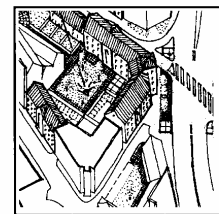
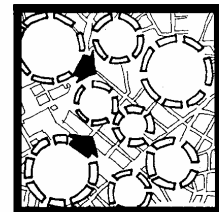
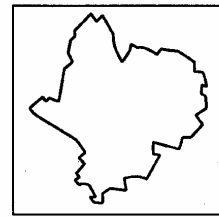


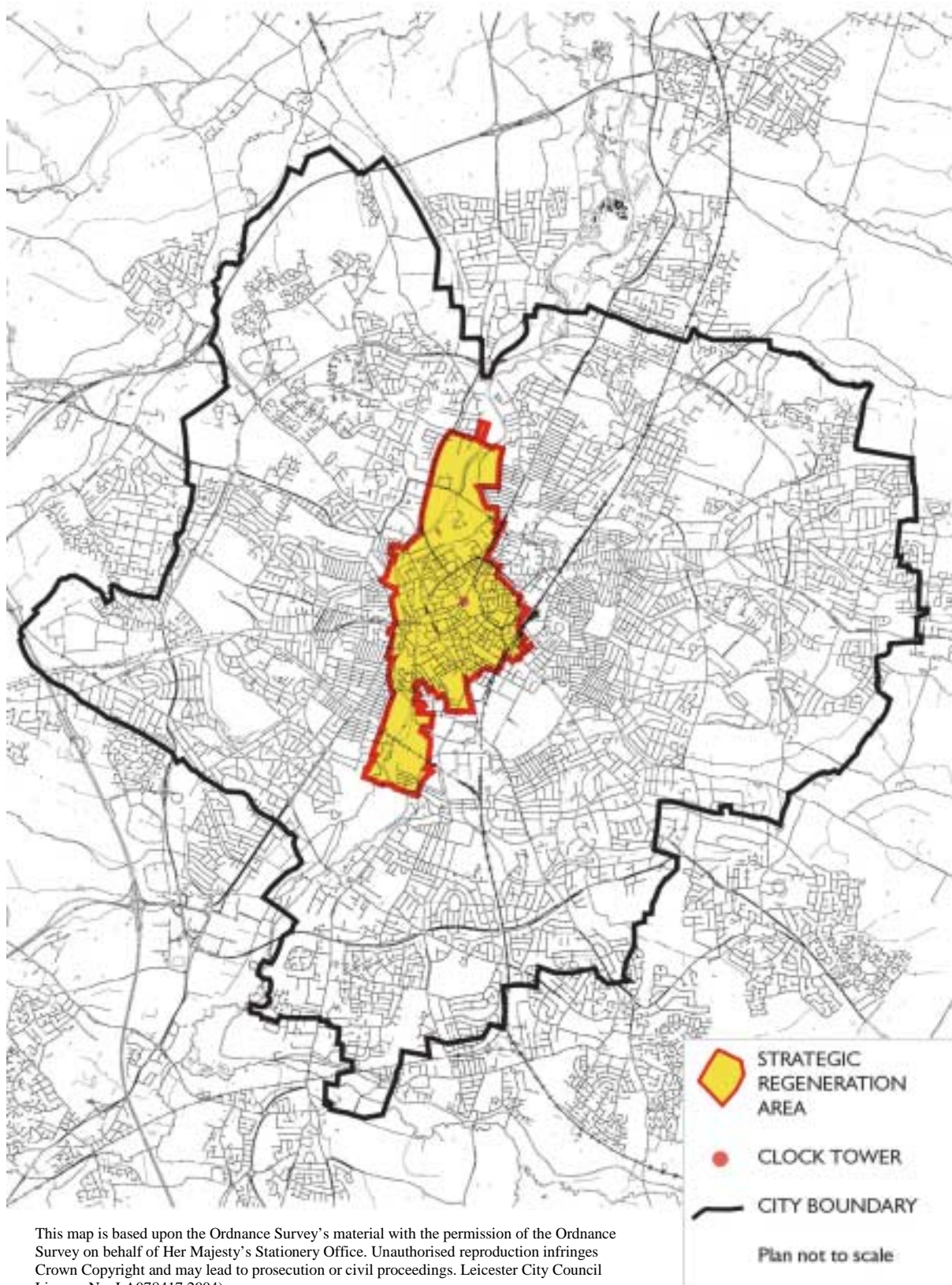
Supplementary Planning Guidance



Type: Area Strategy Guidance
Subject: Office Core, (New Business
Quarter)
Status: Draft
Date: September 2004



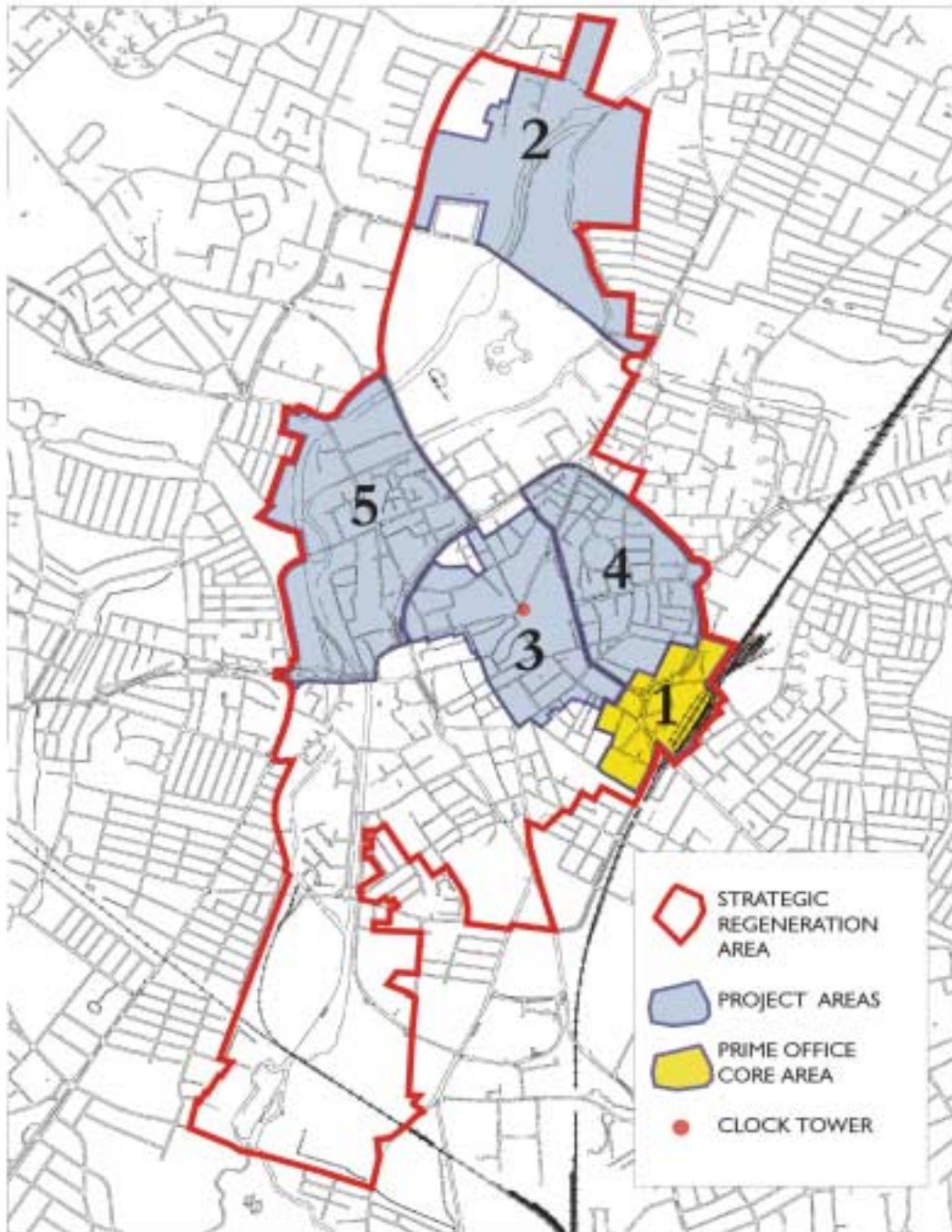
MAP 1



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1)

MAP 2



(ii)

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INTRODUCTION

1.1 Background

The Leicester Regeneration Company (LRC) was set up in 2001 in response to the Government's Urban White Paper. It is a working partnership between the public and private sectors and is a private company limited by guarantee.

The rationale of the LRC is to concentrate on physical regeneration within a city centre area of approximately 400 hectares, which includes, the city centre, the impact zone of the 1960's inner ring road, and the Grand Union Canal/River Soar. (Map 1)

The LRC commissioned consultants to produce a Masterplan for this Strategic Regeneration Area area. The masterplan process analysed the economy, environment, social aspects, image and market potential of Leicester. It defined objectives in order to realise the potentials and offer development opportunities. This Masterplan was subject to intensive public consultation, which influenced the strategy and confirmed support for the major proposals. Leicester City Council Cabinet agreed the Strategic Framework of the LRC's Masterplan in principle in September 2002. It has been incorporated into the 2nd Deposit Replacement City of Leicester Local Plan July 2003.

The Masterplan proposes five major intervention areas, where redevelopment and regeneration activity is being focused. These five intervention areas are;

1. Office Core
2. Science & Technology Park
3. Retail Core
4. New Community
5. Waterside

The locations of these intervention areas are indicated on Map 2.

1.2 Development Frameworks and Area Strategy Guidance (ASG)

1.2.1 Development Frameworks

Specialist consultants were appointed by the LRC to translate the conceptual ideas in the masterplan into a development framework for the intervention areas. These studies comprised of: -

- Appraising the physical environment, transport and highways infrastructure.

- Developing of a range of solutions.
- Testing the solutions in the wider community by consultation.
- Developing and refining the emerging solution.
- Defining the main principles for the development.

The Development Frameworks define the principles for the physical infrastructure and built form, and the mechanism the delivery of the regeneration of the area.

1.2.2 Area Strategy Guidance

The Area Strategy Guidance for each LRC intervention area will include the guiding principles for the physical infrastructure and built form and other relevant planning requirements that Leicester City Council expects in the area.

