90	2023-24
6	140	2024-26
7	230	2026-30
8	155	2025-27
9	130	2025-27
10	50	2026-27
11	230	2029-32
12	240	2029-34
13	200	2029-35
14	220	2030-35
15	235	2031-35
	2672	



Ashton Green, Leicester

Application to discharge planning condition no 28 of the outline planning consent dated 10 January 2014 (Application No 20131597, Date of Application 31 October 2013).

1. Introduction

1.1 Leicester City Council (the Applicant) as land owner/development promoter and recipient of the outline planning permission is applying for the discharge of a number of site wide strategic planning pre-commence conditions.

1.2 Condition No 28 of the January 2014 consent states;

Prior to the submission of the first reserved matters application excluding minor highways works, a Health Strategy shall be submitted to and approved in writing by the local planning authority. The Health Strategy shall include the following:

1) Details of the location, type and size of facilities to be provided across the development,

2) The funding, delivery and programme details for the provision of the facilities as agreed under 1)

The delivery details will identify a trigger point by the numbers of dwellings by which time the health facility will be operational, and how it will be procured. (In order to ensure a satisfactory form of development and health provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

1.3 The Applicant as principal land owner/development promoter and recipient of the outline planning permission is applying for the discharge of a number of site wide strategic planning pre-commence conditions.

2. Background

2.1 The Applicant's response to the requirements of Condition No 28 should be read in conjunction with the related Conditions No 27 (Education Strategy) and No 29 (Community Facilities Strategy).

2.2 The overall phasing and delivery strategy is outlined in response to Condition 6 and one of the overriding aims of Ashton Green as a more sustainable mixed community is the essential delivery of the community social infrastructure early within lifetime of the development having regard to financial viability, the economic climate and the overall market conditions.

2.3 The Applicant's overall progress with the proposed delivery of the Ashton Green village centre and the interrelationship between the education, health and community facilities is outlined in response to Condition No. 29.

- 2.4 There has been limited engagement with the NHS throughout the entire Ashton Green masterplanning and outline planning application since 2009. The changes in the structure of primary care from PCTs to CCGs and the long term nature of the delivery of the development has not helped the situation.
- 2.5 The July 2010 Leicester City adopted Core Strategy identified the following health needs in table 1 below;

Table 1

Primary Infrastructure	Indicative Cost	Lead Delivery Agency	Funding Source	Indicative Phasing (Core Strategy Phases): 2011/12 –2016, 2016 –2021, 2021 -2026
Co-located community facilities – Four GP health facility, meeting spaces, library facility	Facilities co located with primary school. Costs being assessed as part of masterplan and delivery plan. Option to expand library at Beaumont Leys.	PCT, Leicester City Council	PCT, Developer Contributions	Phase 1 through to 2

3. Implementation

- 3.1 In addition to the tentative NHS engagement, there has been some speculative interest in the commercial village centre from private health providers, though the Applicant has not until recently been able to up these enquiries with meaningful discussions. The recent preparation of commercial village centre development brief and soft market testing will enable further progress in this area. However, as outlined in the response education and community facilities conditions, the initial village centre focus is most likely to be centre around retail/commercial uses, further residential parcels and the delivery planning for the primary school.
- 3.2 Whilst the opportunities exist for the creation of co-located health and other community facilities within the campus of a primary school, the Applicant and the LEA still have considerable design and feasibility options work to be undertaken. The Applicant is therefore, unable to commit to a definitive delivery timescale based on housing numbers at this stage in the development process.
- 3.3 The Applicant's masterplan offers to safeguard the delivery of health facilities in a timely manner as part of the on-going detailed delivery strategy for the commercial led village centre. At this stage in the process, the Applicant has an aspiration to realise the vision of co-located education, health and community facilities within the

development timescale of 500 – 700 homes. This by current growth projections equates to development years 6 and 7 (2020 – 2021).

Ashton Green, Leicester

Application to discharge planning condition no 29 of the outline planning consent dated 10 January 2014 (Application No 20131597, Date of Application 31 October 2013).

1. Introduction

1.1 Leicester City Council (the Applicant) as land owner/development promoter and recipient of the outline planning permission is applying for the discharge of a number of site wide strategic planning pre-commence conditions.

1.2 Condition No 29 of the January 2014 consent states;

Prior to the submission of the first reserved matters application excluding minor highways works, a Community Facilities Strategy shall be submitted to and approved in writing by the local planning authority. The Community Facilities Strategy shall include the following:

1) Details of the location, type and size of facilities to be provided across the development,

2) The funding, delivery and programme details for the provision of the facilities as agreed under 1)

3) Details of the management arrangements for community facilities.

