

Plan 1: Location Plan



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1 . 0 I n t r o d u c t i o n

Bede Island South is identified in the City Development Plan as a Potential Development Area (PDA). Barratt East Midlands Ltd submitted a planning application in October 2000 for a mixed use scheme comprising 475 residential units, live/work units, hotel, public house/restaurant, retail shops and a health centre. Following publicity of the application and consideration of the views of consultees and the applicants, the City Council considers that replacement Supplementary Planning Guidance to that application in October 2000 is necessary to achieve a more comprehensive development that will satisfy present planning objectives and deliver a quality scheme with increased community benefits.

The aim of this document is to explore further the opportunities for comprehensive development proposals for the whole of Bede Island South. Ideally this should be achieved with agreement between all parties to secure quality development, however it is recognized that occupiers of existing buildings may wish to remain. The Site Layout and Urban Design Plan (Plan 4) within this document therefore has a degree of in-built flexibility to allow for phased development to take place in a comprehensive manner over several years, even if agreement with the existing occupiers can not be reached in the short term. The City Council will be prepared to use Compulsory Purchase Powers to secure implementation of a comprehensive scheme.

Bede Island South comprises a large area of land approximately 2 km to the south west of the City Centre and is recognized as a Potential Development Area in the Replacement City of Leicester Local Plan – Deposit copy, October 2001 (Replacement CLLP).

The site is located next to the recently completed City Challenge regeneration scheme at Bede Island North. To the east on the opposite bank of the River Soar, Leicester City Football Club is currently building a new stadium on the former Powergen Site that will front onto the river. Upon completion of the new stadium the Club's existing ground at Filbert Street will present another unique redevelopment opportunity in the area.

It is Bede Island South however that provides the major regeneration opportunity to this area of the city. The proposed development should complement the National Space Centre, the Pex Building, De Montfort University buildings and other recent developments to sites throughout the City's river corridor. This would accord with recent Government advice (contained principally in PPG's 1, 3 and 13), which seeks to re-use urban sites and to encourage a more sustainable form of development, including mixed uses, higher densities and to encourage high quality design.

This draft SPG which is now the subject of consultation, provides details of the development layout, form and acceptable land uses that will be appropriate on this site. Any planning application will be considered in relation to the adopted City of Leicester Local Plan (CLLP), the Replacement CLLP and this SPG as approved after public consultation.

2 . 0 T h e S i t e

Bede Island South comprises a total area of 15.07 ha (37.24 acres).

Plan 1 shows the location of the site and its immediate surroundings

The site is at the junction of three wildlife corridors in the city – the River Soar, the Great Central Way and the Ivanhoe Railway Line plus sidings. These sites are all designated as Sites of Importance for Nature Conservation (SINC) in Leicester, Leicestershire and Rutland and are shown as SINC's in the Replacement CLLP. An area to the south of the site adjacent to the Ivanhoe line which is referred to in this document as the “Ivanhoe Meadow” is also designated as a Biodiversity Enhancement Site in the Replacement CLLP. See Plans 3 and 4

3 . 0 L a n d O w n e r s h i p

Plan 2 shows the approximate boundaries of the land ownership's, that are currently known for this site. This is for information only and should be confirmed with the respective owners.

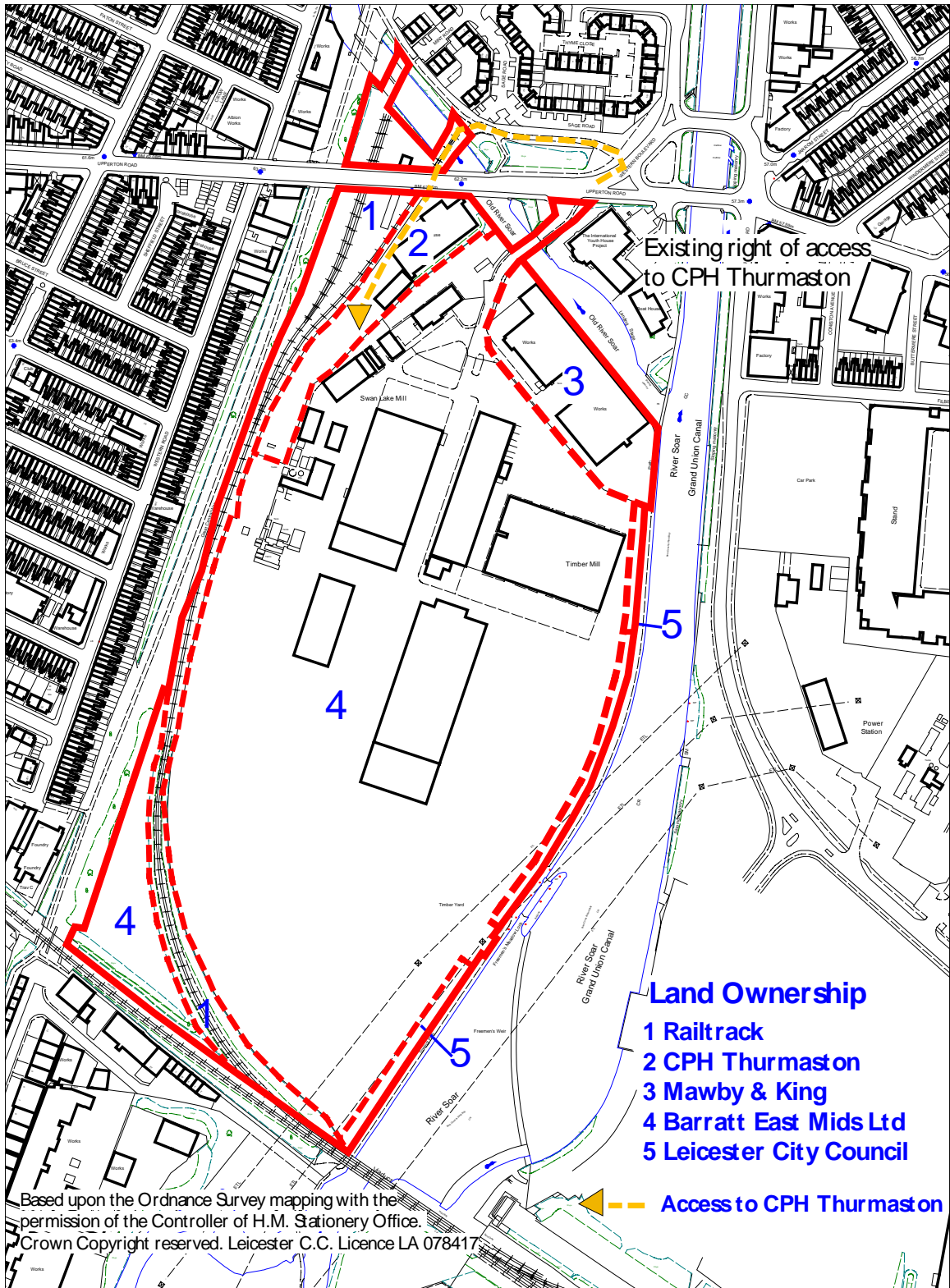
The Great Central Way adjacent to the west of the site is owned and managed by Leicester City Council. The towing path adjacent to the River Soar/Grand Union Canal to the east of the site is owned by British Waterways, but managed on its behalf by the City Council.

