

Supplementary Planning Guidance



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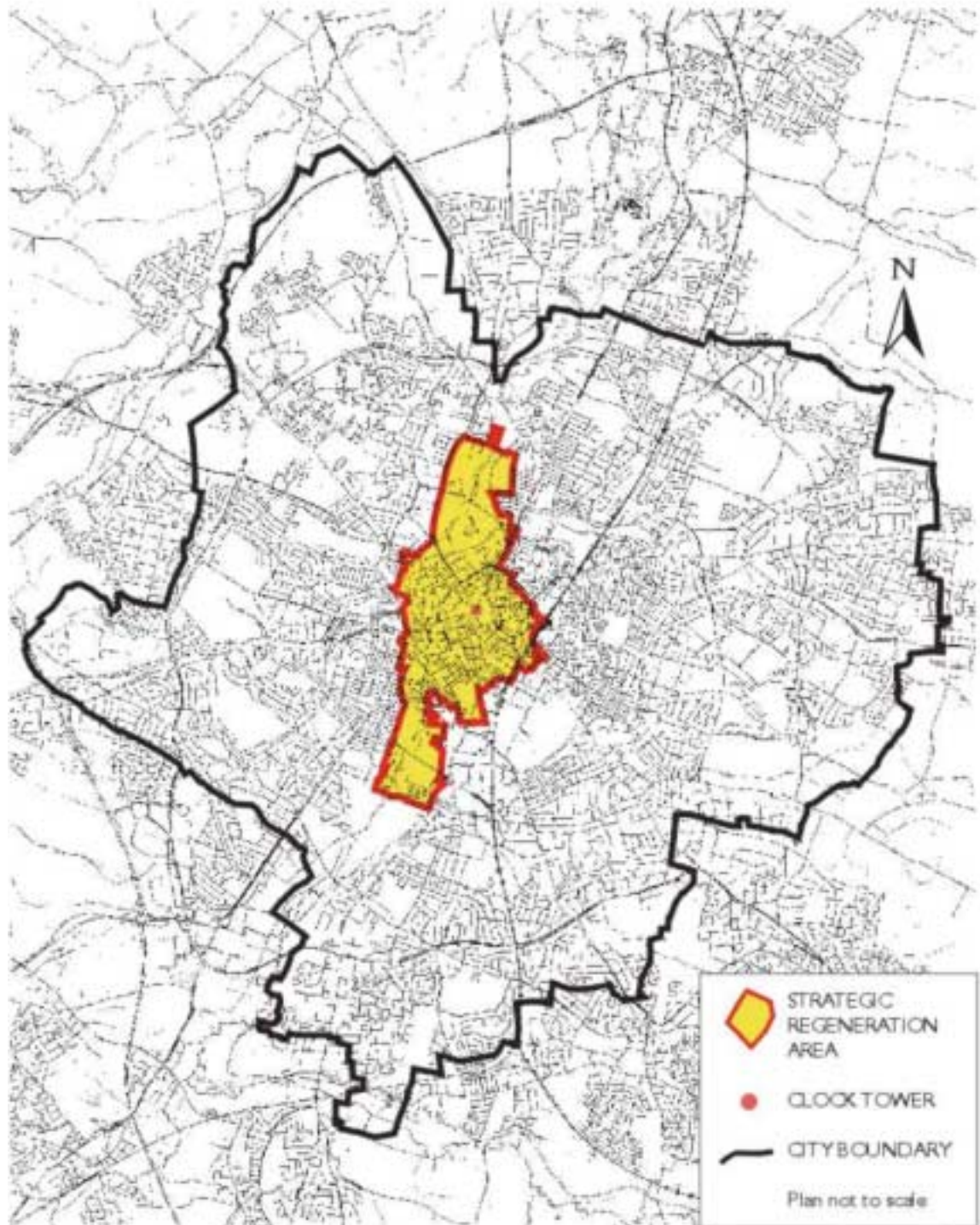
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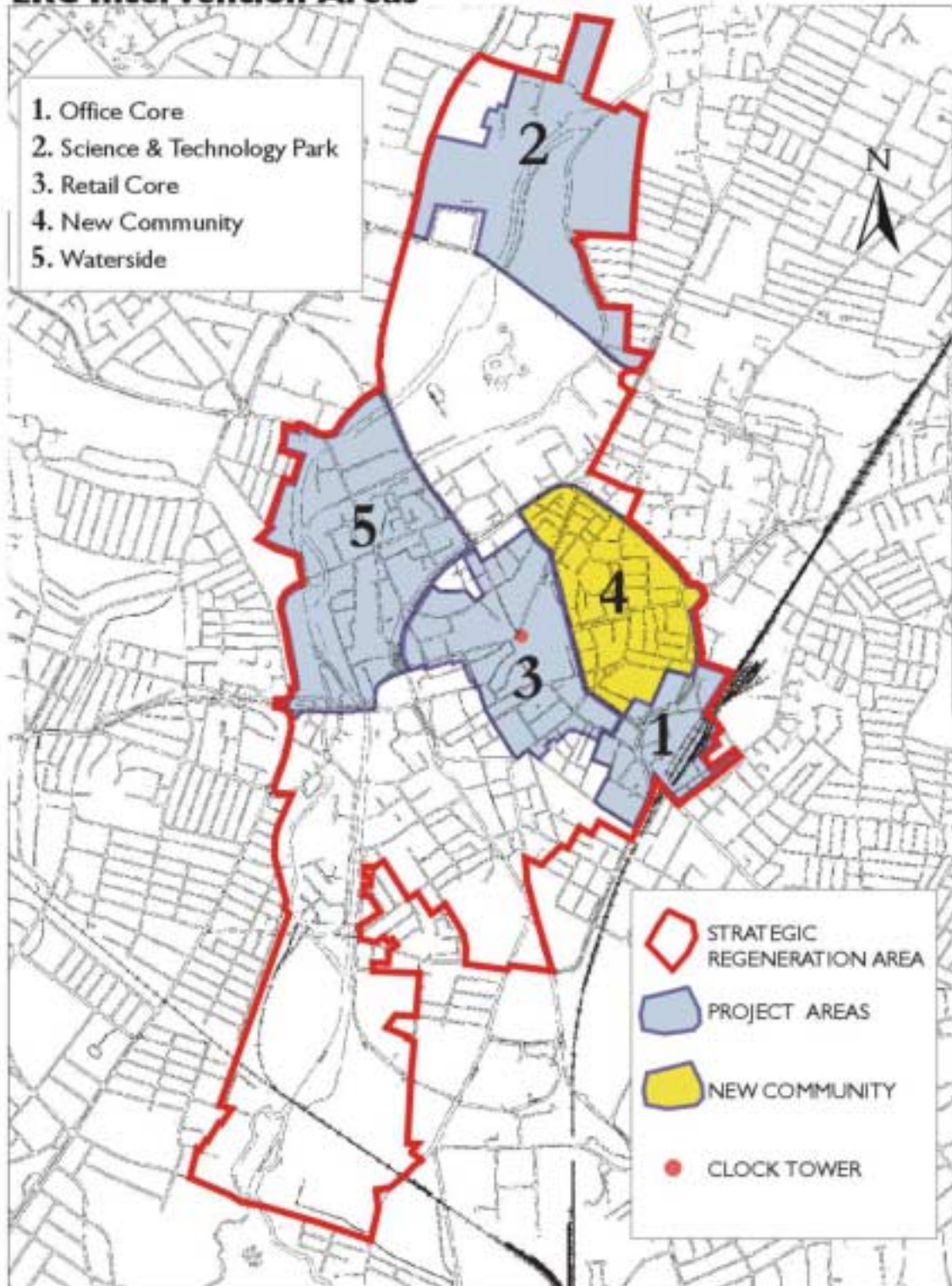
MAP 1