This guidance will be subject to consultation and Council approval and will be adopted as a Supplementary Planning Guidance (SPG) to the Replacement City of Leicester Local Plan. SPG may be taken into account as a material consideration in deciding planning applications. Developers should be able to demonstrate how they have responded to the guidance in their own ideas, initially in pre-application discussions with the authority.

The guidance may also be material in the event of proposals for Compulsory Purchase Orders to achieve its delivery.

1.3 **The Office Core Development Framework**

The LRC Masterplan set out a vision for 4,000 new jobs in the heart of the city. The LRC commissioned a consortium of consultants led by Benoy Architects to prepare a more detailed Development Framework for the first intervention area, the Office Core. This will be published separately by the LRC. The aim is to create a highly accessible quality environment, built around a new public square and re-modelled railway station.

The objectives of the Office Core Development Framework were to: -

- Meet the potential for 4,000 new office jobs in central Leicester by the creation of at least 50,000 sq. m of high quality new office development.
- Ensure that the development is highly accessible to the city centre on foot and by all public and private traffic modes.
- Soften the barrier of the ring road and establish direct links to the city centre and the cultural quarter (indicated on Map 3).
- Provide the highest quality environmental improvements of the public realm, including a new public square.
- Ensure that the streets and spaces are safe and convenient for everybody.
- Create an attractive and enhanced setting for buildings of architectural and historic importance and conservation area elements.
- Re-orientate the existing main railway station access/egress towards the new public square.

- Create opportunities for complimentary retail and leisure uses at the ground and possibly first floors.
- Create opportunities for civic and cultural uses as well as high-density residential development.
- Provide a new integrated transport interchange for rail, bus and taxi use.
- Maintain or enhance the parking capacity, disabled parking, short stay and drop off facilities for the railway station.

Two alternative scenarios for the highway realignment were considered initially. The full details of this study are in the LRC's Office Core Development Framework document. They formed the basis of the public consultation on the development framework, which comprised:

- A supplement in the Leicester Mercury.
- Exhibitions in the Leicester Railway Station, Leicester Mercury reception and the Haymarket shopping centre.
- Meetings with stakeholders; Midland Mainline, Network Rail, the Strategic Rail Authority, and bus companies in Leicester.
- Presentations to Leicester Chamber of Commerce, Investment Property Forum, ProCom (Property and Construction) Leicester and LCC members.
- LRC's office open day.

An analysis and summary of the results of the consultation is in the Development Framework document.

The consultation period gained a general endorsement of the proposals and there was agreement that the Highway realignment through the centre of the site was the preferred solution. The preferred option as supported by the public consultation is the subject of this Office Core ASG document.

The LRC and their consultants anticipate that the relocation of the Central Ring Road will be funded through a Major Scheme Bid via the Local Transport Plan (LTP). This is one of the elements that are being further considered as part of the Leicester City Centre Accessibility Study jointly commissioned by LCC and LRC and due to be published summer 2005.

1.4 The Office Core Area Strategy Guidance

This Area Strategy Guidance is for the LRC Project Area No. 1 called the Office Core (New Business Quarter), which is located to the south east of the city centre (map 2).

This document provides the following to facilitate the development of the Office Core Area: -

- Guiding principles
- Urban and transport layout
- Planning requirements

It is a vehicle for facilitating and promoting the regeneration of the area as an attractive place to work and visit.

It will provide the planning grounds in conjunction with the Development Framework, for any Compulsory Purchase Orders sought as part of the delivery and land acquisition programme and planning applications submitted to the City Council for this area.

The images used in this ASG are taken from the Development Framework and reflect one potential solution to the main objectives of the Development Framework and are therefore for illustrative purposes only.

2.0 DESCRIPTIONS AND ANALYSIS

2.1 Location

The Office Core Area (New Business Quarter) is the southeast section of the city centre and the Leicester Regeneration Company Area. It includes the Leicester London Road railway station and the area to the west of the station buildings as indicated on Map 3.

2.2 Typology and morphology

The area is approximately 15 hectares and is mainly flat except for a drop in level to the north of Swain Street and a rise in level to the south up Calais Hill. The area is severed by the central ring road running north south. The area to the east of the ring road contains the railway station and its associated buildings and car park, and two large tower blocks, St. Georges Tower and Elizabeth House, which dominate views. The area to the west of the ring road has two main streets, Granby Street and Charles Street, which run south-east to north-west towards the middle of the city centre. Commercial buildings 4 or 5 storeys in height flank these streets.

2.3 History

The area lies outside the City walls of both Roman and Medieval Leicester. It was not until the 19th Century that the area was developed for industrial, commercial and residential use. The result was a grid like pattern of streets cut through by the railway line built in the 1830s by Midland Counties Railway Company who built the original Campbell Street Railway Station in 1839. This was demolished in 1890, except for two gate piers and a gate, and the existing railway station was built by the Midland Railway Company in 1890. Charles Street was widened on the north side in early 1930s to take traffic away from Granby Street.

The construction of the Central Ring Road in the 1970s resulted in the loss of terraced housing and part of the urban grid leaving isolated buildings.

2.4 Planning Guidance

Documents that provide guidance for development in the area are: -

2.4.1 2nd Deposit Replacement City of Leicester Local Plan 2003 (RCLP)

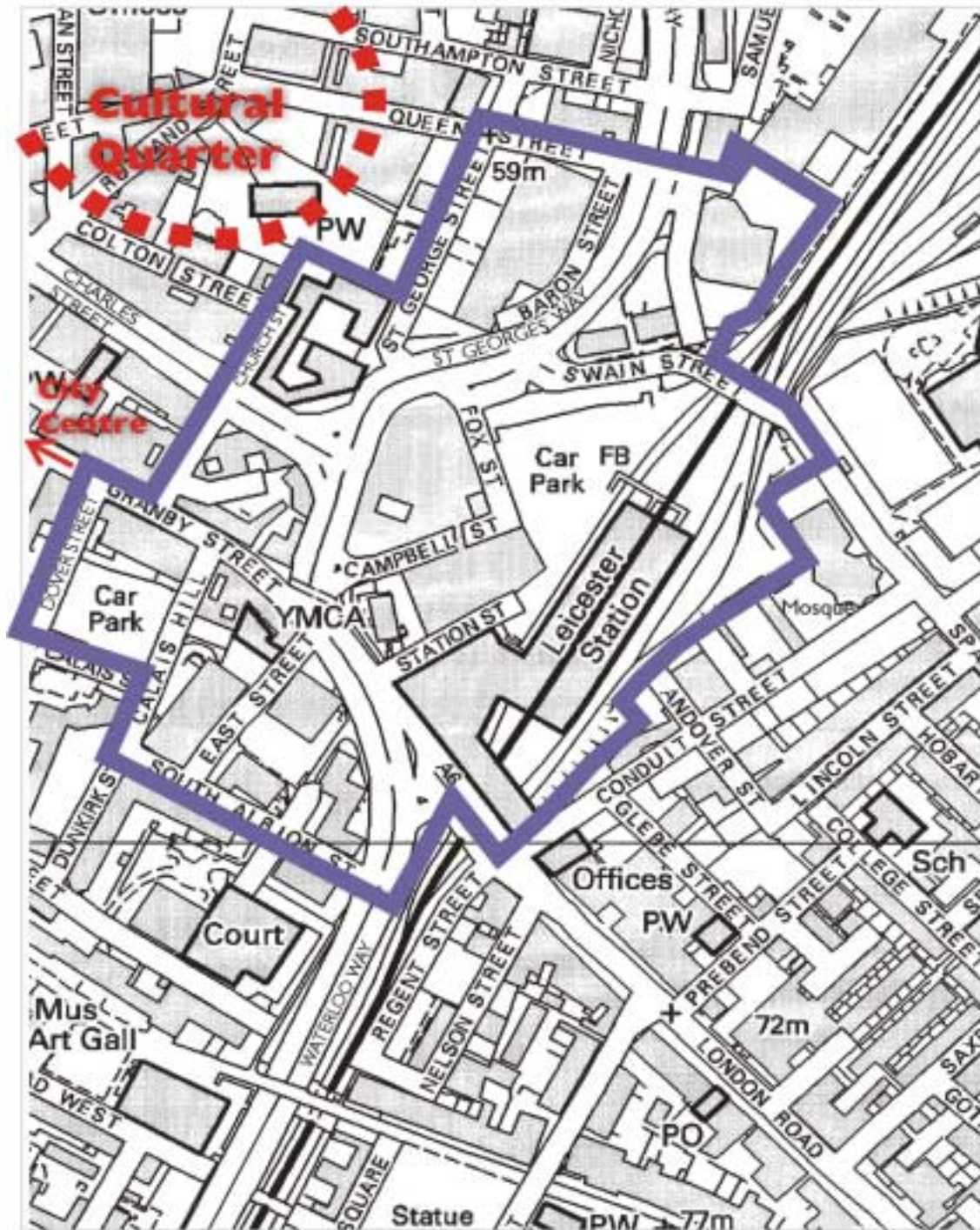
The area is designated a special policy area SPAX. A copy of the area map in the RCLP is in Appendix 1 and will be amended on adoption of this Area Strategy Guidance. This will be done by a modification to the 2nd deposit of the RCLP. The policy encourages mixed-use development to bring forward regeneration in failing areas typically alongside the ring road.

The socio-economic analysis that underpinned the LRC's Masterplan indicated that Leicester City was failing as a major attractor to office development because of the lack of modern, well served office core. Counter attractions on green field sites, such as at the Meridian Business Park, were competing with the City Centre. The City Centre currently has no comprehensive office quarter with modern purpose built buildings. The long-term effect is lack of modern, high technical office employment in a sustainable central location, to attractive the local workforce.

Priority uses are; offices, major leisure and a public transport interchange to link the London Road railway station to the city centre. Also Policy E05 is intended to direct all large-scale office schemes (over 1,000 square meters) to the Office Core Area. Appropriate complementary uses are residential, hotel, conference, exhibition, shops (A1), banks etc (A2) and restaurants, pubs, etc (A3).

The complete text of the Local Plan can be viewed on the City Councils website www.leicester.gov.uk.

For Compulsory Purchase Order rules refer to Part 8 of the Planning and Compulsory Purchase Act 2004 (due to be enacted October 2004).