4) Community development and support measures for new residents

5) An appropriate model of community governance

6) Details of a scheme to address policing needs

The delivery details will identify a trigger point by the numbers of dwellings by which time the built facilities will be operational, and how it will be procured. (In order to ensure a satisfactory form of development and community facilities provision for future residents and in accordance with Policy CS19 of the Core Strategy.)

1.3 The Applicant as principal land owner/development promoter and recipient of the outline planning permission is applying for the discharge of a number of site wide strategic planning pre-commence conditions.

2. Background

2.1 The Applicant's response to the requirements of Condition No 29 should be read in conjunction with the related Conditions No 27 (Education Strategy) and No 28 (Health Strategy).

- 2.2 The overall phasing and delivery strategy is outlined in response to Condition 6 and one of the overriding aims of Ashton Green as a more sustainable mixed community is the essential delivery of the community social infrastructure early within lifetime of the development having regard to financial viability, the economic climate and the overall market conditions.
- 2.3 One of the key aims of the original 2010 masterplan vision for Ashton Green as outlined in the DAS in support of the first outline planning application, was the delivery of regeneration benefits for the existing communities of Glebelands and Thurstaston Park, through the offer of a new commercial led village centre offering a mix of retail, leisure, business uses together with the timely realisation of community, health and education facilities.
- 2.4 The initial masterplan vision of new village high street with an indicative collection of potential land uses has developed significantly into a more robust phased delivery strategy for this element of the overall delivery strategy. Development parcels 2 and 3, and sub-parcels, have been clearly identified as potential marketing opportunities within the development period of Phase A between 2016 to 2020.
- 2.5 Design Review work with the intervention of OPUN has helped to further the design thinking into a working document of development opportunities that is undergoing marketing testing with developers, investors, occupiers/end users. There is already significant market interest being shown by developers and potential end users for retail and health provision. There is also emerging local interest in terms of community social enterprise proposals linked to the Our Place programme and other community groups expressing interest in future opportunities.
- 2.6 Given the scale and complexity of this issue, the Applicant is seeking approval to the overall strategy, vision and indicative timescales to enable the LPA to safeguard the provision with the Ashton Green masterplan and would wish to obtain detailed approval of the matters 1) to 5) at a later date within the development period of Phase A.
- 2.7 The Applicant intends to address the specific item 6) policing needs immediately to provide certainty for the LPA and the Police as to the Applicant's position on this matter.

3. Policing Needs

- 3.1 The consideration of policing needs for Ashton Green fall within CS Policy 19: Infrastructure and Developer Contributions of the Leicester City LDF Core Strategy Adopted July 2010. The infrastructure requirements for the Core Strategy are based on the Leicester and Leicestershire Growth Impact Assessment (GIA) prepared independently for the Leicester & Leicestershire authorities by Roger Tym & Partners. This document is the key infrastructure evidence for the adopted development and has been found to adequately reflect the city's infrastructure need at examination in 2010 & 2014.

3.2 CS Policy 19 states:

New development must be supported by the required infrastructure at the appropriate stage. The City Council will work in partnership with infrastructure providers, grant funders and other delivery agencies in seeking the provision of the necessary infrastructure to support new development.

Developer contributions will be sought also where needs arise as a result of the development either individually or collectively. Contributions will be phased or pooled to ensure the timely delivery and implementation of the necessary physical, social and environmental infrastructure. Where required, developers will need to contribute to the needs of the whole development.

Contributions will be used to mitigate the adverse impacts of development and the City Council will where appropriate, seek to secure such measures through planning obligations.

3.3 Appendix 7 of the Core Strategy 2010 includes a schedule identifying the primary infrastructure, costs, funding and phasing to support growth, including a specific reference to a table of requirements for Ashton Green (CS Policy 5). Appendix 7 is based entirely on the infrastructure requirements as set out in the GIA. In respect of policing needs the content of the CS is replicated in table 1 below.

Table 1

Primary Infrastructure	Indicative Cost	Lead Delivery Agency	Funding Source	Indicative Phasing (Core Strategy Phases): 2011/12 – 2016, 2016 –2021, 2021 -2026
Police Facilities – as part of co located community and social infrastructure. An option could be a proposed extension to Beaumont Leys Police Station.	Provision and costs being assessed as part of the masterplanning process and delivery plan.	Leicester City Council/ Leicestershire Constabulary	Ongoing assessment of costs and funding by the City Council and Leicestershire Constabulary as part of delivery plan including assessment of appropriate levels of developer contributions and mainstream police funding. This will include potential for co-located facilities with other social infrastructure providers to	Throughout all phases of the Core Strategy.