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LRC Intervention Areas

MAP 2



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1.0 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, private and voluntary sectors and is a company limited by guarantee with a private sector chairman.

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. (see Map 1) It contains much of the city's underused or derelict sites with a potential for regeneration.

The LRC commissioned consultants to produce a Masterplan for this Strategic Regeneration Area. The masterplan process analysed the economy, environment, social aspects, image and market potential of Leicester. It defined objectives in order to realize the areas potential and offer development opportunities. A Sustainability Appraisal was carried out and 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. Together they seek to enable the renaissance of the city and its economy.

1.2 New Community, Development Framework St George's North:

The LRC Masterplan set out a vision for 3,000 new homes within the whole of the regeneration area, in a varied mix of types, prices and tenures. St. George's North and South was identified in the LRC Masterplan as being suitable for a New Community area providing a large proportion of this proposed city centre housing provision. The LRC Masterplan proposals for the New Community area were:-

- Major new housing with a cluster of community facilities
- A linear park running through the centre
- Improved connections to surrounding areas

Leicester City Council (LCC) has identified St. George's South as a cultural quarter with a new performing arts centre along with a creative industries workshop and arts gallery. St. George's South has also many high quality older buildings, which are proving desirable and suitable for conversion to non-family accommodation.

Therefore the LRC commissioned a consortium of consultants led by Lovejoy to prepare an urban design and delivery Development Framework for a New Community in St. George's North. This will be published separately by the LRC.

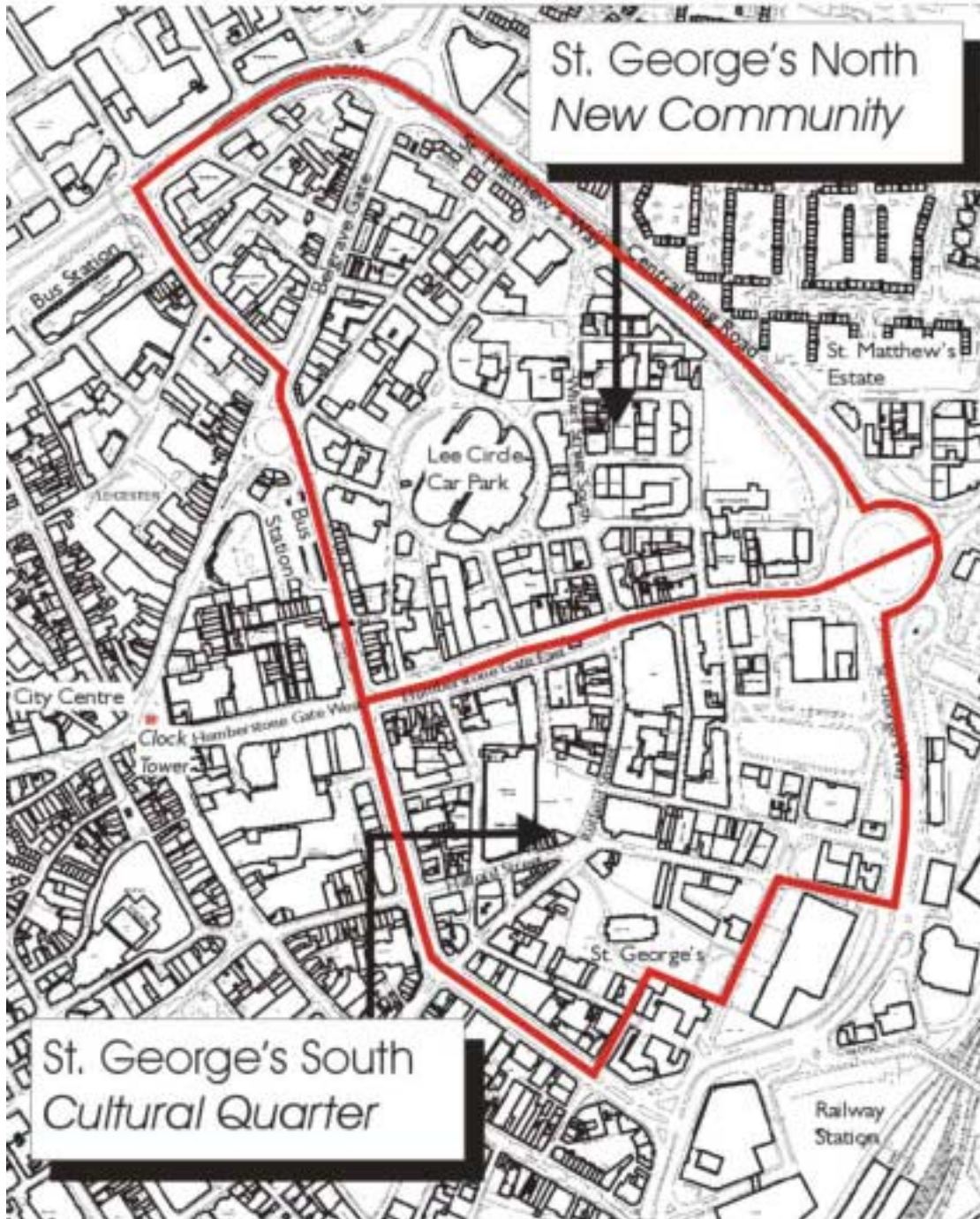
The objectives of the St. George's North New Community Development Framework were: -