Boundary of Office Core



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Buildings of Architectural and Historic Interest

The list of listed buildings that are within and adjacent to the area is in Appendix 2.

The list of buildings of local interest that are within and adjacent to the area is in Appendix 2.

The settings of these buildings within any new developments require careful consideration.

The area also includes part of the St Georges Conservation Area and in places shares a boundary with this. Therefore the Leicester City Council Conservation Directory should be considered by developers and their agents to understand the potential impact of development in the office core on the conservation area.

2.4.2 Other Planning Guidance

The following planning guidance related to areas and sites near the Office Core area should be viewed and summaries of these documents are in Appendix 3.

- St Georges Conservation Area Character Statement. Adopted July 2003
- St. Georges Strategic Regeneration Area ASG. Adopted June 2001
- Planning Guidance for St. Georges Churchyard and St. Georges Street. Final Draft.
- St. Georges Church. Public Consultation Draft.
- Odeon Cinema Site Development Guidance. Adopted March 2002
- City Centre A3 Uses. Adopted December 2003.

The adopted SPG can be viewed on the City Councils web site www.leicester.gov.uk.

2.4.3 Consented and proposed developments

There are a number of recent planning applications that have been approved and recently received for developments in the area. There are also a number of planning applications, likely in the future, indicating that there is developer interest in the area.

3.0 GUIDING PRINCIPLES

The principles for delivering the objectives of the Development Framework as previously listed in paragraph 1.3 are:

- A network of routes knitting with the existing urban fabric to form seamless connections between the city centre and the development area.
- The routes form the structure for a series of spaces, which respond to existing landmarks and create new focal points.
- Building forms provide the physical enclosure to create the streets and spaces. The ratio between street and space widths, and building heights to be considered.
- Buildings provide 'active' frontages onto the public realm to ensure vitality and visual surveillance to make the places feel safe.
- The built forms are derivative of their function and are sustainable high quality and imaginative designs with regard to the local context.
- High quality and imaginative designs for the streets and public spaces.
- Broad concepts are in place to bring forward the public infrastructure including;
The new station access/egress.
Replacement and additional parking, drop off and taxi facilities for the station complex.
A rail and bus interchange.
- The highway realignment, which can broadly accommodate the objectives of the development framework.

4.0 URBAN AND TRANSPORT LAYOUT

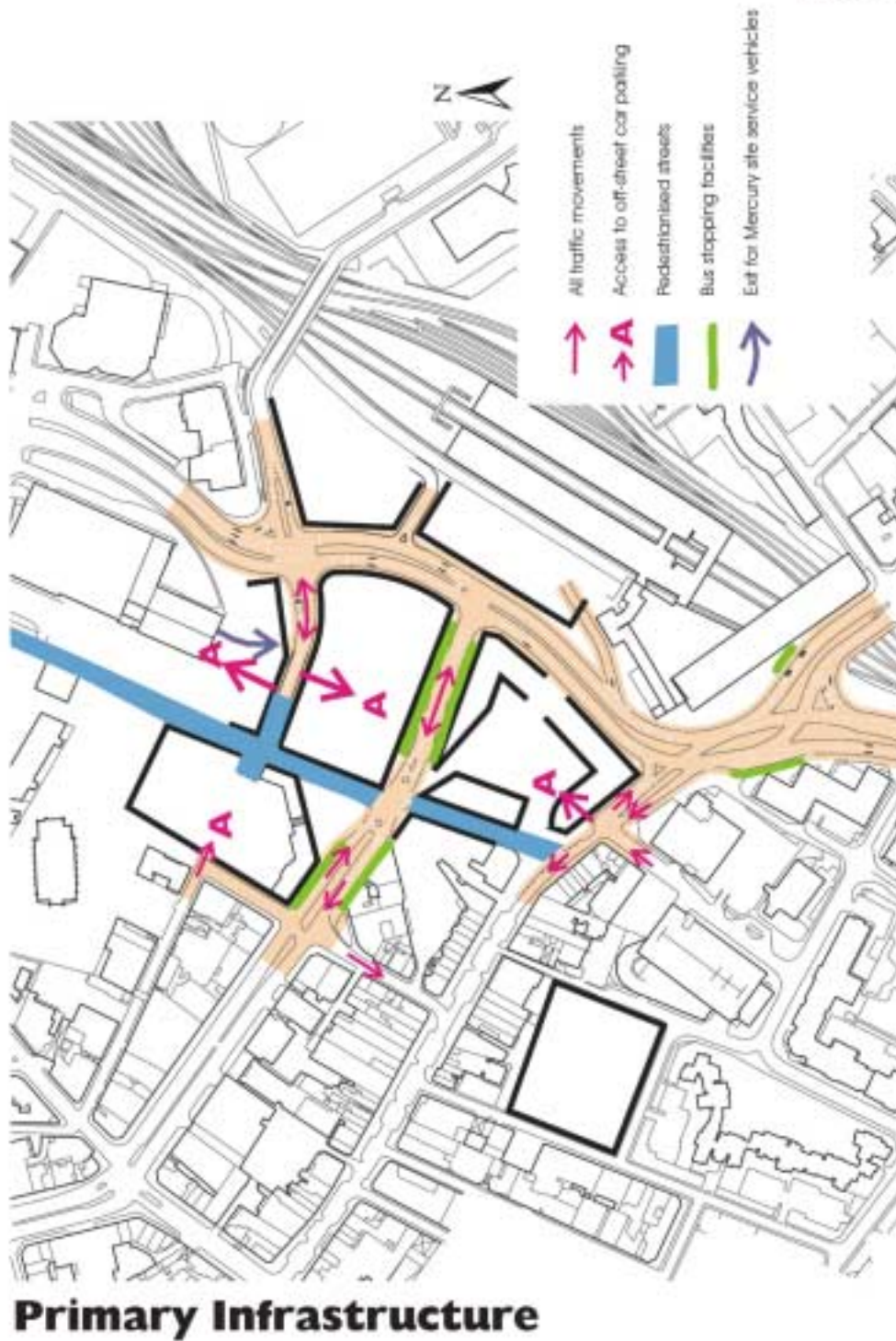
The constituent parts of the Urban and Transport Layout are; 1 Primary Infrastructure, and 2 Commercial Development.

4.1 Primary Infrastructure

The primary infrastructure is the roads, transport facilities, public space, and service infrastructure. It is, in effect, everything that will be required to access and service the buildings and the urban realm through which people will move around this part of the city. See Map 4.

Agreements for funding and provision of the primary infrastructure will be put in place.

MAP 4



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6a

4.1.1 Realigned section of ring road between Swain Street and London Road.

The realigned section of Central Ring Road should comprise of two traffic lanes in each direction. The Ring Road will carry the large volumes of traffic between Swain Street and London Road. However, the realigned road should be incorporated within the overall urban grain, rather than appearing as an aggressive insertion and barrier to pedestrian movement. This should be achieved through a number of design principles: -

- The realignment of the road is similar to the surrounding street network.
- The road should act as a street, and be lined with building frontages and where possible these frontages should support activity. Pedestrian activity along and across the street will be encouraged.
- The combination of the above should produce a road, which reads as the natural division between city building blocks.
- There should be controlled, surface pedestrian crossings at Swain Street and Granby Street, allowing pedestrian movement between the north and south parts of the city.
- There should be ample pavements to each side of the road enabling pedestrians to travel its length (detailed guidance in 4.14).
- Four traffic signal junctions will be provided along the new street to control traffic movements and to allow access to the new development and the following streets:
 - Granby Street;
 - Charles Street;
 - Colton Street/Swain Street;
 - London Road.

These junctions should be brought within the city centre's Urban Traffic Control (UTC) system to enable control strategies to be employed for traffic moving within and through the area.

4.1.2 Public space between Charles Street and Granby Street

The public space is both the focus for the office core and provides a welcome for visitors arriving in the city. The space should be multifunctional, bringing together





many elements of the scheme and its success as the gateway to Leicester relies on a number of design principles: -

- The square is open space that should be physically enclosed by a number of building frontages. Gaps in the buildings will be required to facilitate primary pedestrian routes and allow views to aid legibility.
- A safe and direct pedestrian route to the proposed new high quality link across the re-aligned Ring Road. This route should allow access for wheelchair users, people with pushchairs and others with limited mobility.
- The centre of the square should be an informal arena for events or performances, and a refuge for relaxation and contemplation. It should incorporate good quality landscaping, and could include dramatic lighting, art and water.
- The primary use of the enclosing buildings should be office or residential at upper levels. It is important that a combination of both uses is secured to ensure that the square is populated during working hours and during the evening and weekends.
- At the ground floor public uses should dominate with the incorporation of retail and leisure. This will ensure the edges of the square are populated, with activity encouraged to spill out on to the surfaces.

4.1.3 Public space to Police Station on Charles Street

A second public space should be created in front of the police station on Charles Street. The primary function of this space is to provide an appropriate setting to the listed building and it is not seen as competing with the main square. A clearly distinctive shared surface should be used to integrate the space with the roadways on the two sides.

This space should be generously landscaped to terminate Charles Street, which itself should be transformed in to a tree lined boulevard. Within the landscaping, a strong axial route should be set up towards the central archway of the police station to reveal, a vista of the tower finials of St. Georges Church.

The comprehensive redevelopment of the police station as private offices will probably prevent a public route being taken through the archway. However this vista will provide an important visual clue as people move east along St. Georges Street to discover the newly extended churchyard and landscape setting to the Leicester Mercury. It is suggested that a landmark structure, perhaps a building or a sculpture, could be placed on this axis to signal the start of the green route to the cultural quarter. St. Georges' churchyard forms the most significant open space within the area, with the church itself forming a strong landmark and the numerous mature trees providing a rare green amenity within the city. Alternative routes, which might feel safer at night, to the cultural quarter are on

the west side of the police station site along Church Street or along Charles Street and Rutland Street.

4.1.4 Network of interconnecting streets, including highways, pavements and landscaping.

The key access point for vehicles entering the development area will be from the Central Ring Road. The Highway Proposals plan shows the access to and the use of the roads in the area.

Access via the new streets will be permitted for access and loading only during non-core hours for pedestrian movements. During peak hours when pedestrians are leaving and accessing the railway station it is suggested that these routes are traffic free, with a "shared surface" of small scale paving units that is common of city centre shopping streets.