			maximise resource efficiency.	
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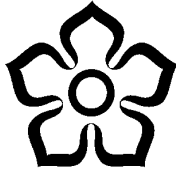
- 3.4 The GIA also provides an estimated cost for these police infrastructure requirements at Ashton Green of £475,000 which also includes an allowance for new police vehicles as well as built infrastructure. The GIA also states that this infrastructure should be funded over the various phases of Ashton Green as cash flow dictates and not front loaded as requested by Leicestershire Police. This particular approach has been backed by the high court decision in regards to Police and Crime Commissioner for Leicestershire v Blaby District Council [2014] where the high court ruled that “The Council had been rationally entitled to conclude that, having regard to the precarious cashflow of the project in its early phases, the police contributions did not need to be payable during those early phases in order for the development to be acceptable”.
- 3.5 Co-located community, health and education facilities are unlikely to come forward until the development achieves critical mass of at least circa 600 homes i.e. towards the end of the Phase A development around circa 2020. It is also possible, that having regard to the Education delivery strategy (Condition No 27), the primary school provision is unlikely to be ready for first occupation, prior to say 500 residential units. Therefore, the options for a physical Police presence housed on site are likely to be limited within the early years of the development and thus potential solutions to roll out facilities could take the following form and indicative timescales as outlined in the table 2 below.
- 3.6 This proposed approach will ensure the early delivery of facilities to enable a physical Police presence on site to coincide with the commencement of development. The rolling out and upscaling of the provision over time will provide an opportunity for review and on-going assessment of policing needs to take account of operational requirements emerging from the impacts of the development. This approach also provides sufficient flexibility within the overall development programme to take account of and plan for a more co-ordinated approach as part of the whole package of community social infrastructure for Ashton Green.
- 3.7 The Applicant proposes to make capital commitments by way of s106 developer contributions, either directly or via developers as part of future land sales, with such contributions to be based on the estimated capital cost of the facilities with an appropriate audit and review mechanism to ensure value for money.
- 3.8 The Applicant proposes to work in partnership with the Police to enable their full engagement with design and delivery of future community, health and education facilities, to ensure that their anticipated operational requirements are taken into account.

Table 2

Ashton Green - Housing Projections as at March 2015				
No	Year	Total housing numbers	Cumulative housing numbers	Options for police facilities
1	2016	40	40	Occasional use of an on-site temporary porta-cabin type facility within the developer's marketing suite/site office as part of Parcel 1 (Glebelands Wood) to be shared with other services e.g. travel plan co-ordinator etc.
2	2017	131	171	
3	2018	140	311	Moving the temporary facility possibly within additional capacity to another location within parcels 2 and 3.
4	2019	145	456	
5	2020	155	611	Some form of more semi-permanent formal office type presence alongside other initial community facilities within the built form of the primary school.
6	2021	200	811	
7	2022	135	946	Options for a relocation to a permanent base with a co-location to include health and other community facilities.
8	2023	85	1031	
9	2024	85	1116	
10	2025	97	1213	
11	2026	109	1322	
12	2027	75	1397	
13	2028	98	1495	
14	2029	86	1581	
15	2030	175	1756	
16	2031	195	1951	
17	2032	240	2191	Longer term options to review policing needs and build in additional capacity and on-site presence within any secondary school/post 16 education/training environment.
18	2033	238	2429	
19	2034	169	2598	
20	2035	86	2684	
		2684		

4. Implementation

- 4.1 The Applicant is currently in negotiations with the Police to identify a scheme to address policing needs as required by Condition 29(6). The negotiations are progressing well and will culminate in an agreement as to the quantum of the financial contribution and the triggers for the timing of the payments. It is envisaged that the format of the final agreement will follow a similar process to the s106 agreements for the other large scale developments on the edge of Leicester i.e. NE of Leicester SUE.
- 4.2 The negotiations will determine the final split between premises and equipment, typically 70/30%, the triggers and review mechanisms. The strategy for the discharge of this element of the condition will include a detailed financial breakdown for police equipment with items such as; vehicles, radio call capacity, database additions, call handling, mobile CCTV etc in line with similar s106 agreements.
- 4.3 The detailed requirements of Conditions 29(1) to 29(5) will be addressed through the eventually delivery of the village centre and the reserved matters applications that are brought forward to support this proposed development.