- Create a new "walkable neighbourhood" comprising a mix of housing, accessible community facilities, and workspace.
- Provide 1,500 – 2,000 dwellings of mixed tenure to appeal to a broad range of residents including families.
- Contribute to attractiveness, dynamism and appeal of the city centre area as a place to live.
- Integrate the new neighbourhood into the adjacent city centre environments in particular the St. Matthew's area.
- Create a central green link connecting to other potential and existing green spaces in surrounding parts of the centre.
- Create a sustainable community.

The Development Framework study demonstrates that comprehensive redevelopment of the area is not appropriate. The study adopts a pragmatic approach taking into account the existing physical environment. The proposed pattern of streets and blocks is rooted in the pre – existing pattern, which is unlikely to embrace a major linear park, and alternatively a sequence of linked open spaces and squares is proposed.

The Development Framework Proposals are:-

1. An incremental approach to regeneration.
2. A framework identifying infrastructure and public realm improvements.
3. A residential "exemplar scheme" to set the new agenda for housing in the area.
4. Stipulates new building typologies, tenure mixes and a variety of uses at ground floor.
5. Reserves appropriate land for social and community facilities, at interface between St. Georges North and the St. Matthew's housing area, to sustain a balanced community.
6. Retention of existing retail and leisure uses along Humberstone Gate.
7. Provision of "key" open spaces to meet the wide needs of the community.



Boundaries of St. George's North and South

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The Development Framework also includes a financial appraisal of the residential “exemplar scheme”, a phasing programme and delivery strategy.

1.3 Liveability Project

LCC were successful in a bid to the ODPM Liveability fund for revenue and capital monies to improve and maintain existing streets and spaces.

The Liveability project will enable infrastructure and environmental improvements to parts of St George’s public realm. These are designed to make physical links between other developments within St George’s and beyond, bringing enhanced quality of life to the areas users and future users by improving pedestrian routes and creating public open space for community use with subsequent high standards of maintenance and user involvement. It will supplement, but not replace the need for developer contributions.

1.4 St. George’s North (New Community) and South (Cultural Quarter) Area Strategy Guidance.

To enable comprehensive approach to the whole of St. George’s this Area Strategy Guidance is for the LRC intervention area New Community and the LCC Cultural Quarter (see Map 3).

The purpose of the guidance is to:-

1. Illustrate clear planning and urban design guidance for St. George’s North and South. It provides a ‘vision’ for the area.
2. Promote a mix of land use at an appropriate density to ensure vitality and sense of place.
3. Identify opportunities for future development including residential, retail, community, leisure and employment uses.
4. Identify potential environmental improvements and the creation of new public spaces.
5. Identify potential for and means of securing improved pedestrian access through the St. George’s areas and re-unite them with the St. Matthew’s housing area, city centre retail core, and the new business quarter (Office Core).
6. Create an attractive and enhanced setting for buildings of architectural and historic importance and conservation area elements.
7. Secure high quality, innovative building design and sustainable development.

The guidance is a vehicle for facilitating and promoting the regeneration of the area as an attractive place to live, and visit.

This document will provide the planning grounds in conjunction with the LRC 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.

This document considers the strategic planning context and urban design requirements for St. George's area as a whole. The guidance comprises of:-

- Planning context, and other projects.
- Analysis of the area.
- Vision and aims
- Proposed urban structure.
- Guiding principles.
- Planning and other requirements.

This guidance will be subject to consultation and Council approval and will be adopted as a Supplementary Planning Guidance (SPG) to the 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.

2.0 PLANNING CONTEXT

On 28th September 2004 the Planning and Compulsory Purchase Act came in to operation. This changes the statutory processes for supplementary planning guidance. Leicester City Council is in the unusual position of having an adopted Local Plan (1994) under the previous legislation but has also recently taken a Replacement Plan through a Local Inquiry. The Council expects to publish modifications in late Spring 2005 and proceed to adoption of this Plan during 2005.

It is therefore proposed that this document will initially be supplementary to policies in the adopted Local Plan. Because of the advanced state of the emerging Replacement Local Plan it is also proposed to link this document to these emerging policies. This document can be considered as supplementary to the Replacement Local Plan once it is adopted in 2005.