4 . 0 R e c e n t P l a n n i n g H i s t o r y

Plan 2: Land Ownership

Various planning applications have been submitted for minor buildings on the site over many years. The most notable recent planning applications are set out below:

- A planning application for a new football stadium, retail, leisure and a hotel (Planning Application 98/0775) was 'called-in' by the Government Office and a public inquiry arranged to be held in November 1999. The applicants indicated that they did not wish to proceed with the inquiry and the planning application was withdrawn.
- An application for the renewal of a mixed use development including retail was refused (98/0987)
- Permission for the remediation of the site has recently been granted (99/0951)
- Planning permission for a mixed use development (P.A. 20001710) which has been the subject of publicity and consultation but which is presently held in abeyance at the request of the applicants Barratt East Midlands Ltd.



Existing right of access to CPH Thurmaston

- Land Ownership**
- 1 Railtrack
 - 2 CPH Thurmaston
 - 3 Mawby & King
 - 4 Barratt East Mids Ltd
 - 5 Leicester City Council

— Access to CPH Thurmaston

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5.0 Potential Land Uses

To help create vitality, diversity and reduce the need to travel, the City Council will encourage re-development schemes that achieve a relatively high density and mixes of uses. Refer also to Appendix A – Policies relevant to this site, which outlines the relevant key policies from both the existing City of Leicester Local Plan (CLLP) adopted in December 1994 and the Replacement CLLP.

Development that would be considered appropriate in this area includes the following:

A. Housing (Class C3)

The City Council will actively encourage the development of housing on this site, in conjunction with a range of complementary uses as a priority for the site. A range and mix of house types should be provided at Bede Island South (CLLP Policy H3a and Replacement CLLP Policy H04), to encourage the development of a mixed and balanced community. This should include an element of affordable housing together with adequate open space and play space provision (See Appendix B for more details).

B. Business (Class B1)

This includes category B1(b), Research and development, studios, laboratories etc. Bede Island South lies outside of the proposed Central Commercial Zone and therefore office development in excess of 1,000 square metres which falls within Class B1(a), will be subject to the requirement to meet the sequential test.

C. Retail (Class A1)

All planning applications that propose the development of residential units that combined, take the total number of residential units built at Bede Island South above 400, must include shopping facilities. This should be a local facility only, comprising a number of small shops or a convenience store. The total of retail developments will therefore, be restricted to a maximum of 300 square metres. These uses should be located around the “Riverside Square” or other main focal point in the development as illustrated on Plan 4.

D. Food and Drink (Class A3)

A scheme including restaurants, cafes and/or pubs to create vitality and activity particularly on the riverside would be welcomed. Suitable locations for these uses would also be around major focal points such as the “Riverside Square”.

The location of any proposed Class A3 Uses must be carefully considered and positioned in relation to any future residential development. A3 development catering for non-local need will be required to follow a sequential test approach to location.

E. Hotel (Class C1)

A hotel could also be included in a proposed re-development scheme, particularly if it is located to benefit from a location along the riverside at the north end of the site. A hotel building could also be appropriately located and designed to act as a buffer between any existing Class B2 Uses and proposed residential development.

F. Non Residential Institutions (Class D1)

Re-development at Bede Island South should if justifiable, include the provision for a health centre/doctors surgery. If the scheme contains a high proportion of residential units, this should be located next to the shops in the Riverside Square or main focal point of the development. (Alternatively a financial contribution to the local health authority could be considered.)

G. Leisure Uses (Class D2)

Leisure uses will be acceptable on this site, providing that they are intended to meet the needs of the immediate community (i.e. a local facility serving the future residents and the immediate surroundings).

A leisure proposal greater than 1,000 square metres that is intended to draw from a wider area beyond Bede Island South, would need to be subject to the requirement to follow a sequential test approach to site selection, to establish its acceptability.

6 . 0 C o n s t r a i n t s A f f e c t i n g D e v e l o p m e n t .

The items listed below represent a number of development constraints that are apparent on this site, which could impact on the potential layout.

1. Much of this site was originally utilised as railway land including, the main line, sidings and a steam locomotive depot. Developers will be required to carry out site investigations into the possibility of this land being contaminated and to implement any remedial works that are necessary.
2. The existing railway spur and sidings to the west of the site are still connected to the main rail network and therefore remain as operational railway land. This will affect the ability to create pedestrian/cycle connections from the site to the Great Central Way, which will not be possible if the operational railway remains. This issue needs to be addressed in any redevelopment proposals.

3. At present the Ivanhoe Line is a purely freight railway but for several years the City Council and Leicestershire County Council have been exploring the feasibility of converting the Ivanhoe Line to a freight and passenger railway. The Replacement CLLP therefore, identifies an area to the south-east corner of Bede Island South as a suitable site for a proposed railway station. It is envisaged that the station will probably consist of little more than a platform, shelter and access facilities. There is however no time table in place for the implementation of a joint freight/passenger Ivanhoe line, nor is the location of a small station a definite proposal to any section of the Bede Island South site.
4. The Upperton Road viaduct, which is owned by Railtrack, is in a very poor state of repair. The problem associated with the viaduct and the existing restricted access to the site is covered in further detail in Section 8.0 – Access and Highway Requirements.
5. The City Council requires the main developer to prepare a comprehensive and detailed master plan for the entire site, based upon Plan 4 illustrated in this document. However, the full implementation of a comprehensive development scheme might not be possible in the short term due to the presence of the existing successful businesses to the north of the site. In particular the glassmakers Mawby & King (M&K) use production methods that occasionally generate noise. This issue needs to be addressed by taking measures to mitigate noise emitting from the M&K building, and by the careful planning and design of new buildings to the area around M&K's site.

The layout of proposed new buildings however must be planned in such a way that redevelopment of the Mawby & King site is not prejudiced at a later date. The uses that would be acceptable to proposed buildings adjoining the Mawby and King factory include flexible live/work units, hotel, retail and business units. For more information about the size and type of retail and business units that would be acceptable at this site see Section 5 – Potential Land Uses.

6. The pylons and electricity power lines that straddle the south-east corner of the site means that development will be severely restricted in this area unless the power cables are relocated to an underground location. A requirement of East Midlands Electricity and the National Radiological Protection Board is that no buildings should be developed within 15 metres of an electricity pylon or power line. However, this is a general requirement and does not take into consideration the position of the pylons in relation to the River Soar.

For reasons of amenity and to enable an additional phase of the comprehensive development to be carried out, following the removal of the pylons at a later date, the City Council would expect residential development to be set back from the pylons and overhead electricity power lines by at least 50 metres.

7. The triangular meadow in the south-west corner of the site (Ivanhoe Meadow) is identified as a nature reserve in the current CLLP (Policy EN59). The Ivanhoe/Mainline Railway and sidings, the Great Central Way and former railway sidings adjacent to it including the Upperton Road Triangle are all designated as a SINC (Site of Importance for Nature Conservation) in the Replacement CLLP. The full extent of this ecologically important land can be seen illustrated on Plan 3.

The previous SPG for this site identified the retention and protection of the whole of the SINC. However, in order to secure other benefits, it is proposed to consider some reduction in the extent of the SINC. Two different direct benefits should arise from this process:

- i. the creation of pedestrian and cycle links onto the Great Central Way
- ii. the provision of new development close enough to the route of the GCW, to provide natural surveillance and observation

The direct benefit to the developer of the potential increase in the amount of developable land to the west of the site, is however, conditional upon the developer first funding the relocation of the power lines to the east of the site to an underground location.