Leicester
City Council

APPROVAL OF RESERVED MATTERS

Applicant:

KIER LIVING LTD
MICHAELA EAVES

Agent (if any):

RG+P LTD
MR A WARD
WATERLOO HOUSE
71 PRINCESS ROAD WEST
LEICESTER
LE1 6TR

PART 1 - PARTICULARS OF APPLICATION - no: 20181813

DATE OF APPLICATION: 22 August 2018
LOCATION OF PROPOSAL: ASHTON GREEN, PARCEL 4
DETAILS OF PROPOSAL: RESERVED MATTERS APPLICATION FOR THE CONSTRUCTION OF 307 DWELLINGS (DETAILS OF ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE IN RELATION TO OUTLINE PERMISSION 20162453) AND ASSOCIATED INFRASTRUCTURE (AMENDED PLANS DATED 11/12/18)

PART 2 - PARTICULARS OF DECISION

**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England)
Order 2015**

Leicester City Council approves the details referred to in Part 1 above, for the purposes of the conditions imposed on the outline planning permission referred to, in accordance with the application and plans submitted subject to the following further 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. Prior to the construction of the highway layout, notwithstanding the approved plans, detailed plans and particulars of the highway layout shall be submitted to and approved by the City Council as local planning authority in consultation with the Highway Authority, and shall comprise the following:
 1. The junctions of Bevan Road with Road A/Road B (the arrival square); Bevan Road with Road C/Road D; Bevan Road with Road E/Road F, in line with the

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Date: 14 December 2018

- palette of materials outlined in drawings Bevan Road F junction (ref 50226 011A) and (for the Gateway Square) Bevan Road Road A junction (ref 50226 013 A);
2. Detailed design of Road K, Road L, Road G, Road H;
 3. Detailed design of the bus turning roundabout.
 4. Detailed design for the shared footway/cycle track(s) on plans 17-0306-102 and 410016/P002

Detailed highway design drawings shall be submitted with swept path analysis, long and cross sections and levels information, SuDs and highway drainage information, proposed materials within the highway, highway signing and lining details, highway lighting design, Stage 1&2 Road Safety Audits and any such details that may be required in support of an approval of the design. (To secure the satisfactory development of the site and in the interests of highway safety and in accordance with Policies AM02 and AM12 of the City of Leicester Local Plan and Policy CS14 of the Core Strategy.)

3. No development shall take place until details of the treatment of the 'shared street areas' area have been submitted to and approved in writing by the City Council as local planning authority. Details shall be provided of how the 'shared surface' area will be treated in terms of:
 - i. road levels;
 - ii. surface treatments;
 - iii. how the levels between the car parking area and pathway network will be treated;
 - iv. how car parking spaces will be demarcated; and,
 - v. how car parking spaces will be signposted.

(Insufficient information has been provided as part of the application and further details are required in the interests of design and accessibility in accordance with Core Strategy Policy 3 and saved Local Plan Policies UD06 and AM01)

4. Notwithstanding the approved plans before the development is begun, all materials to be used for both the dwellings and flats shall be submitted to and approved by the City Council as local planning authority. (In the interests of visual amenity, and in accordance with Core Strategy policy CS3. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
5. Notwithstanding the boundary plan submitted prior to commencement of development a plan showing all boundaries treatments to dwellings and any other relevant areas of the development such as the open spaces shall be submitted to the City Council as local planning authority and agreed in writing and implemented in accordance with the agreed details and retained as such. (In the interests of the satisfactory development of the site and in accordance with Policy CS03 of the Core Strategy.)To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
6. All street works shall be constructed in accordance with the Leicester City Council document '6Cs Design Guide 2017'. (To achieve a satisfactory form of development, and in accordance with policy AM01 of the City of Leicester Local Plan and Core Strategy policy CS3.)



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7. Notwithstanding the approved plans before the occupation of any flat details of bin and cycle storage for each of the apartment blocks (including how the bins will be collected) and a route for refuse vehicles for the entire site shall be submitted to and agreed in writing with the City Council as local planning authority and retained as such and carried out in accordance with the approved details unless otherwise agreed. (In the interests of satisfactory development of the site and in accordance with Policy AM02 of the Local Plan and Policies CS14 of the Core Strategy.)
8. 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)
9. Before the occupation of the development the garages and parking spaces shown on the approved plans shall be provided and shall be retained for vehicle parking in perpetuity. (To secure adequate off-street parking provision and in accordance with Policy AM12 of the Local Plan and Policy CS14 of the Core Strategy.)
10. Notwithstanding the information submitted, No development shall take place, including any clearance, until a further Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for: (i) the parking of vehicles of site operatives and visitors; (ii) the loading and unloading of plant and materials; (iii) the storage of plant and materials used in constructing the development; (iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; (v) wheel washing facilities; (vi) measures to control the emission of dust and dirt during construction; (vii) a scheme for recycling/disposing of waste resulting from demolition and construction works. (To ensure the satisfactory development of the site, and in accordance with policies AM01, UD06 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).
11. All works shall be carried out in accordance with British Standard for Tree Work BS 3998:2010. (In the interests of the health and amenity value of the trees and in accordance with Policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3.)
12. All trees on the site subject to a Tree Preservation Order shall be protected from damage during building operations, in accordance with details to be submitted to and approved by the City Council as local planning authority. (In the interests of



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Date: 14 December 2018

amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3.)