2.1 The adopted City of Leicester Local Plan 1991-2006

This document when adopted will be supplementary to policy **ST1**, in particular criteria (e) and (f), which state:-

The City Council, in meeting the needs of the City and in tackling its environmental, economic and social problems, will pursue a planning strategy which:

- (e) Sustains and enhances the role of the City Centre for commercial and leisure purposes and as a place to live.
- (f) Fosters the regeneration of Leicester's inner area encouraging, where appropriate, the reuse of land and buildings.

2.2 The July 2003 2nd Deposit Copy Replacement City of Leicester Local Plan 1996-2016 (RCLLP)

The area is designated in the 2nd Deposit Copy Replacement City of Leicester Local Plan (RCLLP) as a special policy area SPAXXXX.

In the RCLLP, St George's North (City Living) and St George's South are designated as a Potential Development Areas.

In St George's North the priority uses are major leisure (D1, D2), residential (C3), health and community facilities (D1), and public open space. Other land uses are business (B1), shared residential/studio units (C3, B1), local centre (A1, A2, A3).

In St George's South the priority uses are residential (C3), major leisure including the Performing Arts Centre (D1, D2), and public open space. Other land uses are business (B1), and community facilities (D1).

2.3 Buildings of Architectural and Historic Interest

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

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

Proposals for the reuse and refurbishment of these buildings will need to be carefully considered, as will proposals for new development within their settings.

2.4 Conservation Area

Much of St George's South lies within the St George's Conservation Area, which extends over Humberstone Gate and into St George's North (see Map 15). The City Council has produced a character statement for the area, which () should be consulted by developers and their agents in order that they might better understand the potential impact of development on the conservation area. Any new development will be expected to preserve or enhance the character and appearance of the conservation area and there will be a presumption against the demolition of buildings, which make a positive contribution to the area.

2.5 Archaeology

Proposals which might have archaeological implications must comply with procedures laid down in Planning Policy Guidance (PPG) 16 'Archaeology and planning' and Policy BE01 in the RCLLP.

2.6 Mix of Housing

New residential development should have a wide range of dwelling sizes and include an adequate proportion of family housing in accordance with Policy HO4 in the RCLLP. The objective is to achieve an appropriate mix of housing to form a sustainable community.

2.7 Other Planning Guidance

The following planning guidance related to areas and sites in the St. George's area and can be viewed on the City Council's web site www.leicester.gov.uk.

- St George's Conservation Area Character Statement. Adopted July 2003
- St. George's Strategic Regeneration Area ASG. Adopted June 2001 (This will be replaced by the draft Office Core SPG and this draft St. George's North and South SPG when adopted)
- Odeon Cinema Site Development Guidance SPG. Adopted March 2002
- City Centre A3 Uses SPG. Adopted December 2003.
- Public Open Space SPG. Draft 2003
- The Office Core SPG. Adopted December 2004

3.0 OTHER RELATED PROJECTS

3.1 The Cultural Quarter Strategy

Leicester City Council is working with a wide range of partners to develop the Cultural Quarter project – a range of complementary initiatives within the St Georges (south) area of the City to stimulate economic growth and to establish Leicester as the major regional centre for the creative industries. The project aims to develop the Quarter as a major visitor destination through the establishment of a number of regional centres of excellence for the performing, moving image and visual arts.

The Leicester Cultural Quarter project will involve the re-development of a number of sites within St George's, conversion and re-use of redundant and important buildings, development of creative industries-specific business support, improvement of public spaces and enhanced access to the Quarter.

The proposed capital projects that make up the Cultural Quarter are:

- Leicester Theatre Performing Arts and Conference Centre;
- Leicester Creative Business Depot (LCB Depot) – Opened July 2004;
- Moving Image Centre;
- Contemporary Visual Arts Gallery;
- Music Venue;

- St. George's Infrastructure and environmental Improvements.

3.2 The City Centre Access Study

The City Centre Access Study (CCAS) is currently being undertaken by consultants.

3.2.1 Aims

The Leicester City Centre Access Strategy (LCCAS) aim is to effectively coordinate the assessment and development of transport infrastructure, systems and services for the City Centre of Leicester and its immediate adjoining areas.

3.2.2 Objectives

The primary objective of LCCAS is to undertake a major review and assessment of the strategic delivery of transport infrastructure and systems in Leicester City Centre. This is to enable the delivery of the regeneration opportunities that are currently being developed in the City Centre as well as set out the long term vision and improvement programme for transport.

To do this it must address and meet the needs of Leicester Regeneration Company's Master Plan/Development Framework and Leicester City and Leicestershire County Council's Central Leicestershire Local Transport Plan (CLLTP). It must also be consistent with the Department for Transport's (DfT) existing and emerging guidance on transport policy and funding frameworks.