If the pylons and electricity cables are removed, then a reduction in the existing SINC will be acceptable. The SINC policy in the Replacement City of Leicester Local Plan requires mitigation for this loss of biodiversity. This should be achieved by the creation of at least a similar sized area (0.7 hectare) of new habitat at Aylestone Meadows Local Nature Reserve, which is to the south of the Ivanhoe Railway embankment. Biodiversity enhancements to Aylestone Meadows must be implemented within the same phase as the footpath link to Great Central Way/Western Road.

Conversely, if the power lines are to remain, the Council will require the SINC to be retained and maintained in its entirety. Plan 4 sets out what the City Council would regard as a reasonable and pragmatic solution to the treatment of the SINC in relation to the gain of community benefits.

8. The River Soar / Grand Union Canal and Old River Soar are within the Indicative Flood Plain plan for the City and border the site on two sides. One small wedge of land within the site south of Freeman's Lock and adjacent to the river is indicated as being within the Indicative Flood Plain and illustrated on Plan 3. Please refer therefore to Policies BE20 and BE21 in the Replacement CLLP and PPG 25. When any form of development is considered within or near this area it is advisable to contact the Environment Agency in the first instance.

9. The former Great Central Railway train shed that is currently occupied by CPH Thurmaston, represents a rare local example of an ancillary structure associated with nineteenth century railway construction. Prospective developers should therefore investigate the feasibility of retaining and utilizing the structure in any redevelopment proposals. (See Plan 3).
10. A beech tree located adjacent to the existing site access onto Upperton Road and illustrated on Plan 3 is protected by a Tree Preservation Order (TPO Ref. N4.287).
11. There is archaeological interest on this site, as indicated by the Leicester Sites & Monuments Record (LMR). Paleolithic and Bronze Age artifacts and Roman remains have been found in the vicinity of the site. Preliminary archaeological investigation of the Bede Island South area has been recently undertaken. This revealed the presence of buried archaeological remains of varying dates, although these features were scattered or significantly truncated. The developer is therefore required to make provision for the following:
 - The appropriate archaeological investigation and recording of any significant remains that are exposed as a result of the proposed development. Contingency provisions should be included to ensure adequate recording of more important archaeological deposits. This should include consideration of the effects of any site decontamination works that are undertaken in advance of development.
 - Early consultation with the City Archaeologist (Richard Clark Tel: 0116 247 3023) is recommended, to discuss the character of the development proposals. A brief setting out the full requirements will be prepared, if the developer requests one.

7 . 0 K e y D e v e l o p m e n t R e q u i r e m e n t s a n d P l a n n i n g O b l i g a t i o n s .

THERE ARE A NUMBER OF KEY DEVELOPMENT REQUIREMENTS FOR THIS SITE, THAT THE CITY COUNCIL CONSIDER MUST BE MET. THESE ARE:

A. The Comprehensive Development of the whole site.

Development proposals for Bede Island South should as far as possible be comprehensive and cover the whole of the site. Awkward shaped sites should be included within the overall scheme to ensure that the wider urban design and

planning objectives set out in Section 10 can be properly achieved. (This is particularly important for the Railtrack land, which cannot be left in its present state because it leaves an isolated strip of land forming a barrier to future east-west links.) If the proposals are not fully comprehensive the developer will be expected to demonstrate how satisfactory comprehensive development can be achieved.

B. Enhancement of the Riverside.

Opportunities to enhance the Riverside will be required by the City Council in connection with this development. These include:

- The removal of the overhead electricity power cables to an underground location. This will present the opportunity to develop high quality riverside apartments and public open space.
- A new focal point to be created around Freeman's Lock through the use of planting, paving details, seating and the orientation of new buildings.
- The development of a new riverside boulevard that will incorporate a new pedestrianised route and cycleway running parallel to the existing towpath, to create a more attractive and spacious route along the waterfront.
- The selective removal of certain existing trees and shrubs alongside the river to open up key view corridors over the water and allow for greater natural surveillance of the public realm. The exact species to be removed will be the subject of discussion and illustrated within detailed landscape master plan for the site.

C. Community Benefits

DETR Circular 1/97 provides guidance on the provision of community benefits which developers may reasonably be expected to contribute to. However, the benefits must be related to the proposed development. The circular suggests that such benefits could include essential community, educational and recreational facilities. The level of contributions that the City Council will seek at Bede Island South will depend principally on the scale of the cost of the development, and uses, including the amount of housing, essential requirements arising from the types of development, design opportunities and the range and level of benefits generated by the development. The community benefits in relation to the site and all developments thereon will be secured through planning obligations entered into between the applicants/developers under the provisions of section 106, Town and Country Planning Act 1990. The community benefits are set out below:

- **Education.**

A limited number of spare places are currently available at nearby Infant and Primary Schools. If the proposed development at Bede Island South contains a significant number of family dwellings resulting in a need for additional places

(which brings the Number on Role close to or in excess of the school capacity), then contributions will be sought to provide additional facilities at the designated school.

- **Health Facilities.**

This is dependent on the number of residential units that are eventually provided on this site. A site/unit may be required to be made available at the developers expense for the provision of a health centre/doctor's surgery. Consultations will be required with Leicestershire Health Authority, when detailed planning applications are submitted and the numbers of dwellings are known to determine if there is sufficient need for any health facilities. Alternatively if a health care facility is not required to be built on the site, an agreed financial contribution to the Health Authority must be made.

- **Environmental**

A primarily residential development will result in the creation of several new areas of public open space and the enhancement of existing public open space that surrounds the site. Greater pedestrian links will be formed between existing open space such as the Great Central Way and the River Soar/Grand Union Canal towpath. In addition the building of a new bridge over the river/canal will facilitate a more direct and safer route from Bede Island South to the Burnmoor Street area. This new bridge link will be particularly beneficial for children attending Hazel Street Primary School who will not need to negotiate a route through the busy Upperton Road/Eastern Boulevard Gyration.

The potential to relocate the Pylons and overhead electricity power lines to an underground location presents a massive opportunity to improve the environment along the riverside to Bede Island South. The environmental advantages gained by the rare opportunity to replace this electrical apparatus are high quality riverside apartments, public open space and enhancements to ecologically sensitive areas both on the site and beyond. It is considered by the City Council to outweigh the corresponding loss of the SINC to the west of the site.

- **Life Style**

The City Council will require all proposed large residential schemes to Bede Island South to be comprised of a mix of different residential units that will cater for people and families with varying needs. (See Appendix B – Additional requirements for housing development at Bede Island South). This will ensure that a wide range of people will be able to enjoy the benefits of the cosmopolitan City Centre in one direction and the green open space of the Aylestone Meadows Nature Reserve in the other direction.

Within the site children's play areas will be developed in accordance with Policy GE13 of the Replacement CLLP. Off the site the developer could also be required to contribute towards playing pitch provision/improvements within the district in accordance with Policy GE14 in the Replacement CLLP. (See Appendix B).

8 . 0 A c c e s s a n d H i g h w a y R e q u i r e m e n t s

Taking into consideration that a timber yard operated by Raab Karcher occupied the main part of the site for many years, the sites existing lawful use appears to be Class B2 (General industrial). There are only a small number of buildings on the site that remain in use, all with a history of relatively low intensity of usage and very poor access facilities. Given these facts, the site's critical location in the highway network, and that a much higher density of development will be expected with different usage patterns, means that a full Transport Assessment (TA) will be required. The TA will identify highway improvements necessary to mitigate the impact of traffic.

Whatever the uses proposed for the site, the TA should also indicate how the need to travel to and from the site by car will be minimized. The sites location within walking distance of the City Centre, close proximity to the City's cycle network (via the Great Central Way) and good bus links, means that all development proposals must embrace these modes of transport in preference to encouraging the use and ownership of private motor cars.