The roadways should be designed with shared surfaces for vehicular and pedestrian traffic, such that streets are perceived as a single space, rather than allowing the engineered roadways to dominate.

Access restrictions could be controlled and enforced by using demountable bollards or similar street furniture, sympathetic to the urban design feel of the street.

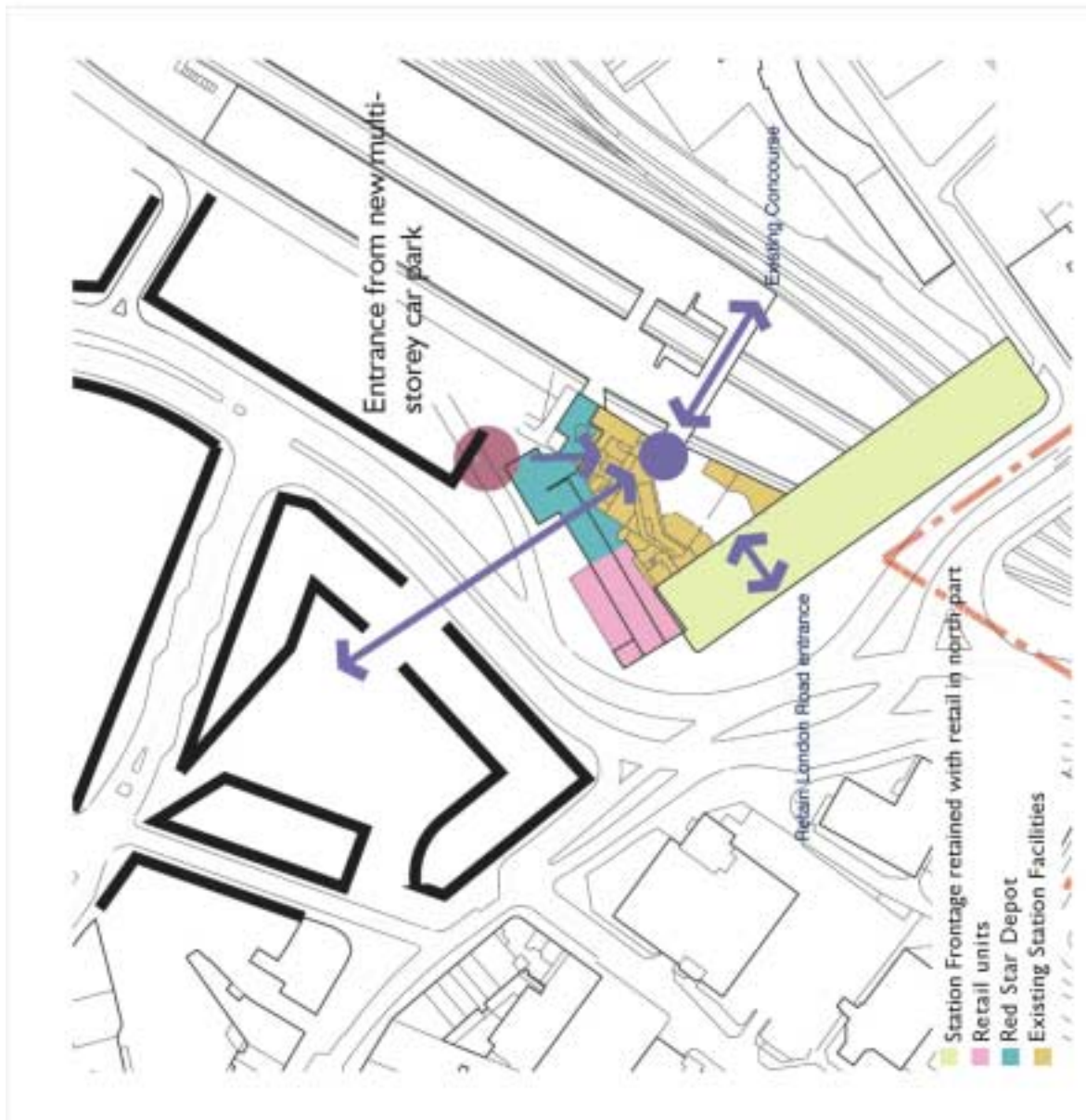
Charles Street will be mainly for buses, terminating in the gyratory around the new open square, and the prime access route into the small area around and including the Rutland Street car park.

There should be no humps or steep ramps on any bus routes for the safety of passengers. Where there are level crossings for pedestrians then the gradients onto the table should be sufficiently shallow to not cause a safety problem to passengers.

Granby Street will remain in its current arrangement with general traffic entering and leaving at London Road.

The provision of cycle links between the City Centre and the station are essential and must be provided as part of the development of the area. Similarly at least one strategic route passes through the area and must be provided for. This will require the provision of the routes themselves, appropriate crossing facilities (toucans) and cycle parking facilities for the area itself and the station.

All pedestrian routes etc. must be readily usable by disabled people and consideration must be given to providing suitable parking facilities (on- and off-street) for disabled people.



Conceptual arrangement of Station Complex

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The minimum pavement widths should be; 4m on the Central Ring Road, 5m where there is high pedestrian flow and /or bus stops and 3m elsewhere. The pedestrian crossing points at junctions must be designed to the advantage of pedestrians so that they will not be required to divert from their desire lines.

The "local" streets, including Colton Street, Church Street and Northampton Place are planned as relatively narrow, in keeping with the characteristics of the local area.

This reinforces the need to adopt a flexible approach to pedestrian and vehicle segregation.

Soft landscaping, attractively designed lighting and street furniture should be incorporated to enliven the streetscape.

4.1.5 New railway station facilities including link bridge, reconfigured ticket hall, multi storey station parking and short stay, drop off and taxi facilities.

The railway station could be reconfigured with a new ticket office area, including a new entrance opened up in the direction of the city core. This could take the form of a link bridge over the ring road, connecting the ticket hall with the new public open square and which will transform the sense of arrival for passengers. The existing London Road entrance should remain in use for convenient access from the south and west. This impressive, listed structure should be retained for the use it was built for i.e. a Port Cochere for carriages etc. The traffic uses within the London Road frontage could be reduced by relocating the short stay parking to the proposed new multi-storey car park. The southern part should remain as a taxi rank and there is the possibility converting the northern end to mixed use. This could be an expansion of the station's core facilities or new retail or restaurant type uses for the benefit of the station and its users.

The new multi storey car park could be located alongside the platforms with good access to the ring road. Short stay parking, and drop off facilities could be contained within the ground floor in a well-lit and secure environment. From here passengers would have immediate access to the station building close to the new link bridge. A central bank of lifts and stairs would facilitate access between the car park, drop off and station levels. This arrangement represents a massive improvement to the current situation in which car users bypass the station facilities or are faced with an extended walk.

A study of the detailed changes to the station building would need to be undertaken at an early opportunity to determine how the various entry points are arranged and the proposed new use of part of the listed frontage. The study would also need to explore the impact of the proposals on the "Time Bar" and redundant GPO units, which are annexed to the main building, but operate as separate commercial activities.

A study of the levels for the ring road and the new footbridge has been made, based on the survey information available. In order to achieve the required headroom, the new footbridge would need to be placed at a higher level than the existing ticket hall and footbridge over the platforms. There is an opportunity to reduce the change in level by locally reducing the level of the ring road under the footbridge. However this must be balanced against the need to tie in with existing levels on Granby Street and ensuring that any reduced road level does not have an adverse impact on the public realm, particularly around Time Bar.

A further study would be required to explore the design of the station complex in greater detail.

4.1.6 New transport interchange in the form of bus stops

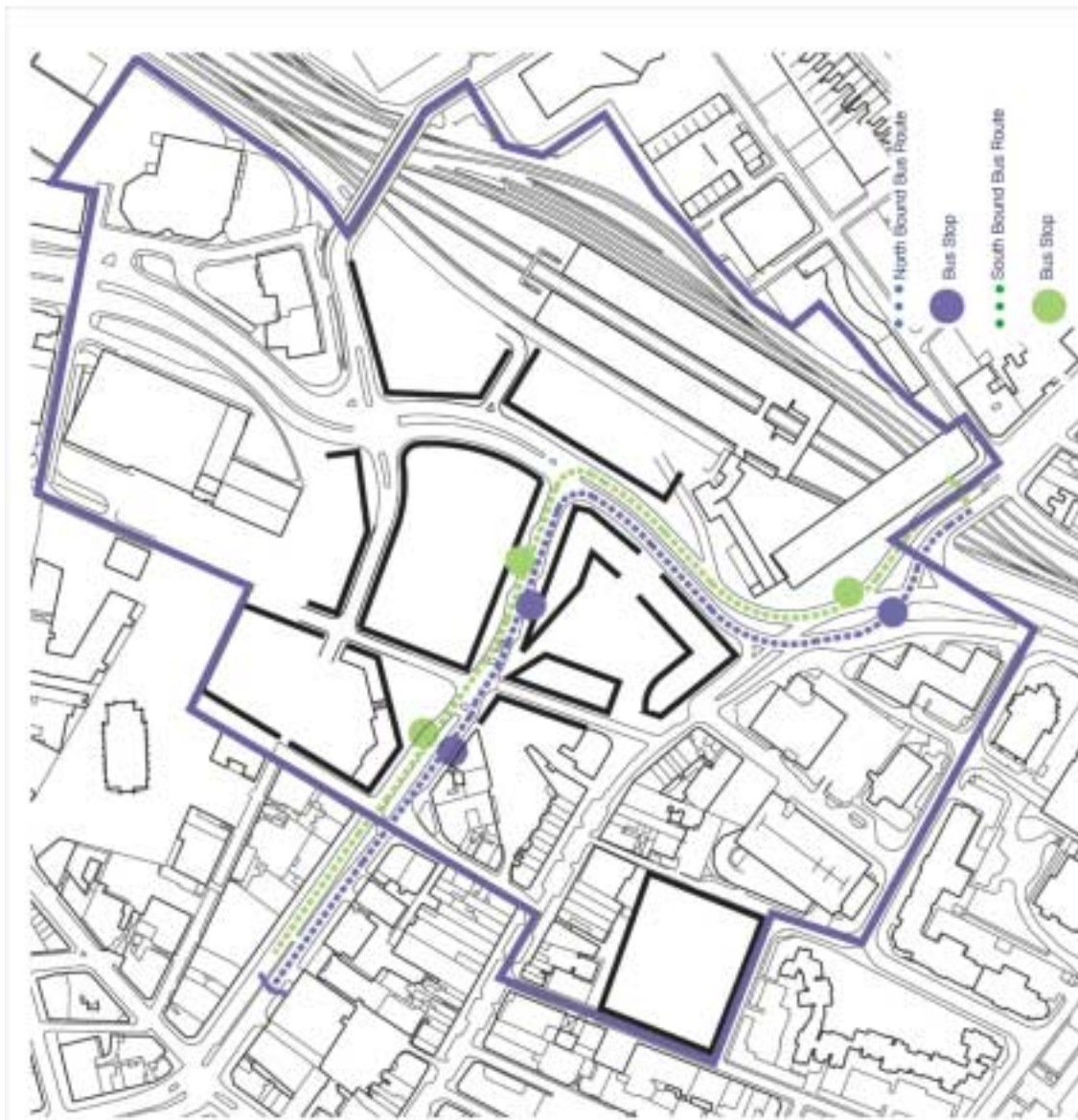
The new transport interchange, as shown on Map 6, might be conceived as a series of bus stops located near the new public open spaces. From here, passengers are within a short walk of the new station entrance and are well located to reach the city core via Granby Street and Charles Street. In addition, two bus stops should be provided adjacent to the Porte Cochere in a southbound direction on London road. These bus stops are extremely close to the London Road entrance to the station, which will be maintained, and will encourage further interchange between bus and rail.