4.0 DESCRIPTION AND ANALYSIS

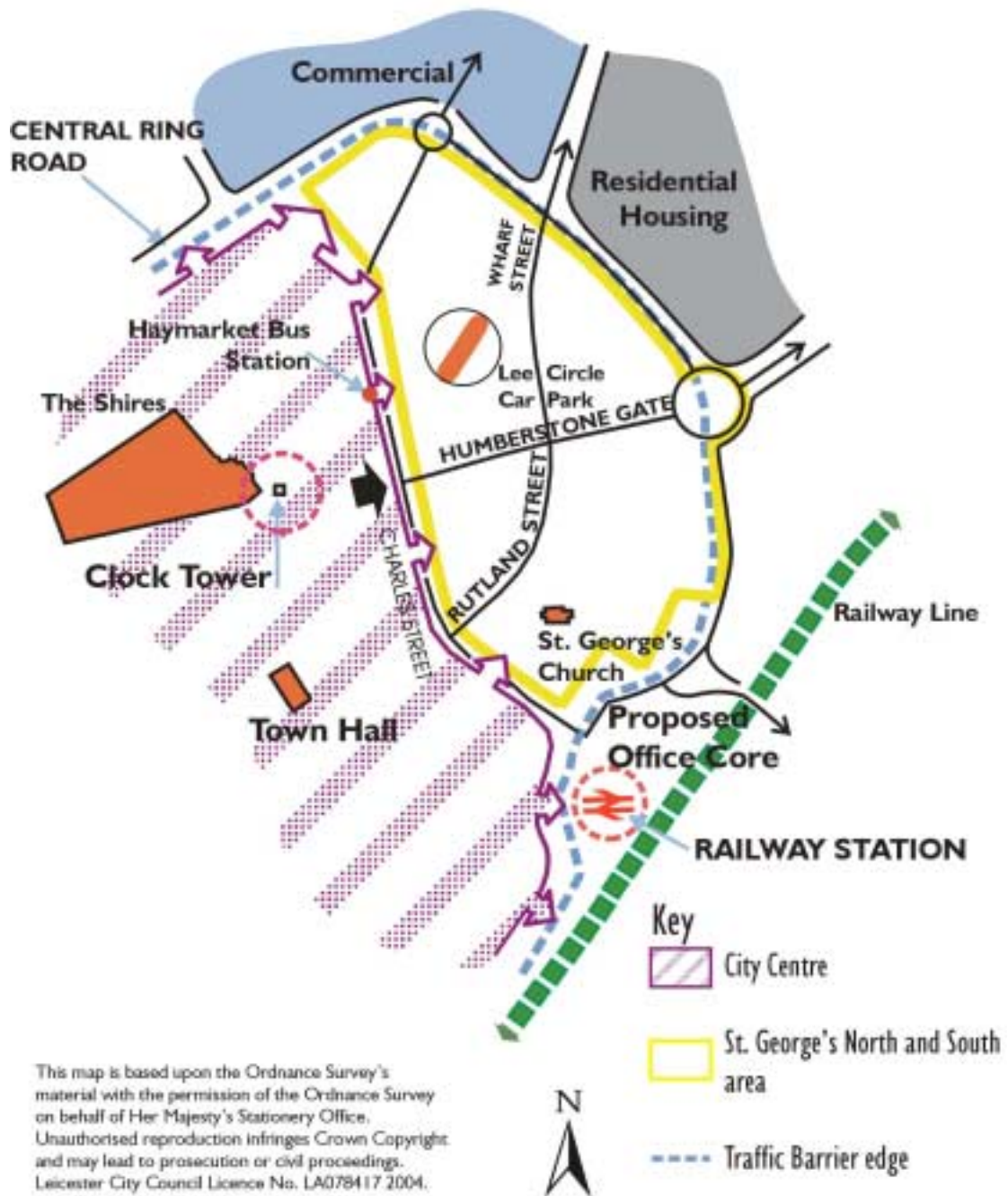
4.1 Location, size and boundaries

St. George's North and South are located to the east of the city centre within five minutes walk of the clock tower and the central shopping area (see Maps 3 & 4). The total area is approximately 35 hectares. St. George's North is approximately 21 hectares and St. George's South is approximately 14 hectares.

The two areas are bounded by the Central Ring Road to the north and east and Charles Street to the east and south. Humberstone Gate/ Road is the public open space between the two areas.

City Centre Influences

MAP 4



4.2 Context and Influences

The following factors have an important influence on the overall vision for St George's

- It is in close proximity to Leicester Central Shopping Core, the proposed new business quarter, the Haymarket and St. Margaret's bus stations and Leicester's mainline railway station on London Road.
- It provides opportunities for City Centre Living.
- The Central Ring Road although a barrier to cycle and pedestrian movement does make the area accessible.
- The existing built fabric provides opportunities for conversion of existing buildings with historic merit.
- A number of redundant sites provide the opportunity for high quality mixed use development.
- The existing morphological pattern of connected streets provides the opportunity to have lively active streets that are easy to find your way around.
- Opportunities exist to create a series of high quality connected places as part of the public realm.

4.3 History

St George's lies outside the City walls of both Roman and Medieval Leicester. During the Roman Period one of the main arterial roads (the Fosse Road) out of Leicester ran northeast from the city's East Gate, and its alignment has survived as Belgrave Gate.