Proposals for the re-development of Bede Island South will require the following improvements to the highway network to provide satisfactory access into the site:

A. New bridge across the River Soar

This is to link Raw Dykes Road extension to the eastern part of the site. A new link across the river would integrate Bede Island South into the wider area and to make better and more direct connections, particularly for pedestrians, cyclists and public transport to destinations on the opposite side of the river. Two points of access from different parts of the highway network are also required to facilitate better public transport access, allowing a route to be created through the site rather than a single point for both entry and exit. It should also be noted by the developer that when the over head electricity power lines are relocated, at least one set of power lines might need to be secured to the underside of the proposed bridge. The developer's consultant engineers commissioned to design the proposed bridge should therefore contact East Midlands Electricity in the first instance.

The City's Highway Authority would not normally approve of more than 150 residential units being served by a single point of access. In the case of Bede Island South this would be the existing access from Upperton Road. Given the large scale of Bede Island South however and the obvious necessity to develop the site in phases, the Highway Authority is prepared to be flexible in terms of seeing the

second access point in the form of a bridged link across the river also being progressed in stages.

As part of the flexibility, the City Council is prepared as a concession to allow the completion and occupation of up to 350 homes prior to the requirement of a new link in the form of a bridge available to pedestrians and vehicular traffic being fully constructed, opened and connected to the existing road network. The City Council will also require appropriate provisions to secure the construction of the bridge to ensure that further construction of residential units beyond 350 is not delayed. The City Council would wish to see the second bridge constructed and open to traffic at the earliest opportunity following development of the site commencing. The City Council would look to linking the number of homes to the provision and construction of the new bridge subject to a planning obligation.

In terms of whether any City Council land is required to facilitate construction of the bridge, the City Council is prepared to be flexible in determining how best it can assist. Detailed design requirements for a new bridge across the River Soar (including those supplied by British Waterways) are set out in Appendix C

B. Improvements to the existing access off Upperton Road.

NB. The Upperton Road viaduct has been identified as being in an advanced state of deterioration and full investigation and feasibility studies are planned. This may ultimately involve either replacement and/or strengthening of the viaduct (for further information please contact Keith Rowe Highway Client Manager Tel: 0116 252 6545).

The existing un-adopted right of way that serves the CPH Thurmaston site and the railway sidings, which runs along the north side of Upperton Road, passing through an area of open space in the Bede Island North development and then under the Upperton Road viaduct is clearly inadequate. The City Council will seek its closure and replacement with a satisfactory alternative form of access within any re-development schemes. It is not therefore an acceptable form of access to the rest of the site.

C. On Site Highway Design Considerations

The City Council will encourage the use of 'Places, Streets & Movement' (DETR 1998), which is identified in PPG3 as a source of good practice guidance on the layout and design of new development, particularly for the design of new streets. 'Places, Streets & Movement' suggests that in designing new residential layouts, the design of the spaces and places should be considered first and the layout then adjusted to meet highway needs. This should result in the area being developed based primarily on the needs of people rather than the motor car.

The design of these roads should allow speeds of no more than 20mph, using a range of speed reducing features. Speed reduction should be taken into account at

the initial design stage and be an integral part of the overall layout of buildings, spaces and streets. Homezones that give pedestrians priority over that of vehicle movements are to be created wherever possible. For further information and guidance on the design of home zones please refer to the Department of Transport Local Government and the Regions' draft publication Homes Zones and Quiet Lanes: Consultation on Statutory Guidance and Regulations August 2001.

The design of Bede Island South should provide a series of cycle and pedestrian links through the site to surrounding areas, including the Great Central Way and the river/canal towpath. The main road network should be designed to allow public transport access (Min 6.75 m wide).

All public areas in this development must be designed to allow full access for disabled people.

9 . P a r k i n g S t a n d a r d s

In October 2001 the City Council produced a draft citywide Supplementary Planning Guidance document which addresses vehicle parking standards. This document and Policy AM16 in the Replacement CLLP provide guidance on parking provision and standards. High density residential schemes that are appropriate to sites like Bede Island South call for the careful treatment of parking facilities. Most low density residential development carried out during the 20th Century incorporated on plot parking. This will not be appropriate to much of Bede Island South for the following reasons:

- Parking space allocated to the side of dwellings forces units apart and reduces the scope to develop higher density “joined up” or terraced housing. Garages can be incorporated into the front of dwellings but the design of such dwellings has to be very carefully thought through in order to avoid rows of garage doors dominating the building facades to the street. Garages also need to be sufficiently set back from the highway boundary in order to avoid problems of driver visibility and obstructions to the footpath caused by garage doors being opened.
- Long rows of cars parked to the front of a high density building line appear unsightly and restrict natural surveillance from the dwellings of the public realm.
- The close arrangement of numerous dropped kerbs to facilitate vehicle access from the highway creates a zig-zag type kerb line that is not only unsightly but

hinders safe use of the pavement by pedestrians, children in prams or on bikes and wheelchair users.

- To prevent resident's cars being blocked on their front drives by visitors parking on the highway, "no parking" restrictions need to be applied to all areas.

PARKING ARRANGEMENTS AT BEDE ISLAND SOUTH SHOULD THEREFORE BE DEALT WITH IN THE FOLLOWING WAYS.

A. On Street Parking

Linear parking with vehicles parked end to end is acceptable but to reduce the monotony and provide a safe crossing point for pedestrians, the pavements should be extended at suitable opposing points in the road. Bollards and trees should mark the crossing points. Extending the pavements to form crossing points will be required on all sections of road where the total length of cars parked end to end becomes excessive. The design of each street shall be agreed and subject to detail but as a guide the developer should aim to create parking bays of no longer than 50 metres in length.

The parking bays will be adopted as part of the public highway and as such will be subject of measures for controlled parking such as Traffic Regulation Orders and residents only parking schemes which will account for ninety percent of the parking provision where it is provided on street. The City Council will be applying to the government for Decriminalised Parking Enforcement (DPE) powers in order to effectively manage and police residents only parking schemes. However these powers and additional resources are unlikely to be delegated to the City Council for another four or five years. The Council will therefore be seeking a contribution from the developers towards not only the implementation but also for the enforcement of the scheme for at least five years or until DPE powers are granted. The remaining ten percent of the parking provision should be evenly dispersed around the development for use by visitors.

Please note however that although the parking bays will be incorporated as part of the adopted highway, the allocation of parking provision for residents in this form will necessitate a commuted sum to be paid by the developer to the City's Highway Authority. This fee will be required to maintain the parking bays for an agreed period after completion and occupation of the residential units they are intended to serve. Clearly if the parking bays are initially built to a high specification, the need to carry out maintenance works by the Highway Authority in this time period may well not arise. In which case any outstanding sums of money originally commuted to the Highway Authority that have not been required will be returned to the developer.

B. Rear Parking Courts

Places Streets and Movement (PSM), which is an accompanying guide to Design Bulletin 32, advocates the use of rear parking courts for high density residential schemes. The parking courts will not be adopted as public highway and will therefore, need to be maintained by the developer and/or a private management company. The planning of parking courts should adhere to the following design principles contained within PSM.