It is envisaged that there would be between 6 to 8 additional bus stops, incorporating canopies and passenger information points within the public realm. Both north and southbound services would drop off along the Charles Street extension as shown on the bus interchange plan. This arrangement simplifies the various junction arrangements. It also removes buses from pedestrians using the key route to the city centre.

4.2 Commercial development

Acceptable uses include the office, retail, leisure, residential and possibly culture. The Development Plots plan (Map 7) identifies a series of development plots. Separate Site Development Guidance, to be adopted as Supplementary Planning Guidance (SPG), may be required for some of these sites. Alternately the following principles will be used in determining planning applications for individual plots.

MAP 6



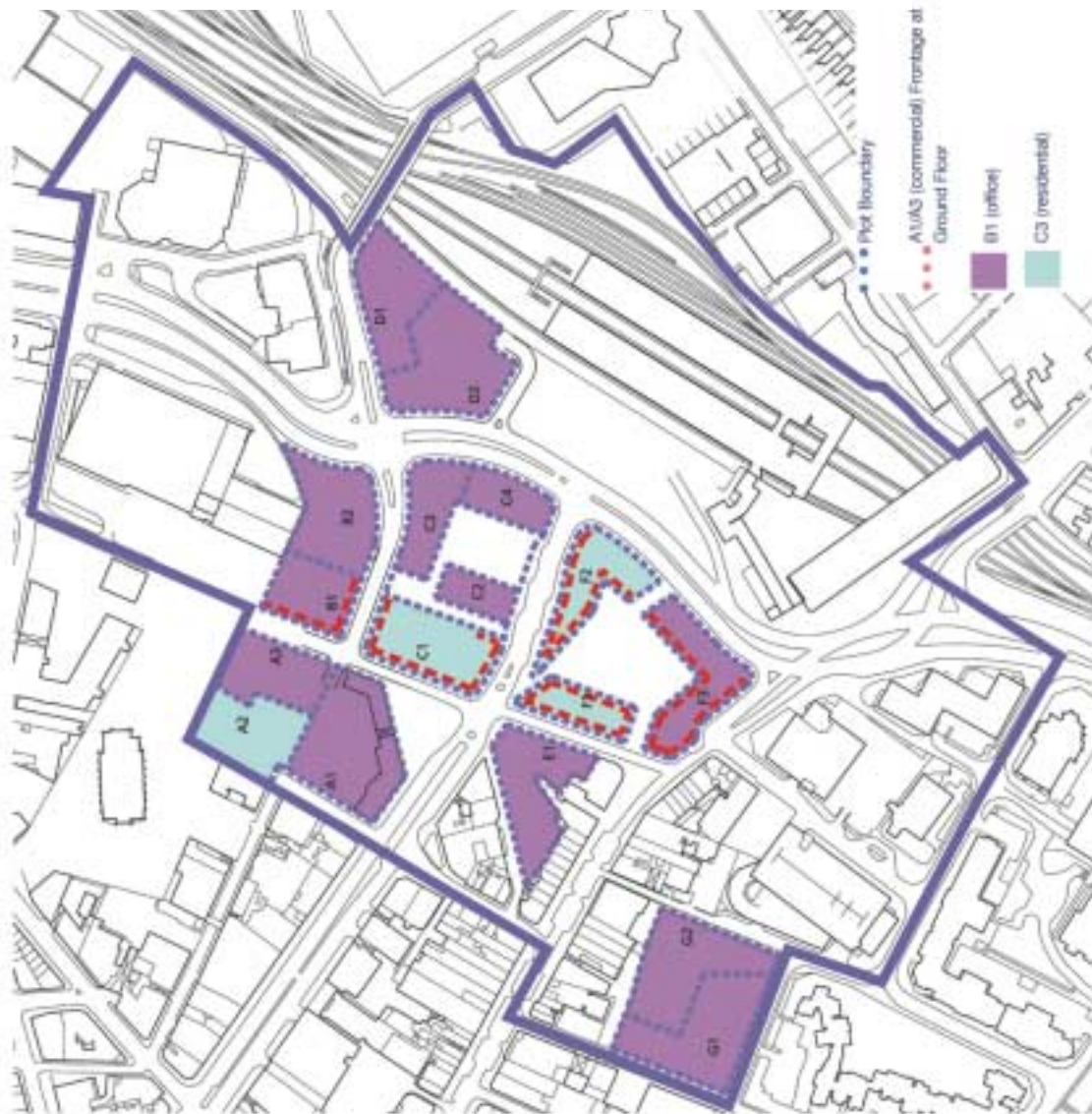
Bus Interchange

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12a

MAP 7

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Development Plots

12b

4.2.1 Development plots

The plot ratio or density of development should be at a height to ensure that an adequate sense of enclosure is achieved throughout the streets and open spaces. This could be achieved, for example, with office developments plots sized to facilitate developments in the range of floorplates between 6,000 and 10,000 sq ft in a total development of between 20,000 and 40,000 sq ft. The former Charles Street Police Station site will provide 120,000 sq ft.

4.2.2 Building Uses

In addition to office use residential uses should be distributed throughout the development area to ensure that the office core is populated outside of working hours. Combining residential and office uses within the same building can produce interesting building typologies and which are continuously active. The development plots plan suggests a number of development plots that could support residential as a core function. The locations are flexible and not intended to be overly prescriptive, but are notionally placed where they would give maximum benefit to the scheme, including around the new square and around St. Georges churchyard.

Publicly accessible uses such as cafes, restaurants and complementary retail should be placed at the ground floors of buildings that surround both the new main square and the former police station, and provide activity besides St. Georges's Churchyard.

4.2.3 Urban Layout Plan

The urban layout plan (Map 8) will control the implementation of the public realm or surfaces. The key to creating successful streets and spaces will be through defining the principles of enclosure for the built form.

The urban layout plan, which provides guidelines for:

- i) The building frontages. These should be placed at the back of the pavement with minimum gaps between individual buildings (except where critical views need to be encouraged and secured) to ensure maximum spatial enclosure to both the streets and spaces. Provide windows and entrances onto the street at regular intervals to ensure vitality and surveillance of the public realm.
- ii) The use of architectural devices such as vistas and landmarks to create a legible urban realm

Important Vistas

The following vistas should be facilitated: -

- Views across the proposed Square towards Granby Street and Charles Street from the proposed new station entrance.
- The existing glimpse view through the archway of the police station to St George's Church and the trees in the churchyard.
- Views from the new square to St George's Church tower finials as they appear over the Police Station building.
- Views down Charles Street and Granby Street revealing openings to the new square.
- View north along London Road to the start of Granby Street and the route to the town centre.
- Views down Swain Street and the ring road to the eastern gateway at Colton Street.

Landmarks

The new streets and spaces, together with the existing street network, create a series of vistas, which give clues to how the city unfolds and changes as pedestrians walk through it. The buildings, which terminate these vistas, should make appropriate architectural responses, possibly in the form of corner towers, expressions in roof form or changes in materials. Many of these critical views are made up of a number of buildings on individual development plots and as the designs for these buildings emerge, careful thought will be required to bring about a balanced composition of city gateways.