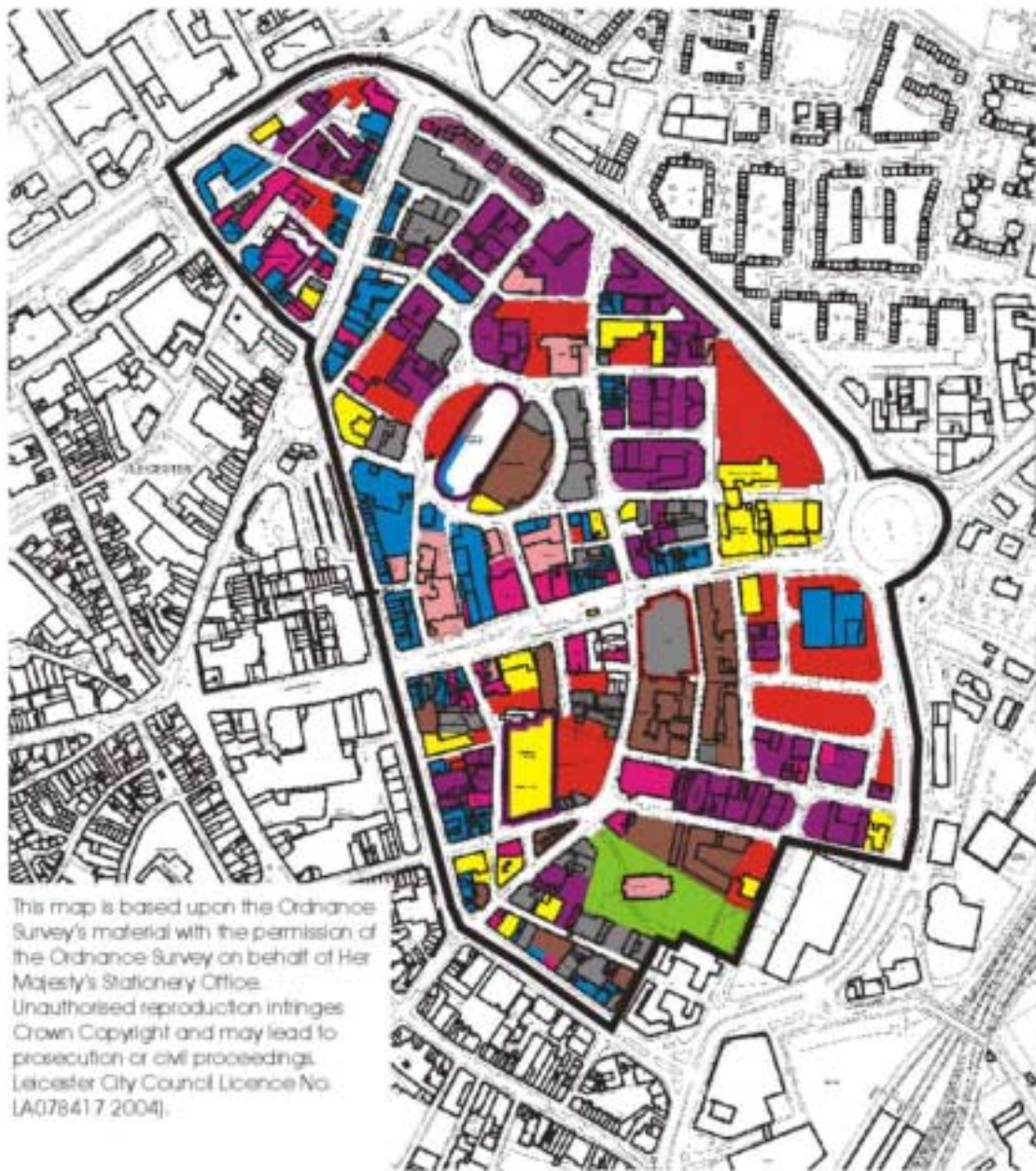
Records hint at the presence of medieval suburbs outside the City walls along the route of Humberstone and Belgrave Gates and historic maps suggest that the western end of these routes was developed as early as the 17th century.

It was not until the 19th Century that the rest of the area was developed for industrial and residential uses. The morphological pattern of the area at this time consisted of a dense network of connected streets.

Twentieth century change was intermittent but dramatic. Charles Street South was widened on the north-east side in early 1930's to take traffic away from Granby Street. Belgrave Gate was widened and Charles Street North constructed to accommodate tramways. A substantial number of properties and streets had been demolished by 1938. The construction of the Central Ring Road in the 1960's and the demolition of the majority of the terraced housing in the area has resulted in a much coarser grained picture with a number of large isolated buildings, car parks and vacant sites. The Central Ring Road severed what was once a single neighbourhood and now harshly defines the boundary between the St. Matthew's residential estate and a low grade industrial area.

Existing Land Use

MAP 5



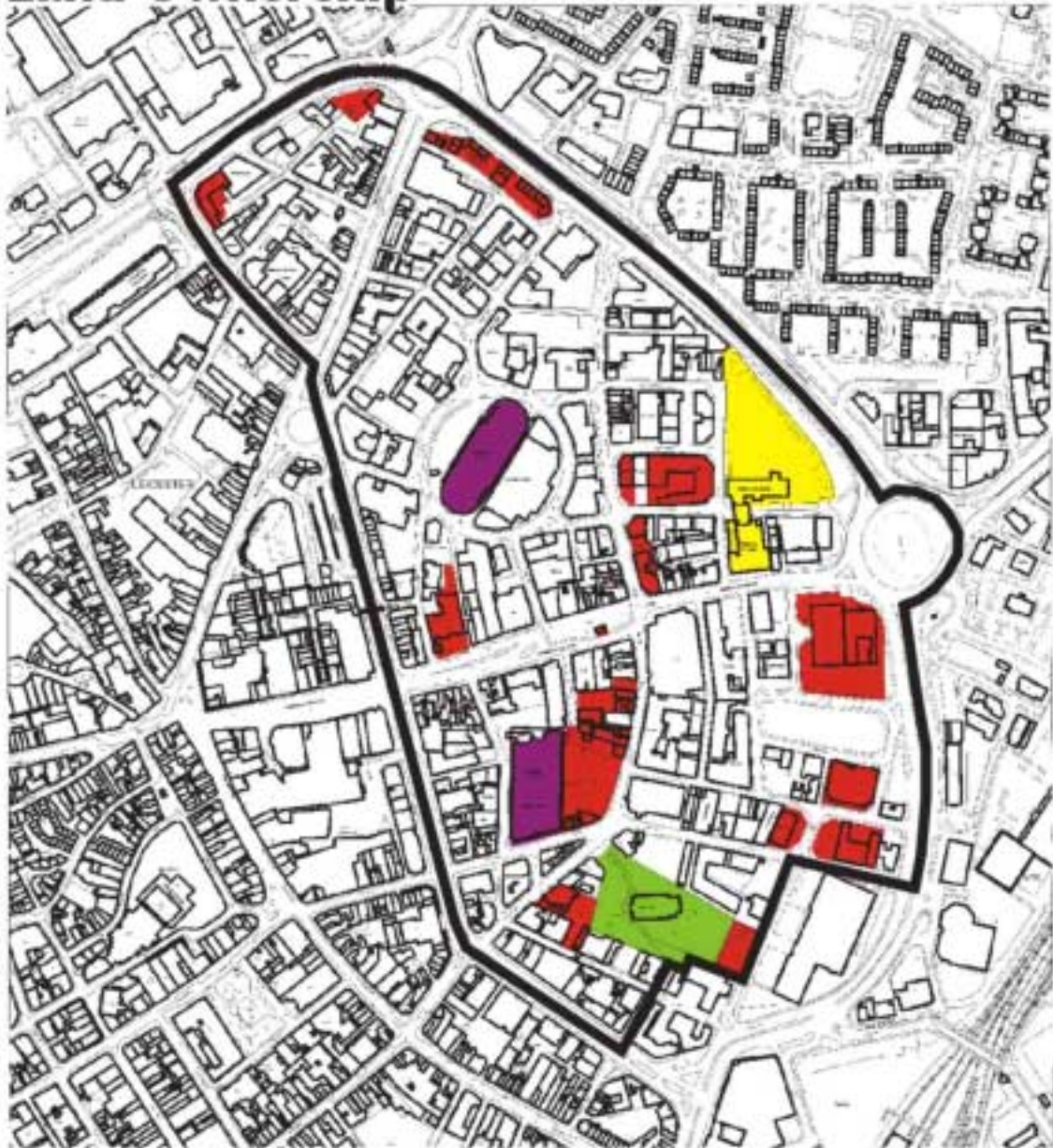
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- | | | | |
|---|---------------------------------------|---|-----------------------|
|  | Car Park/Vacant Land |  | Residential |
|  | Part Vacant |  | Community Uses |
|  | Industrial/Commercial |  | Offices |
|  | Retail |  | Multi-storey Car Park |
|  | Restaurant/Public House/Leisure/Hotel |  | Vacant Buildings |
|  | Open Space | | Not to scale |