- i. The courts will need to be located within the central part of perimeter residential blocks. Apart from a discreet access point therefore, the courts should not be exposed to the public realm.
- ii. The number of parking spaces provided in each court within conventional residential perimeter blocks should not exceed provision for 15 cars. Parking courts within less conventional residential blocks will be assessed on an individual basis.
- iii. Up to a maximum of 50% of the parking provision within the courts can be provided by the developer in the form of lock up garages. These garages however must be of a high design that complements the surrounding residential built form and not simply prefabricated standard garage units. Once a residential block and parking court has been completed, Permitted Development rights will be withdrawn to prevent the ad hoc development of further garages by residents.
- iv. Large conventional perimeter blocks will require the development of more than one court. These courts should be totally separated from each other by the careful positioning of rear gardens, walls or fences. Planting can be used to soften the appearance of the courts but must not on its own be chosen to divide the courts from each other, or be allowed to create community safety problems.
- v. In order to create a safe environment within the parking courts it will be desirable to see as much natural surveillance over the courts as possible. This can be difficult to achieve given that the courts will in most cases be bounded by tall rear garden fences and will only be visible from the rear upper floor windows to the surrounding properties. To overcome this problem some higher sections of the rear garden fences could be replaced with trelliswork to allow filtered views through to the court.

Alternatively, larger perimeter residential blocks will be capable of accommodating mews houses within the central part of the block. These properties could be arranged in such a manner as to provide direct surveillance over the parking courts. Care should be exercised however so that the amount of rear garden fences exposed to the courts is not overly increased. As a general

rule the length and number of different rear garden fences should be kept to a minimum at all times when planning the layout of the court.

A third means of providing natural surveillance over the parking courts could be to develop small communal amenity areas for use by residents of the immediately adjoining properties. In this scenario care must be taken to avoid conflict between cars and pedestrians.

- vi. To deter commuters and intruders, vehicle access points to the courts must project an impression that people are entering a private place. This can be achieved by; providing a high degree of enclosure and overlooking to the access point of the highway by bringing dwellings close to the sides and even above by incorporating dwellings to arches over the access points. The incorporation of a subtle physical barrier with a resident's only pass system could also be considered.
- vii. Parking spaces should not exceed one per residential unit and be clearly allocated to particular units, either by careful arrangement of the spaces or subtle signs/numbering etc. Clearly it might not always be possible to allocate a parking space within a court to every residential unit. In this case additional parking provision should be provided "on-street" as near as possible to the dwellings without an allocated court space.
- viii. Before each new phase of new dwellings are marketed for sale, a binding management agreement should be drawn up that contains details of the roles and responsibilities for the care and maintenance of the court by all the residents allocated a parking space.

C. Undercroft Parking

This form of parking may be appropriate to buildings of three or more storeys. The design of undercroft parking should take into account the following items listed above as for rear parking courts: v, vi, vii. In order to maintain safe and vibrant streets it is important that the parking area and vehicle access points do not dominate the ground floor elevation to the public realm of residential and commercial buildings.

D. Underground Parking

Locating parking provision underground will also be subject to meeting items v, vi, and vii listed under the section 9.B above that covers rear parking courts. Given the sites close proximity to the River Soar and the risk of flooding occurring, any developer considering the option of underground parking should contact the Environment Agency in the first instance.

10.0 Site Layout and Urban Design

THE KEY DESIGN AIMS TO BE INCORPORATED IN THE LAYOUT OF BEDE ISLAND SOUTH ARE:

- To build on the success of the recently completed Bede Island North redevelopment scheme, by the creation of a high density, mixed-use development to high standards of design.
- To create a place with a distinctive character in this key riverside location.
- To ensure that the development is well connected internally through a network of streets and linked spaces, and externally to surrounding areas. The focus should be on people rather than traffic.
- To incorporate public space (streets, focal points, parks etc.) that is well overlooked, defined, usable and attractive.
- To create a sustainable form of development that in turn will facilitate future residents to live a more sustainable life style.
- To create a safe and secure environment.
- To ensure that the place is well maintained and cared for.

DETAILED DESIGN OBJECTIVES

The layout and design of the site should aim to satisfy a number of key urban design objectives, which are set out below. A scheme that demonstrates how these objectives could be met is illustrated on Plan 4.

A. Architectural style

Bede Island South is not a suburban site, it is located on the edge of the City Centre and will attract people drawn to city life. The design of buildings proposed for the site irrespective of whether they are intended for single people or families should therefore display a modern high quality architectural style in order to create a vibrant cosmopolitan environment with an urban feel. Buildings “designed” to display a pastiche of past architectural styles or to reflect a rural environment will not be appropriate for this site.

B. Development to the Riverside.

New development should relate positively to the riverside by orientating new buildings to face directly onto it as detailed in the Urban Design Chapter and the Riverside Development section (Policy SPA 13) of the Replacement CLLP. For the main part this can only be realistically achieved if the electricity power lines and pylons are removed. This will allow new high quality buildings to be developed close to the waterfront. A fairly consistent design theme should be created, punctuated by landmark buildings at key locations, such as the riverside square adjacent to the new bridge crossing and the area around Freeman's Lock.

Buildings along the waterfront should contain entrances that open directly onto the riverside to increase activity along it. The space between the new buildings and the waterfront should take the form of a riverside boulevard. The boulevard will be approximately 9 metres wide and run the total length of the site to the River Soar and incorporate a clearly defined cycle path. The boulevard must be built to a high specification with regards to paving materials, lighting, seating and litterbins etc.

C. Improve East – West Links

At the local level there is a barrier to east-west movement with access from the site to the Great Central Way currently denied by the presence of the former railway lines. At the wider district level there are unsatisfactory forms of connectivity between the Great Central Way and the adjoining Western Road/Narborough Road community.

Bede Island South is a very poorly connected area of land. If developed in its present form this physical isolation would be converted into a sense of social exclusion for some residents. In order to overcome the problems of connectivity within the area the following criteria must be followed in all schemes for the site.

- The site layout must be designed to introduce direct east to west links across the site between the Riverside and the Great Central Way. It must also include well-connected routes within the site, particularly for pedestrians and cyclists.
- Opportunities to create more user friendly pedestrian/cycle links from the site across the Great Central Way through to Western Road will continue to be explored by the City Council. If difficulties are encountered during this process the City Council or the Leicester Regeneration Company may consider using compulsory purchase powers to secure essential areas of land. In addition the developer's master plan must demonstrate how these links could be facilitated by incorporating east-west axis' across the site that extend westwards to align with roads between Western Road and Narborough Road.
- A new bridge over the River Soar to Raw Dykes Road is an essential requirement of the Highway Authority as it will facilitate better connections from Bede Island South to the east bank of the river.

D. Promote Mixed Use Development

A wide range of uses would add to the vitality and liveliness of the area and would result in a balanced degree of activity throughout the day and the evening, both along the riverside and within the development. Housing, along with local shops, cafes, pubs and leisure uses, can all contribute to achieving these aims. A primarily residential development would be acceptable for the site.

E. Overall Building and Site Layout Design

The overall layout of streets should seek to create an 'urban' character for the new development, similar to the character of the adjoining Bede Island North development. This should be achieved by the following means:

- **Connected street network**

The layout of Bede Island South should comprise a continuous network of streets and places, to produce the maximum level of connectivity and accessibility throughout the development. Streets should provide direct connections between the major places and focal points in the development particularly for pedestrians and cyclists.

- **Active frontages**

Strong built edges incorporating interactive building frontages must be provided along all of the streets and around key junctions and public spaces in Bede Island South. These are needed to provide the sense of enclosure and security required in an urban setting. Buildings, which are positioned to follow a continuous or near-continuous building line around key spaces or along a street line, provide enclosure and observation and thus create successful urban space.