13. All vegetation intended for clearance shall be clearly identified on site in accordance with details to be submitted to and approved by the City Council as local planning authority, before any clearance is begun. (In the interests of amenity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3.)
14. No development shall take place until details of a scheme to install oil and petrol separators have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
15. No development shall take place until details of a scheme to install trapped gullies have been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented as approved. (In the interests of protecting the water environment and in accordance with Policy PS11 of the City of Leicester Local Plan. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition.)
16. No development shall take place until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the local planning authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the National Planning Policy Framework (NPPF) or any future guidance that replaces it. The scheme shall include:
 - i. the tenure of the affordable housing provision identified on drawing no. 41016/P001E;
 - ii. the timing of the construction of the affordable housing and its phasing in relation to the completion of the market housing;
 - iii. the arrangements for the transfer of the affordable housing to an affordable housing provider;
 - iv. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and,
 - v. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.(To ensure the provision and retention of affordable housing provision in accordance with Core Strategy Policy 7. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
17. No above ground construction shall take place until a detailed landscape and ecological management plan (LEMP) showing the treatment and maintenance of



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all parts of the site which will remain unbuilt upon has been submitted to and agreed in writing with the City Council as local planning authority. The LEMP shall include details of: (i) the position and spread of all existing trees, shrubs and hedges to be retained or removed; (ii) new tree and shrub planting, including plant type, size, quantities and locations; (iii) means of planting, staking, and tying of trees, including tree guards; (iv) other surface treatments; (v) fencing and boundary treatments, including details of the entrance gates; (vi) any changes in levels; (vii) the position and depth of service and/or drainage runs (which may affect tree roots), (viii) a detailed plan of the biodiversity enhancements on the site such as the wetlands, lagoon and marshland, grassland, tree planting and hedgerow improvements including a management/mitigation scheme to protect habitat and species during site preparation and post construction. ix) details of 30 x bird boxes/tiles/bricks and 30 x bat boxes/tiles/bricks to be erected on buildings, x) details of the location, type, construction and maintenance of the badger tunnel within the Local Wildlife Site corridor. The approved LEMP shall show the phasing in of the scheme and clearly show areas that will be retained and protected; created and/or enhanced at the pre-commencement, and during or after each phase of development. For a period of not less than ten years from the date of planting, the applicant or owners of the land shall maintain all planted material and areas of habitat and habitat structures retained, enhanced or created. This material or habitat structure shall be replaced if it dies, is removed, damaged or becomes seriously diseased. The replacement planting or habitat structure shall be completed in accordance with the agreed management prescription in accordance with the approved landscaping scheme and a written assessment of the landscaped/habitat areas and use by wildlife/species present shall be submitted annually to the LPA (In the interests of amenity and biodiversity, and in accordance with policy UD06 of the City of Leicester Local Plan and Core Strategy policy CS3 and CS 17 biodiversity.)

18. Should the development not commence within 24 months of the date of the last protected species survey (6th August 2018), then a further protected species survey shall be carried out of all buildings [trees and other features] by a suitably qualified ecologist. The survey results and any revised mitigation shall be submitted to and agreed in writing with the local planning authority and any identified mitigation measures carried out in accordance with the approved plan. Thereafter the survey should be repeated annually and any mitigation measures reviewed by the LPA until the development commences. (To comply with the Wildlife and Countryside Act 1981 (as amended by the CRoW Act 2000), the Habitat & Species Regulations 2010 and CS 17 of the Core Strategy)
19. No external lighting shall be erected or installed other than in accordance with details that have first been submitted to and approved in writing by the City Council as local planning authority. The submitted details shall show the locations of lights, their type of light emittance and wavelength, together with a lux contour map showing the variation in light. The lighting should be designed to cause minimum disturbance to protected species that may inhabit the site with appropriate areas remaining dark and a maximum of 1 lux on vegetated/water



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areas where considered necessary. The approved scheme shall be implemented and retained thereafter. (In the interests of protecting wildlife habitats and in accordance with policy BE22 and policy CS 17 Biodiversity of the Core Strategy)

20. Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no enlargement, improvement or other alteration to all dwellings of types specified in Part 1, Class A and E of Schedule 2 to that Order shall be carried out without express planning permission having previously been obtained. (Given the nature of the site, the form of development is such that work of these types may be visually unacceptable or lead to an unacceptable loss of amenity to occupiers of neighbouring properties; and in accordance with policy PS10 of the City of Leicester Local Plan).
21. No development shall take place until an insulation scheme to prevent the transmission of noise into the development shall be carried out in accordance with details which shall first have been agreed in writing with the City Council as local planning authority. (The scheme shall include ventilation arrangements. The applicant should note that windows shall not be sealed closed). The insulation scheme shall ensure that the Indoor ambient noise levels fall within the guideline values as specified in British Standard BS 8233:2014 "Sound insulation and noise reduction for buildings". In addition, the scheme shall ensure that the L_{Amax} does not exceed 45dB(A) on more than 15 occasions during any night time period). If predicted noise levels at any residential façade are greater than 10dB(A) above the guideline values as specified in British Standard BS 8233:2014 then alternative means of purge ventilation such as mechanical or through-wall ventilation will be required. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).
22. Notwithstanding the phasing details submitted with the application before development commences a phasing plan shall be submitted to and approved in writing by the local planning authority. The details shall include interim arrangements for the treatment of the surface and boundaries of those parts of the site awaiting development. Where a phased development is approved the conditions above shall also apply to each approved phase of the development. (To ensure satisfactory development of the site and in accordance with 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.)
23. The nine wheelchair accessible affordable housing dwellings including the entire plot(garden and parking areas) shall be constructed to M4(3)(2)(b) standard and be fully wheelchair accessible and retained as such. (In order to ensure the affordable housing provided is suitable for wheelchair users and in accordance with Policy CS07 of the Core Strategy.)
24. Prior to the commencement of development details of the implementation, long term maintenance and management of the Sustainable Drainage System (SuDS) as approved shall be submitted to and approved by the local planning authority.



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No dwelling shall be occupied until the system has been implemented. It shall thereafter be managed and maintained in accordance with the approved details. Those details shall include: (i) a timetable for its implementation, and (ii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the system throughout its lifetime, (iii) details of how paths will be designed safely for cyclists, (iv) the angles for carrying out maintenance of slopes, (v) the impact of the new watercourse on the existing watercourse, (vi) sections at regular intervals across the SuDS area. (To reduce surface water runoff and to secure other related benefits in accordance with policy CS02 of the Core Strategy. To ensure that the details are agreed in time to be incorporated into the development, this is a PRE-COMMENCEMENT condition).

25. No development shall take place until full design details of how the development will provide PV panel renewable energy on site generation and all environmental measures in order that the entire development will achieve the energy production, CO2 reduction and performance measures equivalent to Code for Sustainable Homes, Level 4 have been submitted to and approved by the local planning authority. No part of the development shall be occupied until evidence demonstrating satisfactory operation of the approved scheme with regards to both energy production, CO2 reduction and environmental measures, including on-site installation has been submitted to and approved by the local planning authority. (In the interests of securing energy efficiency in accordance with Policy CS2 of the Core Strategy Notwithstanding the phasing details submitted with the application before development commences a phasing plan shall be submitted to and approved in writing by the local planning authority. The details shall include interim arrangements for the treatment of the surface and boundaries of those parts of the site awaiting development. Where a phased development is approved the conditions above shall also apply to each approved phase of the development. (To ensure satisfactory development of the site and in accordance with 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.)
26. Before development progresses beyond foundation level details of the equipped play area and informal play areas shall be submitted to and agreed in writing with the City Council as local planning authority and implemented and be ready for use in accordance with a timetable to be submitted and agreed and retained as such. (In the interests of a satisfactory development of the site and in accordance with Policy CS13 of the Core Strategy.)
27. This consent shall relate solely to the schedule of amended plans and documents shown below:

41016 050 Typical Details - Bevan Road
o 41016 051 Typical Details - Green Edge
o 41016 072 A46 Distance
o 41016 Housetype Plot Schedule