Land Ownership

MAP 6



KEY:

-  Leicester City Council
-  N. C. P
-  Serbian Orthodox Church
-  British Telecommunications

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4.4 Land Uses and Ownership

The whole of the area is predominantly in commercial use and consists mainly of general industry, offices, car parking, with some limited retail and leisure uses. Map 5 shows the complexity of the overall land use picture, and highlights vacant buildings (as at October 2004). Many existing buildings are underused reflecting changes in commercial/ business requirements over the last 30/40 years.

There is very little residential accommodation in St. George's North at present, although Leicester House on Lee circle has been refurbished as 1 & 2 bedroom apartments. Some pre application enquiries have been received for conversion of properties in the area to residential use.

In St George's South there are a number of planning approvals for conversions of existing buildings to apartments and new build apartment blocks. Some of these proposals have been completed or are progressing.

Land ownership is mainly private as can be seen on Map 6. The City Council does however own a number of sites and buildings, the most significant of which is the former Rutland Street Car Park, which is the site for the new Leicester Theatre, Performing Arts and Conference Complex.

4.5 Existing Movement (Map 7)

4.5.1 Cars and car parking

There is little through traffic in St George's because of the proximity of the Central Ring Road. This road also provides opportunities for good access into the area. However it physically and visually severs St. Matthew's estate from the city centre. A notable example is the severance of the historic route of Wharf Street.

The dense network of streets within St George's provides vehicular, access. These streets as the main movement routes where activity occurs should be maintained and opportunities sought to improve access into the area.

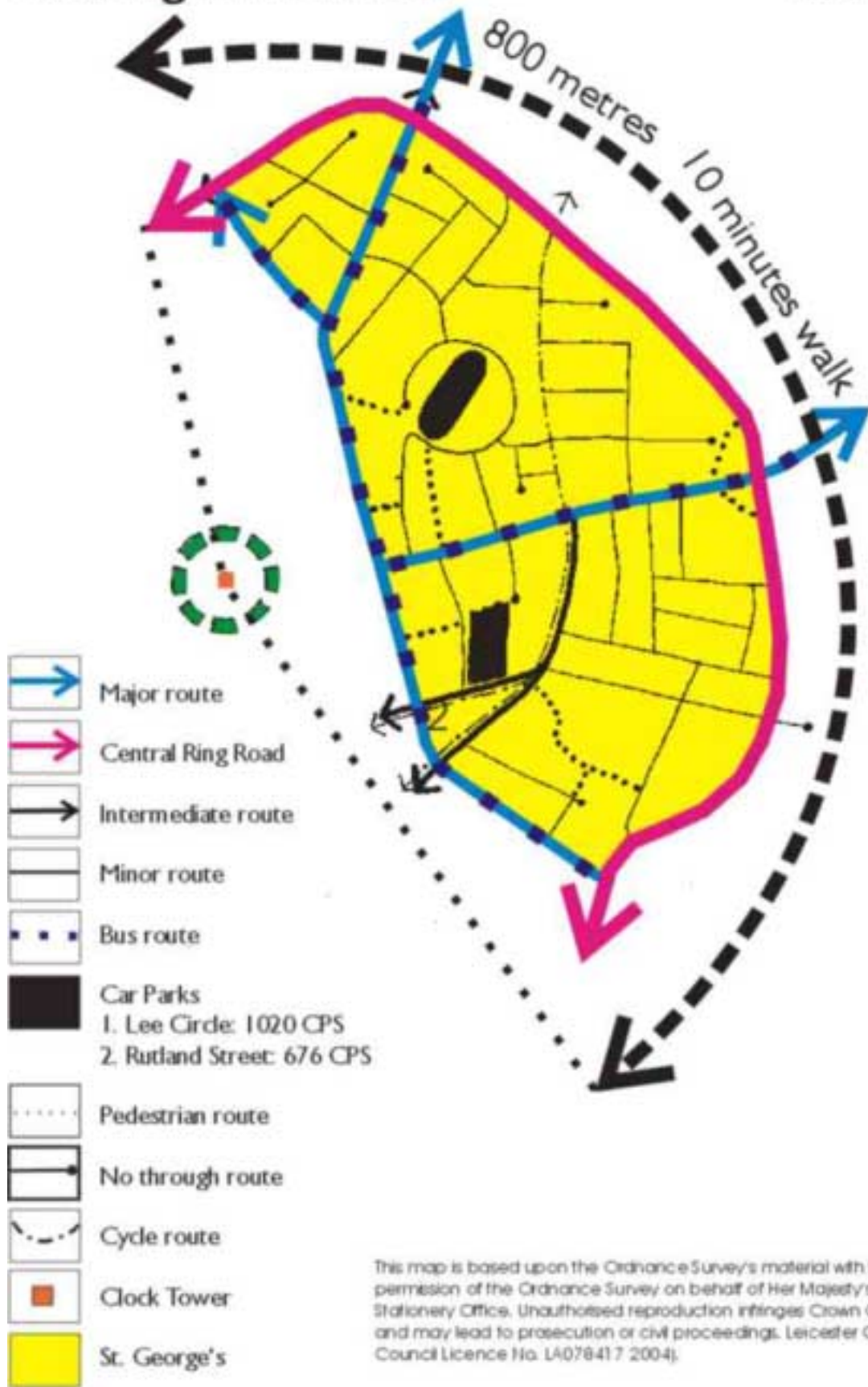
Within St George's there are three multi-storey car parks. Lee Circle car park has 1020 spaces, Rutland Centre car park has 676 spaces and Abbey Street car park has 400 spaces. Lee Circle car park by its location and positioning is acting in the centre of St.George's North area, however accessibility is compromised, as it is a physical barrier to movement. In addition there are a number of surface level car parks on vacant land and additional on street parking.