- **Landmarks.**

Gateways, vistas and focal points must be provided at key locations in the new development. These features help people find their way around, create visual links between places, engender a sense of local identity and help to provide a clear environment that is easy to understand in the new development. Locations where it is considered that these features would be particularly suited are shown on Plan 4.

- **Clear distinction between the public and private realm.**

Buildings should generally follow a continuous building line around a street block and contain the private space within back yards and courtyards. Along plot frontages, where front gardens are provided, a clear definition of public and private space is required with the boundary defined by railings and/or walls. Undefined space that is not clearly in private ownership or part of the public realm, especially alongside plot boundaries will not be acceptable.

F. Density and Building Heights.

Guidance set out in PPG3 (2000) seeks to encourage housing development that makes more efficient use of land by seeking to achieve a figure of between 30 and 50 residential units net per hectare in all new developments. The recently completed Bede Island North development achieved a net density of 68 dwellings per hectare. Given the success of Bede Island North, development at Bede Island South should aim to be built at a similar density or higher.

The CLLP (Appendix 5) sets out guidelines on minimum distances between dwellings in new residential development. Where it can clearly be demonstrated that problems of overlooking and loss of amenity are avoided by design, the City Council may be prepared to relax these guidelines to achieve a higher density development. It is recommended that the matter be discussed at a very early stage, before any final designs are drawn up. The highest densities should be located closest to the riverside and around the major focal and entrance points in this development.

G. Safety & Security

Buildings must be located to provide overlooking over all public routes, including the Great Central Way. All building entrances should be located directly off the street or public space. Details should be in accordance with the City Council document "Crime Prevention by Planning and Design". Boundary fences to rear gardens and service yards should not be located next to public areas.

H. Public Space and Landscape Design

Plan 4 illustrates locations for the key public spaces that should be provided in connection with this form of development. The City Council will expect the public spaces to be well designed and relate to the buildings surrounding them. These will be the key elements that will contribute to creating the overall character and identity in this development. The design of the other smaller spaces within this development is also important to assist in the legibility and quality of the overall scheme.

Each phase of development to Bede Island South will require a detailed planning application. All detailed applications will need to be accompanied by plans illustrating the character and layout of the POS adjoining and/or relevant to each phase. Before work starts on site to develop buildings, detailed landscape plans illustrating the exact treatment of all parts of the open space including the specification of trees, shrubs, paving and street furniture etc shall be submitted to and agreed in writing with the City Council. The approved landscape schemes shall be carried out within one year of completion of the relevant phase of built development. For a period of not less than five years from the date of planting and the completion of all external works, the landscape shall be maintained in its entirety.

For ease of identification and character reference, the Public Open Spaces illustrated on Plan 4 have been provisionally named and are as follows:

1. Parkland

The Park is located to the southern end of the site and will provide the largest area of green amenity space in the scheme. It is connected to the “Ivanhoe Meadow” by the inclined slope/embankment of the former railway sidings. The Park should reflect the character of typical English parkland and consist primarily of an open grassed area with standard trees. The parkland will be required to be implemented in conjunction with the first central phase of residential development.

2. Ivanhoe Meadow

The embankment and triangular meadow to the south-west of the site are part of a designated SINC, which must be retained and managed for nature conservation. This area is presently unmanaged. It requires an annual hay cut and removal of encroaching scrub to sustain its nature conservation value.

At present the triangular nature area is screened from the GCW by scrub and a low earth mound, and is subject to occasional public abuse such as fire-raising. Removal of the scrub and earth mound together with the development of a path are required to improve public safety, create natural surveillance from the GCW and to allow its use as informal public open space. The meadow is in decline at present due to lack of management and abuse. Improvements for public use and nature conservation are urgently needed to retain and enhance the value of the area. In order to sustain the value of the land into the future it should be transferred over to the City Council at the earliest opportunity together with a commuted sum to cover the maintenance of the area for 10 years.

The footpath link from the development site to the Great Central Way and Western Road alley is of strategic importance as the only short-term option available for linking Bede Island South to the Western Road / Narborough Road community. The development of this link would however result in the loss of an estimated 2000 square metres of land designated as a SINC.

Irrespective of when and how the Ivanhoe Meadow is upgraded, the phased building development and parkland are implemented, it is imperative that the developer takes action to prevent people from gaining access onto the existing Ivanhoe Railway Line, that is still in full operational use. Ideally this should be achieved by erecting a 2.4 metre high colour coated (dark green), palisade fence along the southern site boundary with the Ivanhoe Line to sever this live railway from the redundant line as it extends into the site. If it is not possible to erect the fencing in this position due to land ownership and access difficulties, then the entire length of the disused railway line and connected sidings within Bede Island South will have to be similarly fenced off from the main site and Ivanhoe Triangle. This fencing will be required to remain in place until the land owned by Railtrack is developed.

3. Urban Square

Taking into consideration that this space is located centrally within what will be a high density urban development, the urban square will reflect the character of many such areas to be found in major cities. To the south and east of the space the square will extend right up to the surrounding buildings. To the west where the square meets the main connector road, it should be enclosed by metal railings. To the north the square will merge with the home zone but some form of delineation will still be required either in the form of planting, railings, walls or sculpture etc. The main part of the square should consist of tree and shrub borders, lawn and seating to a hard paved area. Community safety will be required to be a key consideration of the design.

4. Riverside Square

This square to the riverside will be a key space within the development as it will form a gateway/entrance point into Bede Island South via the new bridge crossing. The space has the potential to be the focus of high activity which could be generated by the surrounding buildings accommodating a mix of uses including small scale retail, pub, café, hotel and residential. The space itself will be predominantly hard paved and incorporate seating, trees, lighting and litterbins etc.

5. Central Boulevard

Apart from the inclusion of a cycleway and where it crosses the main connector road, this space will be a totally pedestrianized boulevard. The alignment of the boulevard will facilitate a safe and attractive route for pedestrians and cyclists between the riverside and the Great Central Way. It will also provide long distance views from Bede Island South over the river corridor. The boulevard will be hard paved and incorporate an avenue of trees, seats, lighting and litterbins etc.

6. Riverside Boulevard

The riverside boulevard will perform the dual function of creating an attractive interface between the riverside buildings and the river whilst also serving as a unique promenade to complement the existing River Soar/Grand Union Canal towpath. Certain sections of existing planting to the towpath should be removed in order to allow views out over the river. The boulevard will be totally pedestrianized, apart from the incorporation of a cycleway, with links to the main parkland, Central Boulevard and Riverside Square. It will be predominantly hard paved and incorporate trees, lighting, seats and litterbins etc.

The southern section of the boulevard beyond the link to the main connector road could incorporate a greater degree of informality and planting in order to merge the boulevard with the natural landscape to the south of the Ivanhoe Railway Line. The developer should seek to extend the cycleway southwards from the boulevard under the spare railway arch adjacent to the existing open arch that accommodates the

existing riverside towpath. Particular attention should be paid to the area around Freeman's Lock, which should be enhanced as a stopping point.

7. Great Central Way (GCW)

The developer should implement pedestrian and cycleway links from the site through to the GCW at the earliest practical opportunity. It is a well used green corridor, part of National Cycleway Route 6, and will be a positive feature of the development. It will need landscape and infrastructure improvements (including one landmark feature) at the proposed junctions with connecting paths to the main site, path resurfacing between Ivanhoe railway bridge and Upperton Road bridge, lighting improvements, drainage improvements and new benches.