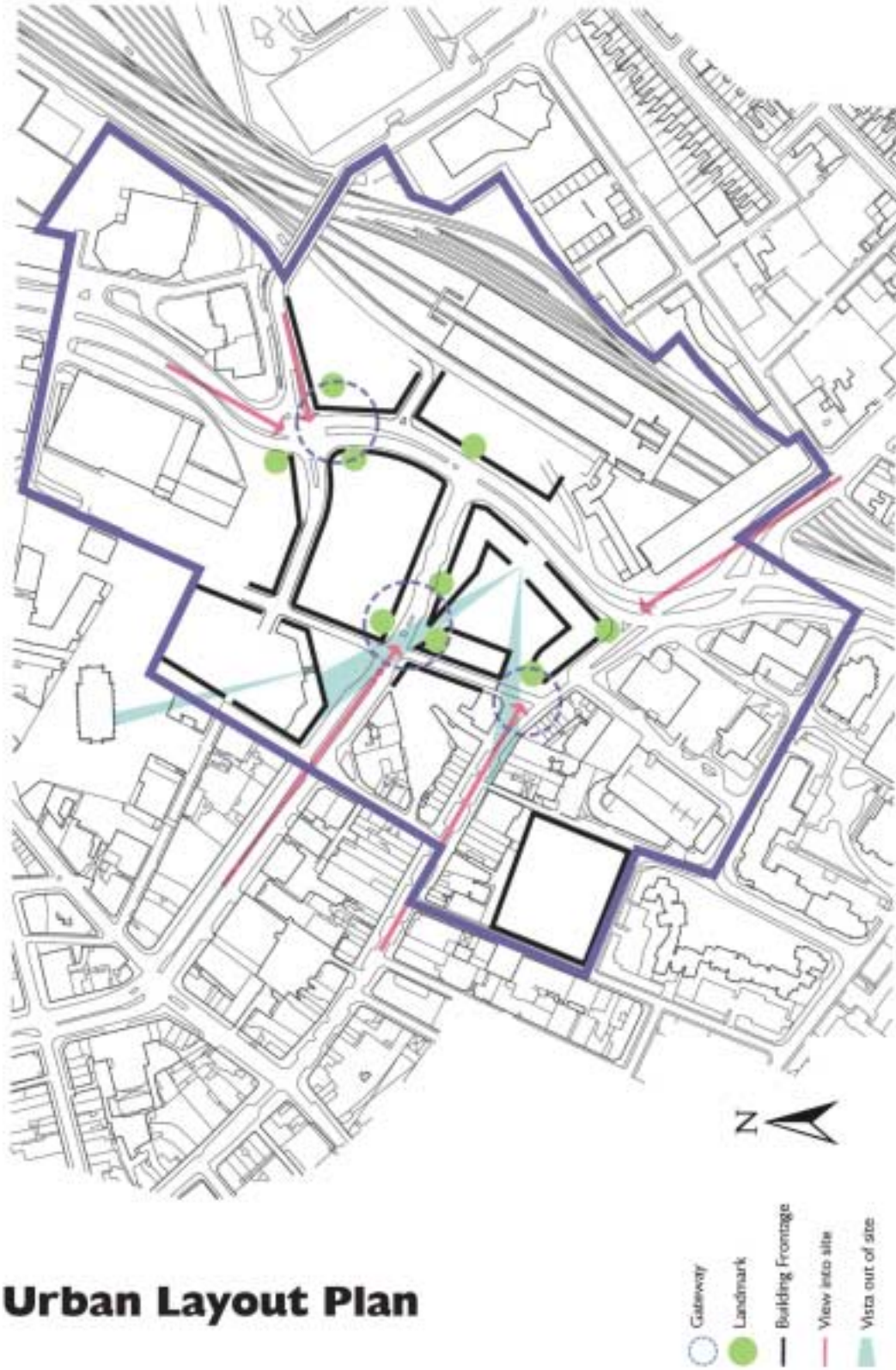
There is also the opportunity for landmark projects that give visual expression of the city's multiculturalism.

4.2.4 Building heights

The buildings should be between 4 and 6 storeys, with the ground floor often in a public use. This works well with the surrounding area in which buildings are generally of a similar scale. Notable exceptions are Arnhem House and St. Johns House to the west, which rise to 6 and 10 storeys. These demonstrate that larger developments can produce taller buildings but this has been at the expense of the urban realm where large spaces between the buildings destroy any sense of enclosure of streetscape.

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MAP 8



Whilst taller buildings are not ruled out, it must not result in a similar scenario. The overriding principle must be lower with seamless enclosure, not taller with disjointed spaces.

Parking is also intrinsically linked to the height of the building, in that taller, larger buildings will require more parking which tends to reduce the density and sense of enclosure.

Notwithstanding the above, taller statements of occasional focal buildings could be appropriate particularly at the end of the long vista down Charles Street. This might be achieved through residential developments, which are better able to accommodate smaller footplates over greater heights.

This can be particularly successful if parking ratios can be reduced to provide car free housing, or if parking is provided underground or in remote locations.

4.2.5 Parking

Car parking should be provided in accordance with the Replacement Local Plan and the maximum parking standards are set out in the Supplementary Planning Guidance (SPG) on Vehicular Parking Standards. Parking for disabled people should also be provided in accordance with the SPG on Parking Standards.

Each plot could be developed out with integral parking to the maximum standards under the local plan, that is 1 space per 100 sq m of office space or 1 space per individual residential unit. However parking provision below than the maximum will be accepted in accordance with the SPG Vehicular Parking Standards and the Replacement City of Leicester Local Plan, especially in the less accessible sites.

The preferred strategy will be to provide basement parking to help ensure building frontages remain active and the street scene is populated, secure and attractive. Consideration of the archaeological study referred to in 6.5 is advisable.

An alternative to providing individual basements within each development plot would be a single public car park.

The alternative to basement parking would be surface parking placed in courtyards or to the rear of buildings behind the street frontage. This could be decked over with landscaped courtyards above.

The **least** preferred alternative is undercroft parking. Any undercrofts must be fully screened from the street and regularly interspersed with element of active frontage to avoid the sterilization of excessive lengths of the street. Undercroft parking would not be acceptable adjacent to the two new public squares.

Development on Dover Street will need to retain the public parking that currently occupies the site. By utilizing the slope of the site this could be achieved in a single semi basement level, below the office development.

The provision of car parking could result in significant increases in traffic flow in the area and on the traffic network as a whole. Developers may be required to produce an assessment of the traffic impact of any proposed development as part of a planning application.

5.0 SUSTAINABILITY

5.1 Energy

The mixed use development of the office core, incorporating office, other commercial and residential types presents different opportunities for realizing energy efficient outcomes. Each will have its own profile of demand and building types and uses will permit the employment of different techniques. For each of these uses case studies are available through the government's energy efficiency agencies that cover all types of developments. Case studies can demonstrate savings in energy and, therefore, cost to building operators or occupants, as well as a reduction in carbon dioxide and other greenhouse gas outputs. There is also the range of BREEAM standards, relating to residential, office and other premises that provide desirable thresholds of performance, as well as detailed rating systems for compliance. Typically SAP energy efficiency rating for residential uses will be expected to exceed 100, with 120 desirable.

Collectively, the mixture of uses present opportunities for developers of optimising energy efficiency across the different users, whose demand profiles may complement and balance each other over a given period. The scale of potential energy saving across the office core area could be appreciable, suggesting lower running costs and, thereby, be an attractive feature to would-be occupants.

Passive energy considerations will inform the form, massing and orientation of buildings, as well as internal layout. These may relate to exploiting solar insolation and daylighting benefits or achieving natural ventilation strategies, all of which have energy saving potential, and collectively can be substantial.

Specifically, the use of glazed atria and light wells can serve the functions of heating, ventilation and daylight access. Consideration also needs to be given in



Community Heating Scheme Pipeline - Phases 1,2 and 3 and 2nd Feasibility pipeline

16a

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ventilation to utilizing stack and buoyancy effects, as these will have impacts on the external architecture.

The Replacement City of Leicester Local Plan (2nd Deposit copy) sets down three policies which developers will need to address in their designs, costings and planning submissions:

UD08 Energy Efficiency – design submissions and statements should demonstrate a clear integrated approach that will, preferably, include intelligent metering.

BE18 Renewable Energy – developers will be expected to address the Regional/County RE targets by incorporating a minimum 10% of energy demand by on site renewable energy provision, consistent with government targets.

BE18a CHP and District Heating - developers will be expected to conform to this policy or provide details of any assessment carried that demonstrates compliance is impractical.

Developers should be aware that policy BE18a should be considered in relation to the City Council has some draft proposals to create a CHP/ community-heating grid, which will connect with the proposed office core. See Map 9 drawing no. SKLC3.

Help and guidance on energy is available from: -

The Energy Efficiency Advice Centre
Leicester Energy Agency
Energy management Group

5.2 Water Conservation and Drainage

An integrated approach to water conservation and storm water drainage will be sought.

Incorporation of sustainable drainage techniques will be required in accordance with RCLLP policy BE19, and these may include incorporating green roofs.

Rainwater harvesting and reuse, in accordance with RCLLP policy BE22, can contribute to compliance with both drainage and water use policies.

Development should also utilize water efficient management systems in accordance with CLLP policy BE22 and employ rainwater-harvesting systems for its non – potable reuse.

5.3 Adaptability

Where possible, buildings should be of a configuration and size that would allow future changes of use. Storey depths, room sizes, window, door and stair positions should all consider the possibility of later conversion where appropriate in accordance with CLLP policy BE22.

5.4 Leicester Better Buildings

The Leicester Regeneration Company, Leicester Partnership and Leicester City Council support the Leicester Better Buildings Project. It aims to improve the quality of the built environment through innovative and sustainable design and construction. The projects website www.leicesterbetterbuildings.org.uk provides a checklist of issues to consider, sources for further information and case studies. All development within the Office Core should reflect the aspirations of the Better Buildings Project.

A statement demonstrating clearly how developers intend to address these sustainability issues and policies will be sought as part of the planning submission for each site.

6.0 OTHER PLANNING REQUIREMENTS

6.1 Archaeology

Although the Office Core area lies well beyond the area known to be occupied in the Roman and medieval periods, it is likely that there will be traces of post-mediaeval use of the area, both in terms of below ground deposits and of standing structures. Furthermore, evidence for earlier activity cannot be entirely discounted. The LRC will shortly be commissioning an archaeological desk-based assessment of the area. This study will help to identify which archaeological issues need to be addressed.

6.2 Public Art

It is the City Council's policy that public art should be included in any major development scheme in the city.

A work of public art could include detailed features on buildings, specially designed walls, seating, railings or fencing and other landscape features as part of the public realm.

Public art can be integrated and an integral element of the architectural design. Joint collaboration with artists will be actively encouraged i.e. bringing artists in at the earliest opportunity, before conceptual stage will encourage the maximum added value and creative input.

The benefits of artists' contribution and Art in the public realm are that it can act as a focal point, as signing, as a meeting point, as a landmark feature, as a point of interest and aids legibility/orientation and acts as a feature within a particular area – celebrating and giving expression to the city's multiculturalism.

Its uniqueness is in it being specific to and created for that location site. It provides site-specific imagery, which can include cultural content. This enables it to provide reference to the place, its history, topography, local people and

function of the site, taking into consideration and highlighting the special attributes of the place.

6.3 Trees

As previously mentioned the public spaces and streets should be generously landscaped and trees are to be planted to form tree-lined boulevards, particularly on Charles Street. Trees planting will improve the environment by, mitigating the effects of pollution, providing shade in the summer, and softening the urban landscape.

Street and open space tree species should be selected so as to develop a significant stature in keeping with the building scale and have tolerance to urban conditions.

6.4 Amenity

6.4.1 Compatible Uses

Uses generating unacceptable levels of noise or other pollutants, which may affect the amenity of neighbouring uses will not be permitted. Noise sensitive development will not be permitted if its users would be unacceptably affected by noise from existing noisy land uses.