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- o 41016 P001E, Proposed Site Plan
- o 41016 P002, Development Boundary/Site Location Plan
- o 41016 P003C, Material Plan
- o 41016 P004C, Boundary Treatment Plan
- o 41016 P005A, Road Hierarchy
- o 41016 P007A, Character Plan
- o 41016 P008A, Elevation Material Drawings
- o 41016 P009A, Street Scenes
- o 41016 P010A, Single Garage (Brown Tile)
- o 41016 P012A, Single Garage (Grey Tile)
- o 41016 P014A, Bin and Cycle Store 1
- o 41016 P015A, Bin and Cycle Store 2
- o 41016 P016B, Twin Garage (Brown Tile)
- o 41016 P017B, Twin Garage (Grey Tile)
- o 41014 APT 01F, Gateway 1
- o 41016 APT 02E, Gateway 2
- o 41016 APT 03F, Affordable 1
- o 41016 APT 04F, Affordable 2
- o 41016 APT 05F, Affordable 3
- o 41016 BR 01D, 4B4C M4(2) Bevan Road
- o 41016 BR 02D, Redwood M4(2) Bevan Road
- o 41016 BR 03E, Medford M4(2) Corner Turner Bevan Road
- o 41016 GE 01D, Stamford M4(2) Green Edge
- o 41016 GE 02D, Hemsworth M4(2) Green Edge
- o 41016 GE 03D, Charlesworth M4(2) Green Edge
- o 41016 GE 04E, Oakwood M4(2) Green Edge
- o 41016 GE 05E, Lindford M4(2) Green Edge
- o 41016 GE 06E, Pemberton M4(2) Green Edge
- o 41016 GE 07D, Holmewood M4(2) Green Edge
- o 41016 GE 08E, Maywood M4(2) Green Edge
- o 41016 GE 09D, Stamford M4(2) Green Edge (Chimney)
- o 41016 GM 01D, 4B4C M4(2) Glebelands Meadow
- o 41016 GM 02E, Redwood M4(2) Glebelands Meadow
- o 41016 GM 03D, Holmewood M4(2) Glebelands Meadow
- o 41016 GM 04D, Stamford M4(2) Glebelands Meadow
- o 41016 GM 05A, 4B4C & Redwood M4(2), Glebelands Meadow
- o 41016 SU 01D, Lindford M4(2) Suburban Street
- o 41016 SU 02D, Buxton M4(2) Suburban Street
- o 41016 SU 03D, Holmewood M4(2) Suburban Street
- o 41016 SU 04D, Pemberton M4(2) Suburban Street
- o 41016 SU 05D, Maywood M4(2) Suburban Street
- o 41016 SU 06D, Oakwood M4(2) Suburban Street
- o 41016 SU 07D, Stamford M4(2) Suburban Street
- o 41016 SU 08E, Hemsworth M4(2) Suburban Street
- o 41016 SU 09C, 2B4P M4(2) Rent_Inter
- o 41016 SU 10C, 3B5P M4(2) Rent_Inter
- o 41016 SU 11D, 4B8P M4(2) Rent_Inter
- o 41016 SU 12E, 3B5P M4(3) Rent



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- Landscape Drawings (rg+p Ltd.)
 - o 50225 003A Landscape Strategy
 - o 50225 004 POS Planting Strategy 1
 - o 50225 005 POS Planting Strategy 2
 - o 50225 011A Bevan Road to Road F Junction
 - o 50225 012A Bevan Road to Road D Junction
 - o 50225 013A Bevan Road to Road A Junction
 - o 50225 014A Road D to Road 5
 - o 50225 015A Bevan Road Central Reservation
 - o 50225 020 Plot Planting Green Edge
 - o 50225 021 Plot Planting Glebelands Meadow
 - o 50225 022 Plot Planting Suburban Street
 - o 50225 023 Plot Planting Bevan Road
 - o 50225 030B Play Area

- Development Drainage Framework and Parcel 4 Detailed Drainage Systems 17-0306:DDF&P4DDS, 06.18
 - Drainage Drawings (BSP Consulting)
 - o 17-0306 140-01C Adopted Drainage Layout 1
 - o 17-0306 140-02C Adopted Drainage Layout 2
 - o 17-0306 145 Catchment Area Plan
 - o 17-0306 165-1 SUDS Construction Detail 1
 - o 17-0306 165-2 SUDS Construction Detail 2
 - o 17-0306 165-3 SUDS Construction Detail 3
 - o 17-0306-180A Attenuation Basin General Arrangement
 - 2018-12-04 17-0306 Ashton - additional info for LLFA
 - F044609 Drainage Comments Tracker (BSP Response)
 - 17-0306-142-1-Flood Flow Paths - Sheet 1
 - 17-0306-142-2-Flood Flow Paths - Sheet 2
 - 2018-11-30 CUT FILL SDA VS TOP WATER LEVEL 74.275
 - 17-0306-DS-01 - Ashton Green - Preliminary Planning Pond Model
 - 17-0306-DS-02 - Ashton Green - Preliminary Planning Pond Model (+10% sensitivity)
 - 17-0306-185-01 - SUDS Pond Sections - sheet 1
 - 17-0306-185-02 - SUDS Pond Sections - sheet 2
 - Design & Access Statement (rg+p Ltd.)
 - Planning Statement July 2018 (rg+p Ltd.)
 - Statement of Community Involvement (rg+p Ltd.), 06.18
 - Design Compliance Statement 2018.06.13 (with regard to Outline Conditions) (rg+p Ltd.)