The vegetation along the GCW will require also require additional enhancement works. The rationale will be to maintain and enhance the Great Central Way's biodiversity and landscape value, and to improve natural surveillance of it. Treatment of the hedge and other vegetation along the eastern edge of the GCW depends on the nature and layout of the development on its other side. Enhancement works will include hedge laying, crown lifting of trees, scrub removal, and planting of trees and shrubs. Improvements to biodiversity through the introduction of a hay cutting regime on the bank up to the Western Road rear gardens is also required.

8. Upperton Road Triangle

This is the triangular parcel of land immediately to the north of Upperton Road and presently in the ownership of Railtrack. The land is identified in the Replacement CLLP as being within a primarily residential area. It is also identified on the Biodiversity Proposals Map as a Site of Importance for Nature Conservation (SINC). Given the areas ecological value, the City Council will seek the retention and enhancement of the site and public access to it.

General landscape design guidance

All the street furniture to open space within Bede Island South should form a coordinated range and demonstrate a modern design style in keeping with the modern urban nature of the overall scheme. Significant levels of tree planting will be expected to be provided at Bede Island South, in the form of boulevards along the major routes, home zones and within the key public spaces, as part of a Landscape Strategy and Plan. All development proposals will be required to demonstrate how tree planting and shrub planting form part of an overall strategy.

As the development of Bede Island South is likely to be carried out in phases, then the approved Landscape Plan must also be carried out in phases. Each phase of the Landscaping Plan is to be carried out within one year of completion of the phase of development to which it relates.

The Landscape Strategy must identify all management and maintenance requirements required in order to maintain all public landscapes within the site for a period of five years after their implementation. The work required to maintain the landscapes immediately following implementation could be carried out by the developer with the land then handed over to the City Council after five years.

11. Public Art

The City Council expects the incorporation of new works of art as part of major development schemes (Policy UD18 – Public Art in the Replacement CLLP). It is suggested that works of art could include detailed features on new buildings or features within focal points or on the riverside. The use of lighting and the new bridge over the river itself may also provide opportunities for an artistic input into the design. It is important therefore to liaise with the City’s Public Arts Manager at the earliest stage of the design process.

1 2 . 0 M a s t e r P l a n

Before detailed planning applications can be determined a master plan must be prepared for the whole of the site based around plan 4 contained within this document. This should show in more detail how the above site layout and key design principles will be met and be accompanied by sketches illustrating the relationship of development to the proposed public spaces, Great Central Way and the riverside. The master plan must also include a clear indication of the development phasing.

1 3 . 0 E n e r g y E f f i c i e n c y

New buildings should demonstrate good practice in energy efficiency and water conservation. Non residential development should achieve a “very good” rating in terms of energy efficiency under the Building Research Establishment Environmental Assessment Method (BREEAM 5/93). Residential development should achieve a National Home Energy Rating of 9 or above.

before the consideration and determination of planning applications. A full report on the results of consultation will be available from the Director of Environment, Development and Commercial Services, contact Richard Riley on the above number.

A P P E N D I X A

City of Leicester Local Plan 1994(CLLP) and Replacement City of Leicester Local Plan2001(Replacement CLLP) - Policies relevant to this site

The majority of the site is currently allocated as a Potential Development Area in the adopted CLLP (Policy E14e) and the Replacement CLLP (Policies SPA01 and SPA02). The council's aim is to encourage regeneration and redevelopment in such areas by permitting a range of land uses.

The site lies within the Storage & Distribution Restriction Zone, which prevents any new uses in this category from being located here. CLLP (Policies E10, E11) and Replacement CLLP (Policies E06 and E07).

Policy S22(b) in the CLLP allocates the site for a superstore and retail warehouse measuring 16,720 sq.m. (180,000 sq.ft). Difficulties with access to Bede Island South were recognized in the plan and alternative sites were allocated for the superstore (now developed on the former Cattle Market). Retail development is therefore, no longer considered acceptable on Bede Island South, which is an out of City Centre site.

The site is bounded to the east and west by linear sections of the Riverside Park, which is a key open space corridor running through the City following the River Soar and Grand Union Canal. Planning permission will normally only be granted for development within or near the Riverside Park, which enhances this natural environment, facilitates leisure use and/or increases public access to the riverside CLLP (Policy R31) and Replacement CLLP (Policy GE06).

Development adjoining public spaces or thoroughfares including the River corridor and the Great Central Way must provide positive and attractive built frontages to them. CLLP (Policy EN3).

A small area to the south-west (Ivanhoe Meadow) is designated as a nature reserve within the Local Plan. The council's aim is to ensure appropriate use and management of this area in line with its value as an existing meadow habitat and its potential as part of an environmental corridor linking the River and Great Central Way (Policy EN 59).

The River Soar, the towpath alongside it and Great Central Way, are allocated as a Green Corridor or Green Space. Development will not be allowed to encroach on these areas (CLLP Policy EN 48), and their open character must be retained (CLLP Policy EN 49). Development adjoining these areas will be expected to have a high quality frontage treatment (Policy CLLP EN 54). These requirements are described in more detail in Section 9.0. The Ivanhoe Triangle, former Great Central Way sidings the Upperton Road Triangle and the entire River Corridor alongside/through Bede Island South as a Site of Importance for Nature Conservation (SINC) in the Replacement CLLP (Policy GE02).

A small area to the south-east part of the site is within the Indicative Flood Plain for the City. Sections in the Replacement CLLP: Floodplain Protection and Enhancement (Policy BE20) and Flood Risk (Policy BE21) together with Planning Policy Guidance Note No 25 must be followed with regards to this issue.

The site lies adjacent to an archaeological alert area, the boundary running along the western boundary of the Great Central Way. Therefore, the view of the City Council's Archaeological Officer should be sought before any development proposals are submitted.

All sections within the Urban Design Chapter of the Replacement CLLP must be followed with respect to all aspects of development to Bede Island South. In addition Special Policy Area - Riverside Development (Policy SPA13) must also be followed with specific reference to development by the River Soar.

A P P E N D I X B

A D D I T I O N A L R E Q U I R E M E N T S F O R H O U S I N G D E V E L O P M E N T

AFFORDABLE HOUSING

1. LCC's approach to PPG3/affordable housing

The overall housing needs of the City are set out in Leicester's "Housing Investment Programme: 2001–2006 Housing Strategy". This notes the considerable shortfall of vacancies within local authority stock to meet the needs of 'live' applications on the 'Housing Register'. Figures for 2000/01 illustrate that demand was generally in excess of supply for most types of family accommodation. There continues to be a particularly high demand for accessible

2-bedroom properties to meet priority and wheelchair-user needs, and for bigger (4 bedroom +) properties to house large families.

In order to supplement the current levels of vacancies from existing stock and the limited number of affordable housing units being delivered each year by Registered Social Landlords (RSLs), the Council will seek landowner and developer contributions towards the provision of affordable housing units, particularly in partnership with RSLs. In accordance with PPG3 and the emerging Local Plan Policy, the City Council seeks to promote balanced communities through a provision of mixed dwelling types, sizes and affordability to meet 'local' housing needs.

The City Council Housing Department considers 'local' needs to be those identified 'city-wide'. This approach is based on the fact that the supply of land within the City for new residential development is increasingly constrained and affordable housing needs must be met through an element of affordable housing being provided on every appropriate residential site.

The Council's position on affordable housing is stated in Policy "H06. Affordable Housing" in the *Replacement* CLLP and reads as follows:

"Negotiations will be sought with landowners and/or developers to provide at least 30% affordable housing on developments of 25 or more dwellings or on sites of 1 hectare or more."