6.4.2 Traffic pollution

The guidance indicates potential residential and other uses in close proximity to the realigned inner ring road, which is contained within the City Council's statutory Air Quality Management area, 2000.

Under the provisions of Part IV of the Environment Act 1995, detailed assessment would need to be made of the impact on human exposure to pollution generated by traffic on this section of road. Dispersion modelling of the change may indicate the need formally to re-cast the Air Quality Management Order relating to this area. Early notification of detailed layout in this regard will be needed for this purpose.

Residential occupiers in close proximity to the carriageway of the realigned section of ring road are potentially going to be exposed to:

- Levels of nitrogen dioxide from traffic in excess of the statutory air quality objective for that pollutant.
- Levels of noise within noise exposure class "D" under the terms of Planning Policy Guidance Note PPG 24.

For these reasons, careful attention will need to be paid by any developer to the layout, orientation, internal arrangement and design of buildings. Buildings

should not be grouped in such a way as to create a marked “canyon” effect for any appreciable distance along the ring road.

Residential accommodation should not be placed at ground level, in immediate proximity to the carriageway of the realigned ring road, i.e. at back of footway. In other cases, it may be necessary to arrange residential development internally so that habitable rooms are not on the frontage, in these situations. In addition, engineering controls to exclude noise and pollution, such as fixed double-glazing and mechanical ventilation systems drawing air from high level may be required.

6.5 Affordable Housing

During the Local Plan public inquiry, in order to clarify the distinction between the LRC’s area of activity and the rest of the City, the Council agreed proposed amendments to the second paragraph of Policy HO6 in the Replacement City of Leicester Local Plan to read:

The Council will seek to achieve an overall target of 30% of new dwellings to be affordable within the Leicester Regeneration Area, which is recognize as a priority area.

This will be subject to public consultation as a modification to the Local Plan. The definitions of ‘affordable housing’ remain as per the description set out in the Replacement City of Leicester Local Plan.

The Council Cabinet approved developer guidelines on affordable housing in October 2003. This stated that the City Council would look for the provision of 30% affordable housing in the LRC area but recognize that the developer would provide 15% and the Housing Corporation would potentially provide 15%.

6.6 Developer Contributions

It is likely that the prime office core will be built by private developers or investors and it is appropriate that contributions should be sought to support the cost of land assembly, preparing the site for redevelopment and the appropriate needs arising from the development.

Section 106 agreement contributions will be sought from developers for Affordable Housing in accordance with RCLLP policies.

Developers’ contributions to RCLLP and ASG objectives will be assessed for separate use classes of development, where this involves applications for sites or buildings that envisages mixed-use development. Leicester City Council support for any GAP funding would be on the understanding that the funded development is able to satisfy all planning objectives.

Section 106 agreement contributions will be sought as contributions towards the following capital works in the public realm: -

- Public realm works incorporating hard and soft landscaping and public art.
- Primary infrastructure incorporating highways, transportation and utilities.

It is proposed that each developer will pay a contribution based on a tariff per square metre.

Section 106 agreement contributions will be sought for the maintenance of the public open space and landscaping elements in the public realm e.g. street trees. It is envisaged that a management company will be set up for the maintenance of the public realm in the area.

7.0 OTHER REQUIREMENTS

7.1 ICT Provision

It is envisaged that the Prime Office Core will be able to offer a range of high-speed digital communications and services to potential Prime Office Core client's technology and supplier neutral and provides flexibility and choice. This could be achieved through the creation of an on-site ring serving all occupiers. The ring will comprise 4 to 6 ducts offering a choice of managed services, primarily targeted at small businesses. Wayleaves for this service need to be dedicated and ducts installed in accordance with an overall plan.

For further technical information contact the Leicestershire Economic Partnership (LSEP) who have published 'The Intelligent Landscape Strategy'.

7.2 Highways

Any developer must liaise closely with Leicester City Council as the Highway Authority on any matters on the public highways as regards permissions, coordination etc. in accordance with the New Roads and Street Works Act 1991.

7.3 Drainage

All sewer record enquiries should be made to Seven Trent Water Ltd who should be informed of any unrecorded drains and any alterations to cover positions or levels.

Adherence should be made to the Environment Agency's 'Best Practices' for ground water and rainwater runoff. The Environment Agency should be contacted regarding any development likely to affect watercourses and exacerbate flooding problems.

7.4 Services

Developers are recommended to contact the relevant body for each service to ascertain the availability of services and any specific requirements for their provision.

7.5 Emergency Services

The Fire Authority would welcome the opportunity to give advice regarding access for fire appliances and the availability of water supplies for fire fighting.

8.0 CONSULTATION

It is important that the Contents of this guidance are understood and ideally, accepted by a range of interested parties. To this end, this draft guidance will be subject to consultation with the following groups:

- Landowners
- stakeholders
- local residents
- local ward councilors
- office user bodies
- development industry representatives
- other interested bodies

The results of the consultation will be considered in the preparation of the final form of the guidance. This will be presented to the Cabinet of the City Council for adoption as Supplementary Planning Guidance to the Replacement City of Leicester Local Plan. Every effort will be made to include constructive suggestions that support the key development principles of this guidance.

9.0 CONTACTS

9.1 Contacts at Leicester City Council

Development Control

Martin Castle 0116 252 7260
(Pre-application enquiries and planning applications)

Urban Design

Catherine Laughton 0116 252 7294
David Trubshaw (Building Conservation) 0116 252 7217
C. Wardle (Archaeology) 0116 252 7296

Regeneration and LRC Liaison

Diana Chapman 0116 252 7251

Development Plans

Alison Bowan 0116 252 7228

Transport Development

Barry Pritchard 0116 252 2126

Highway Design, Parking & Traffic Impact

Eddie Tyrer 0116 252 7272

Highway Management

Alan Adcock 0116 252 6540

Pollution Control

Evan Davis 0116 252 6411

Property

Geoff Mee 0116 252 5077

Energy Management

Don Lack 0116 252 8724

Housing

Janet Callan/Julia Keeling 0116 252 8724

9.2 Other Contacts

Leicester Regeneration Company

Peter Conboy

0116 248 8128

Steve Boyer (Building Conservation, LCC & EH)

0116 248 8123

English Heritage

Bob Harrison

01604 735456

Leicestershire Economic Partnership

Michael Thompson

0116 257 5657

Environment Agency

Geoff Platts

0115 846 3622

Seven Trent Water Ltd

John Nicholson

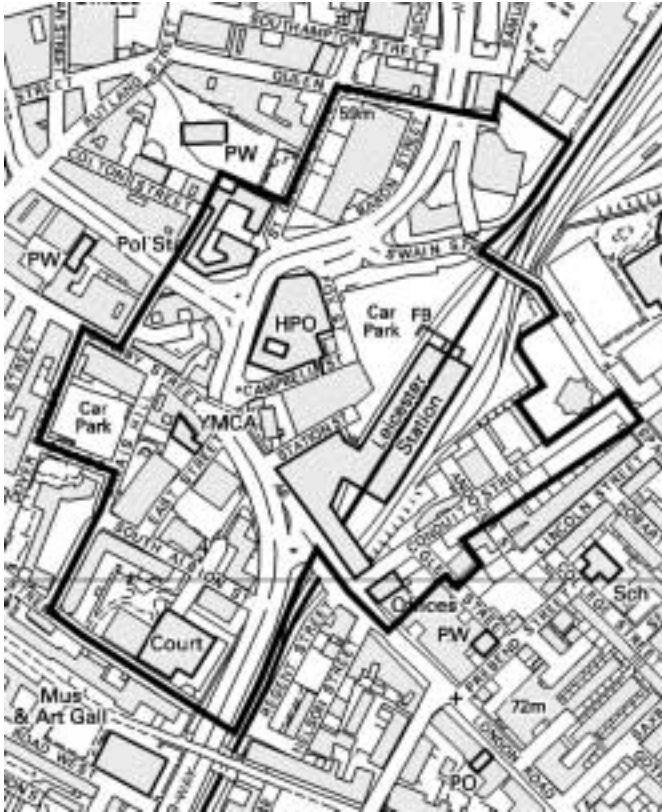
0121 7224000

Leicestershire Fire and Rescue Service

M A Tait, Commander Operations.

0116 287 2241

APPENDIX 1



**Project Area No.1. Central Office Core. Policy SPAX
Replacement City of Leicester Local Plan – 2nd Deposit – July 2003**

APPENDIX 2

Map 10 shows the locations of the following buildings.