- Combined Phase 1 Desk Study & Phase II Ground Investigation Report 37195 (GeoDyne Ltd.), 16.04.18
 - Ecological Appraisal RSE_1132_01-V2 (Ramm Sanderson), 11.18
 - Arboricultural Impact Assessment RSE_1132_02_V2 (Ramm Sanderson), 05.18
 - Noise Impact Assessment AC105083-1R1 (REC), 12.06.18
 - Construction Method Statement (Kier Living Ltd.), 04.18
 - Sustainable Energy Statement (Focus Consultants), 06.18
 - Archaeology - Geophysical Survey Report 12470 (Sumo Geophysics Ltd.), 03.18
 - Transport Statement 17-0306 (BSP Consulting), 08.06.18
 - o 17-0306 100C General Arrangement 1



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- o 17-0306 101C General Arrangement 2
- o 17-0306 102 General Arrangement 3
- o 17-0306 190C Swept Path Analysis 1
- o 17-0306 191C Swept Path Analysis 2
- o 17-0306-192 Swept Path Analysis Sh 3
- o 17-0306-193 Swept Path Analysis Sh 4
- o 17-0306-194 Swept Path Analysis Sh 5
- 17-0306 1210C Levels & Retaining Strategy
- Employment & Skills Plan (Kier Living Ltd.)
- Air Quality Assessment AQ105546R1 (REC), 06.18

received by the City Council as local planning authority on 14/12/18, unless otherwise submitted to and approved by the City Council as local planning authority. (For the avoidance of doubt.)

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 highwaysdc@leicester.gov.uk

2. With regards to the Travel Pack the contents of the pack are intended to raise the awareness and promote sustainable travel, in particularly for trips covering local amenities. The applicant should seek advice from Bal Minhas (Leicester City Council's Travel Plan Officer via telephone 0116 4542849).

You have been granted PLANNING PERMISSION. The decision has been reached taking into account paragraphs 186-187 of the National Planning Policy Framework. Please read these notes carefully.

Appeals to the Secretary of State. If the applicant is aggrieved by the decision of the City Council to grant approval subject to conditions, he/she may appeal to the Secretary of State for Communities and Local Government under Sections 78 and 79 of the Town and Country Planning Act 1990, using a form obtainable from the Planning Inspectorate, Temple Quay House, 2 The Square, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs. Time limits apply. The Secretary of State may allow a longer period to appeal, but will normally only do so if there are special circumstances which excuse the delay in appealing. The Secretary of State need not consider an appeal if he/she believes that the Council could not have granted approval without the conditions it imposed, having regard to the statutory requirements, the provisions of a development order, or any directions given under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Council based its decision on a direction given by him/her.

Purchase notices. If either the Council or the Secretary of State grant approval subject to conditions, and the owner of the land claims that it cannot be put to a reasonably beneficial use in its existing state, nor can it be made capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he/she may serve a purchase notice on the City Council requiring it to purchase his/her interest in the land under the provisions of Part VI of the Town and Country Planning Act 1990.

Compensation. In certain circumstances, compensation may be claimed from the City Council if the Secretary of State grants approval subject to conditions; these circumstances are set out in Section 114 of the Town and Country Planning Act 1990.



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Other Acts and Regulations. This permission covers only consent under the acts and regulations stated on Page 1. It does not give permission to alter or demolish a listed building or demolish an unlisted building in a conservation area unless specifically authorised. Permission under other regulations may also be required: amongst other things the consent of the city council may be required under the Building Regulations; and if the proposals affect land within the limits of a highway, the separate consent of the highway authority will also be required. It is the applicant's responsibility to obtain all necessary consents before proceeding with the development.

Property Numbering. Your development may involve the formation of new properties which are required to be numbered. To enquire about or arrange for the numbering of properties, the developer should contact the council's Property Numbering service (telephone (0116) 454 2995; email: property.numbering@leicester.gov.uk) at the time of development. Please note that the Royal Mail will not issue a postcode for new properties until the property has been formally numbered.

Inclusive Access & Design. Providers of goods and/or services (including public authorities): your attention is drawn to the Equalities Act 2010, which makes it unlawful to discriminate against disabled people and others with defined `protected characteristics`. The requirements of the Act should be reflected in the detailed design, fit out and management of your building or development, in addition to any specific requirements of this planning approval. More information is available on the City Council's web site: www.leicester.gov.uk/inclusivedesign or from the council's Disabled Persons Access Officer, tel. 0116 454 3027.

Fire Brigade Access to Buildings. The Building Regulations 2000 (as amended) and Section 50 of the Leicestershire Act 1985 makes provision for the Fire Brigade to gain access to buildings. Requirements may be made when the scheme is submitted for approval under the Building Regulations. Please contact the Council's Building Control Office (telephone (0116) 454 3160) for more information.



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