The amount and type of affordable housing on each site will be determined in accordance with LCC 'Supplementary Planning Guidance on Affordable Housing: January 2000', namely by a number of factors:

- Site suitability
- Identified local housing need
- Amount of affordable housing already available in the area
- Any particular costs associated with the development
- The provision of housing in the context of overall planning objectives

The Replacement CLLP also includes the following general housing policies:-

H04. 'All large new housing developments should provide an appropriate mix of dwelling size, type & affordability in order to create mixed and socially inclusive communities', i.e. a range of dwelling sizes from single person accommodation to large dwellings for 7-8n persons is required within the proposed development.

H07. 'LCC access standard housing to meet identified local needs should be provided....'.

H08. '....that the provision of wheelchair housing to meet identified local housing needs will be encouraged'.

Current analysis of demand for, supply of, and turnover of existing affordable housing throughout the City supports a need for a mixture of rental and low-cost or shared ownership provision to provide family housing, particularly two-storey with gardens, and that properties are suitably accessible.

The types and mix of accommodation identified to meet current priority needs are as follows:

2 bed/4 person wheelchair user bungalows	12%
2 bed/4 person access standard houses	20%
3 bed/5 person access standard houses	20%
3 bed/5 person wheelchair user houses	4%
4 bed/7 person access standard houses	16%
4 bed/7 person wheelchair user houses	4%
5 bed/8 person access standard houses	2%
5 bed/8 person wheelchair user houses	2%

Rented affordable housing: 80%

LCHO and/or shared ownership housing: 20%

In exceptional circumstances the Authority and the developer may be able to reach agreement that it is appropriate for an element of affordable housing to be provided elsewhere in the City. The Local Plan notes, however, that there has been an accumulative shortfall of affordable homes in recent years. The affordable housing delivered in the first five years of the current Structure Plan period has not achieved the annual target of 285 units. Further information on absolute needs will arise from the consideration of the latest Housing Needs Survey currently being undertaken by the City Council, and due for completion later in the Spring of 2002.

2. Bede Island South : Existing housing supply and need for additional affordable housing

Residential properties around the Bede Island South area are predominantly owner-occupied although there has been the following recent new housing provision:

St Andrews:	60 local authority rented homes
	27 RSL rented homes
	21 'open market' sale properties
Bede Island North:	9 RSL shared ownership homes
	62 RSL rented homes
	133 'market' rent and sale properties

Whilst a number of additional RSL rented homes can be found pepper-potted amongst owner-occupied properties throughout the Jarrom Street, Walnut Street,

Filbert Street and West End areas, the majority of properties are either owner occupied or private lettings to provide student accommodation.

The City Council will expect development in the area at Bede Island South to make a suitable contribution towards meeting the City's overall needs for affordable housing as noted in paragraph 1 above.

3. characteristics of 'affordable housing'

Definition

Policy Circular 06/98 from the Department of the Environment, Transport and the Regions in April 1998 noted that the term "affordable housing" encompasses "low-cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market".

In accordance with LCC's current 'Supplementary Planning Guidance on Affordable Housing : January 2000' (SPG) the following approach to the provision of different elements of affordable housing will apply:

Rental and Shared Ownership

Provision: Rental and shared ownership affordable housing units should be developed in partnership with a Registered Social Landlord (RSL). It will be expected that any required 'subsidy' will be met by and through the landowner or developer bringing the overall housing proposals forward. It should be assumed that Social Housing Grant (SHG) will not generally be available for the provision of rental affordable housing on sites where the SPG applies and where agreements between RSL's and housing developers should enable development to proceed without cash subsidy.

Standards: In keeping with Housing Corporation (HC) 'main programme' requirements, all rental dwellings developed in partnership with a Registered Social Landlord will be expected to meet HC Scheme Development Standards.

Choice of Registered Social Landlord (RSL) partner: It is anticipated that the City Council and landowner/developer shall jointly agree (such agreement not to be unreasonably withheld or delayed by either party) on the RSL partner to manage the rented and/or shared ownership units. Factors to be taken into consideration in this decision will include current performance in terms of management, maintenance, ability to deliver schemes to timetable, budget and acceptable rent levels.

Rent levels: Initial rent levels should be within rent bands as set out within the Housing Department's latest Annual Development Programme (ADP) documentation and all subsequent increases in accordance with current Housing Corporation rent regulations/requirements.

Nomination arrangements: The City Council will have nomination rights (for at least 50% of tenancies) in line with the general nomination agreement that exists between RSLs and the City Council for any RSL units developed on SPG sites.

Low-cost Home Ownership

Low-cost housing for ownership can meet some of the affordable housing needs and demands of the City, and there are a number of approaches that can be explored to provide such properties. It is important that the actual prices of these properties should be set in relation to the income levels of lower income households in the City.

To ensure that any low-cost dwellings remain affordable in perpetuity for future purchasers, these dwellings may be subject to removal or restriction of any of the usually 'permitted development' rights.

CHILDRENS PLAY FACILITIES AND PUBLIC OPEN SPACE REQUIREMENTS

Public Open Space

The Public Open Space (POS) illustrated on Plan4 within this document represent the minimum amount of POS that will be required at Bede Island South. The distribution of the POS should also be broadly in keeping with Plan 4 and adhere to the characteristics for POS outlined in Section 10 Site layout and Urban Design, H 1 – 8.

Children's Play Facilities

Adequate children play space (3 sq.m. per child bedspace or 7.5 sq.m. per family dwelling), and associated amenity open space will also be required in new residential development (CLLP Policy R11). If a residential scheme is prepared for this site the close proximity of the built form to the proposed areas of open space mean that a large play structure such as the slide at Bede Island North will not be appropriate. Alternatively a series of more low key Local Areas for Play (LAPs) and Locally Equipped Areas for Play (LEAPs) should be provided throughout the site in safe, easily accessible locations. The LAPs and LEAP's should be of a size and distribution in accordance with the recommendations of the National Playing Fields Association's publication "The Six Acre Standard – Minimum Standards for Outdoor Playing Space".

A P P E N D I X C

D e s i g n r e q u i r e m e n t s f o r a n e w b r i d g e o v e r t h e R i v e r S o a r .

British Waterways have indicated that they would only be willing to consider a proposal for a new highway bridge once it had been totally satisfied that no other infrastructure improvements are feasible that can be utilized to serve this site.

Separate approval will therefore be required for a new bridge from British Waterways. If this is forthcoming, a high design quality will be expected, given this important location on the 'Mile Straight'.

In addition to Riverside Bridges (Policy SPA 14) in the Replacement CLLP, the key design requirements for a new bridge are set out below:

- The bridge should cross the river at a right angle to the existing banks. A skew bridge will not be acceptable.
- The only acceptable location for the new bridge crossing is illustrated on plan 4, which forms part of this document.
- Navigational clearance will need to be established with British Waterways and incorporated into the design (this will include the headroom over the navigation as well as the towpath).
- British Waterways Board (BWB) has expressed a desire to see the bridge cross the navigation and towing path in a single span without piers built out of the water. Please liaise directly with BWB with regards to this issue.
- The bridge design needs to be considered in terms of the environmental, visual and landscape impact on the river corridor and should form a new high quality landmark structure on this stretch of the river.

Further detailed requirements relating to the above can be obtained from Mr C. J. Holmes, Estates Surveyor, British Waterways, Fearn's Wharf, Neptune Street, Leeds LS9 8BP (Tel: 0113 281 6800)