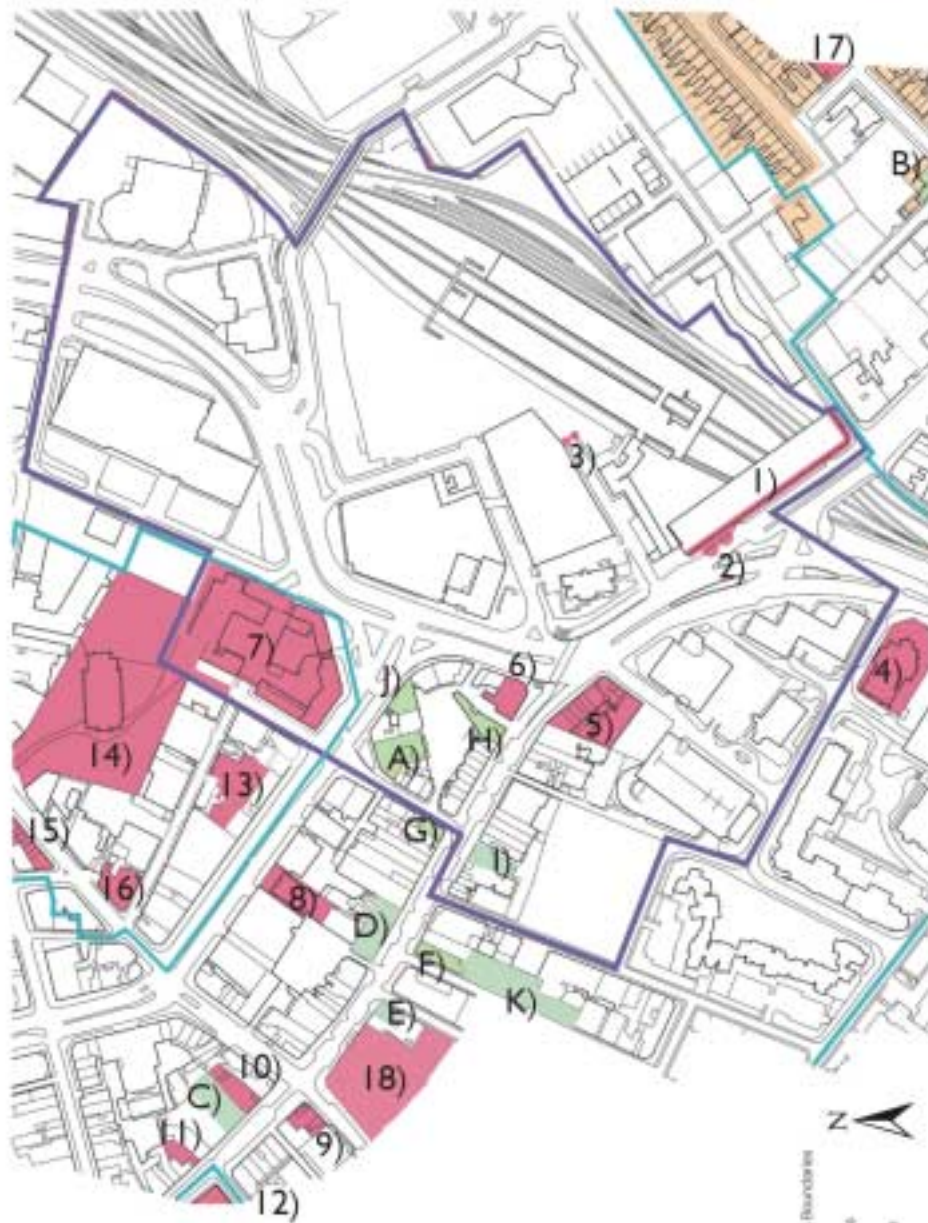
Listed buildings within and adjacent to the development area.

1) London Road Railway Station Frontage. London Rd.	Grade II
2) Two K6 telephone kiosks. London Rd.	Grade II
3) Gate piers and gate (former Railway Station 1839) Station St.	Grade II
4) Church of St John the Divine. South Albion St.	Grade II *
5) YMCA. 1-7 East St. 161 -179 Granby St.	Grade II
6) Blunts. 128 – 132 Granby St.	Grade II
7) Police Station. Charles St.	Grade II
8) United Baptist Chapel. Charles St.	Grade II
9) 59 Granby St. 1 & 3 Belvoir St.	Grade II
10) 38 & 40 Granby St.	Grade II
11) Turkey Café. 24 Granby St.	Grade II
12) HSBC Bank. 31 Granby St.	Grade II
13) Mosaic (formally Guild for the Disabled). Colton St.	Grade II
14) Church of St. George. Rutland St.	Grade II
15) Exchange Building. Halford/Rutland St.	Grade II
16) 29 Rutland St.	Grade II
17) Collegiate House. College St.	Grade II
18) Ramada Jarvis Grand Hotel.	Grade II

Buildings of Local Interest within and adjacent to the development area

- a) Minster House. Northampton St.
- b) 20 Glebe St.
- c) 36 – 34 Granby St.
- d) 68 –82 Granby St.
- e) 85 Granby St.
- f) 97 Granby St.
- g) 100 Granby St.
- h) 122 – 124 Granby St.
- i) 123 Granby St.
- j) 193 Charles St.
- k) 8 – 28 York St.

Developers are advised to apply to the Secretary of State for a *certificate of immunity from listing* if a planning approval will affect a building of local interest.



Conservation Areas and Historic Buildings



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APPENDIX 3

St Georges Conservation Area Character Statement. July 2003

This document traces the historic make up of the conservation area and describes its physical characteristics. A summary of the main qualities of the area as described in this document is: -

A distinctive pattern of straight and narrow streets defined by mainly three storey or taller monumental industrial buildings giving a strong sense of enclosure.

A wealth of quality historic buildings, of powerful architectural styles with strong vertical detailing.

Although the historic industrial uses have all but disappeared, existing buildings are finding new life, particularly through residential conversions. The area has also been identified as the site for the city's cultural Quarter.

St. Georges' churchyard forms the most significant open space within the area, with the church itself forming a strong landmark and the numerous mature trees providing a rare green amenity within the city.

Consideration of these qualities will be essential in order that the prime office core makes the appropriate urban responses in its relationship with the conservation area.

St. Georges Strategic Regeneration Area ASG. July 2001

This document provides planning and design guidance for the St Georges area. It reiterates the characteristics of the area as in the above document and suggests that these are appropriate principles to inform future developments.

In brief these include: -

- Promoting high density mixed use development to ensure both a sense of enclosure and a vitality of place.
- Repairing the fragmented development around the ring road.
- Strengthening the pedestrian connections between St. Georges and the rest of the city, primarily through creating a successful extension of the existing public realm.
- Improving pedestrian crossings across the ring road to open up London Road and Swain Street.
- Recognises the proximity of the railway station is a great asset in providing access for pedestrians.
- Encourages new development on the site of St. Georges Tower and the station car park, which could include a new public open space and

- transport interchange with the railway station reoriented towards the city allowing the London Road frontage to be converted.
- Development should be high density and potentially with buildings up to 10 storeys.
 - Enhance Charles Street as a tree lined boulevard.
 - Encourages active frontages around St. Georges' churchyard to promote its use as a public space.
 - Encourages physical improvements to the Leicester Mercury building to enhance its contribution to the area.

Planning Guidance for St. Georges Churchyard and St. Georges Street. Draft.

This document provides guidance for the enhancement of the churchyard and St. Georges Street.

Although the churchyard forms the most significant green open space within the St. Georges area, it is secluded and under utilized. Proposals are aimed at opening up the space and include: -

- Developing the east side of the church yard as an informal open green space including new paths, lighting, seating and the removal of some trees to open up views of the church and space itself when seen from St. Georges Street.
- Retaining gravestones and monuments to the west of the Church, to retain the existing character of the Victorian churchyard, and as they contribute to the historical significance of the area.
- The links through to Church Street and Rutland Street would be retained.
- Developing the area immediately fronting St. Georges Street as a formally laid out open space setting up new pathways and vistas to the church.
- Improving the route through the churchyard to enhance the connections between the station and the cultural quarter.

St. Georges Church. Public Consultation Draft

This document suggests possible uses for the church building in order to ensure its continued livelihood.

The building could continue as a place of worship but this may not be a financially viable proposition. Alternative uses should ensure public accessibility and could include exhibition, art gallery, and educational use.

These ideas are consistent with the proposals for the churchyard and its adoption as a green open space.

Food and drink uses would allow public access to the building. However it may not be an appropriate partner for the existing Church, but it may be countenanced if subordinate to another, more appropriate use.

Odeon Cinema Site Development Guidance. March 2002

This listed Grade II building closed as a cinema in 1996. This document suggests as to how the building can be sympathetically re-used to the benefit of the area as a whole. A planning application has been received for a change of use to a multi-function entertainment/conference centre.

'City Centre A3 Uses' Area Strategy Guidance. December 2003

This document supplements the policies in the RCLLP. It provides guidelines on; opening hours, numbers, concentrations, sizes of venues, and other aspects relevant to the consideration of new A3 uses proposed in the Central Shopping Core and the area outside it defined by the central ring road.

If you require this guidance to be explained to you, or in large print or on audio or disk please telephone (0116) 252 7294 minicom (0116) 252 7290.

اس گائڈنس میں ان ترقیاتی کاموں کی نوعیت اور اقسام کا خاکہ کھینچا گیا ہے جن کی توقع سٹی کونسل اس علاقے میں کر سکتی ہے۔ اگر آپ اس کو اردو میں سمجھنا چاہتے ہیں تو برائے مہربانی **252 7294** پر ٹیلیفون کریں۔

ਜਿਸ ਤਰ੍ਹਾਂ ਦੀ ਡਿਵੈਲਪਮੈਂਟ ਸਿਟੀ ਕੌਂਸਲ ਮੁਕਾਮ ਤੇ ਚਾਹਵੇਗੀ, ਇਹ ਗਾਈਡੈਂਸ, ਉਸ ਦੀ ਕਿਸਮ ਅਤੇ ਆਕਾਰ ਦੀ ਰੂਪਰੇਖਾ ਦਰਸਾਉਂਦੀ ਹੈ । ਜੇਕਰ ਤੁਸੀਂ ਚਾਹੁੰਦੇ ਹੋ ਕਿ ਇਸ ਦਾ ਵਰਨਣ ਤੁਹਾਡੇ ਲਈ ਪੰਜਾਬੀ ਵਿੱਚ ਕੀਤਾ ਜਾਵੇ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 252 7294 ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ ।

ਵਿਕਾਸનો ਪ੍ਰਕਾਰ ਅਤੇ ਨੇਨੀ ਆਕ੍ਰਿਤਿ ਤੇ ਜ਼ੋਨੀ ਸਿਟੀ ਕਾਊਂਸਿਲ ਆ ਸਥਾਨ ਉਪਰ ਆਖਾ ਰਾਖਯੋ ਨੇਨਾ ਮਾਰਗਦਰਸ਼ਨੀ ਆ ਰੁਪਰੇਖਾ ਏ. ਜੇ ਆ ਅਖੁੰ ਨਮਨੇ ਗੁਯਰਾਤੀਮਾਂ ਸਮਯੇ ਐਵੀ ਨਮਾਰੀ ਏਥਲਾ ਡੋਖ ਨੋ, ਮਠੇਰਅਨੀ ਕਰੀ ਟੇਲਿਫ਼ੋਨ ਨੰਬਰ 252 7294 ਉਪਰ ਫ਼ੋਨ ਕਰੋ.

উজ্জ্বলানে সিটি কাউন্সিল যে ধরনের উন্নয়ন করার আশা করছে, এই নির্দেশনাটি তার একটি সংক্ষিপ্ত বিবরণ। আপনি যদি বাংলা ভাষায় এর ব্যাখ্যা চান, তাহলে অনুগ্রহ করে 252 7294 নাম্বারে টেলিফোন করুন।