4.5.2 Public transport

St George's is well served by public transport and includes Leicester's mainline railway station and is in close proximity to the Haymarket, St.

Existing Movement

MAP 7



Margaret's bus stations and concentrations of major on-street bus stops. However, there are opportunities to provide better links between these facilities to enable a more integrated transport network.

The main bus routes include Charles Street, Humberstone Gate Humberstone Road and Belgrave Gate, which link the central shopping area to St. Georges. Humberstone Gate is also used as a waiting and layover area resulting in noise, pollution and visual intrusion, which significantly affects the amenity of the area for pedestrians.

4.5.3 Pedestrian and cycle circulation

The main barrier to pedestrian and cycle circulation in St George's is the Central Ring Road. This should be reduced in scale and its pedestrian permeability and general appearance improved so that whilst still fulfilling its function as a central area distributor it ceases to be such a barrier to pedestrian and cycle movement.

New development will be expected to contribute to this aim in the form of improved pedestrian and cycle crossings, traffic calming and built form that provides enclosure to the Central Ring Road and reduces its overall impact.

Belgrave Gate is a bus route and an access to the city centre but the scale and layout of the road, which was designed to take a tram line, is no longer necessary. There is scope to improve its pedestrian and cycle permeability and appearance.

There is a need to ensure that that all the streets within the area are improved to create a better pedestrian environment.

4.6 Environment

Very high traffic flows on the Central Ring Road (c.60 000 vehicles per day) generate localised environmental problems in respect of air quality and noise. Both of these pollutants are likely to be found in proximity to the Central Ring Road. These are likely to exceed acceptable national standards. The location of uses, the built form of development, planting and a reduction in traffic can all help to minimise these environmental impacts.

4.7 Existing Urban Structure and Character

4.7.1 Urban Grain and permeability

The maps 8a and 8b show how the Central Ring Road severs many of the streets such as Bedford Street, Wharf Street and Queen Street and has a major impact on pedestrian movement. Clearance associated with its construction has disrupted the historic urban grain and resulted in fragmented development. It also shows how Charles Street cut a broad swathe in the 1930's and how the building of Lee Street interrupted the urban grain.

Street Pattern

MAPS 8a & 8b



The size of development blocks within St. George's are on average 50m x 90m, which allows adequate ease of movement. However, some blocks are much larger and need to be divided to allow better connections. There is a need to protect the remaining street pattern within St George's and provide additional connections where possible.

4.7.2 Scale

Within St George's South and North the majority of buildings are between 2-6 storeys high with the exception of buildings such as the telephone exchange on Humberstone Road, the Crown Court building on Lee Circle and Epic House on Lower Hill Street.

4.7.3 Built form

St George's South consists predominantly of tall industrial buildings, reflecting the area's former existence as a commercial centre, and creating canyon-like streets, with only a scattering of smaller domestic-scale buildings. St George's North retains something of that industrial character, but of a much smaller scale, and contains a much wider mix of building types (eg. a greater presence of 19th century domestic architecture).

Many of the historic buildings are of the 19th or early 20th centuries, and although red brick predominates in terms of the building material, with slate roofs, there are excellent examples of terracotta work (with ornate detailing), stonework, ironwork and timber and steel windows.

Whilst much of St George's South is undergoing rejuvenation through conversion of its former industrial buildings to residential apartments, St George's North retains a more diverse mix, with some small industrial and commercial units still active, but also with a large number of inactive frontages.

4.7.4 Details and Materials

The quality of architectural details and materials varies considerably. The refurbishment of existing buildings will be expected to preserve and enhance the uses of traditional materials and details within the Conservation Area. This does not however preclude the use of modern materials and design in new development.

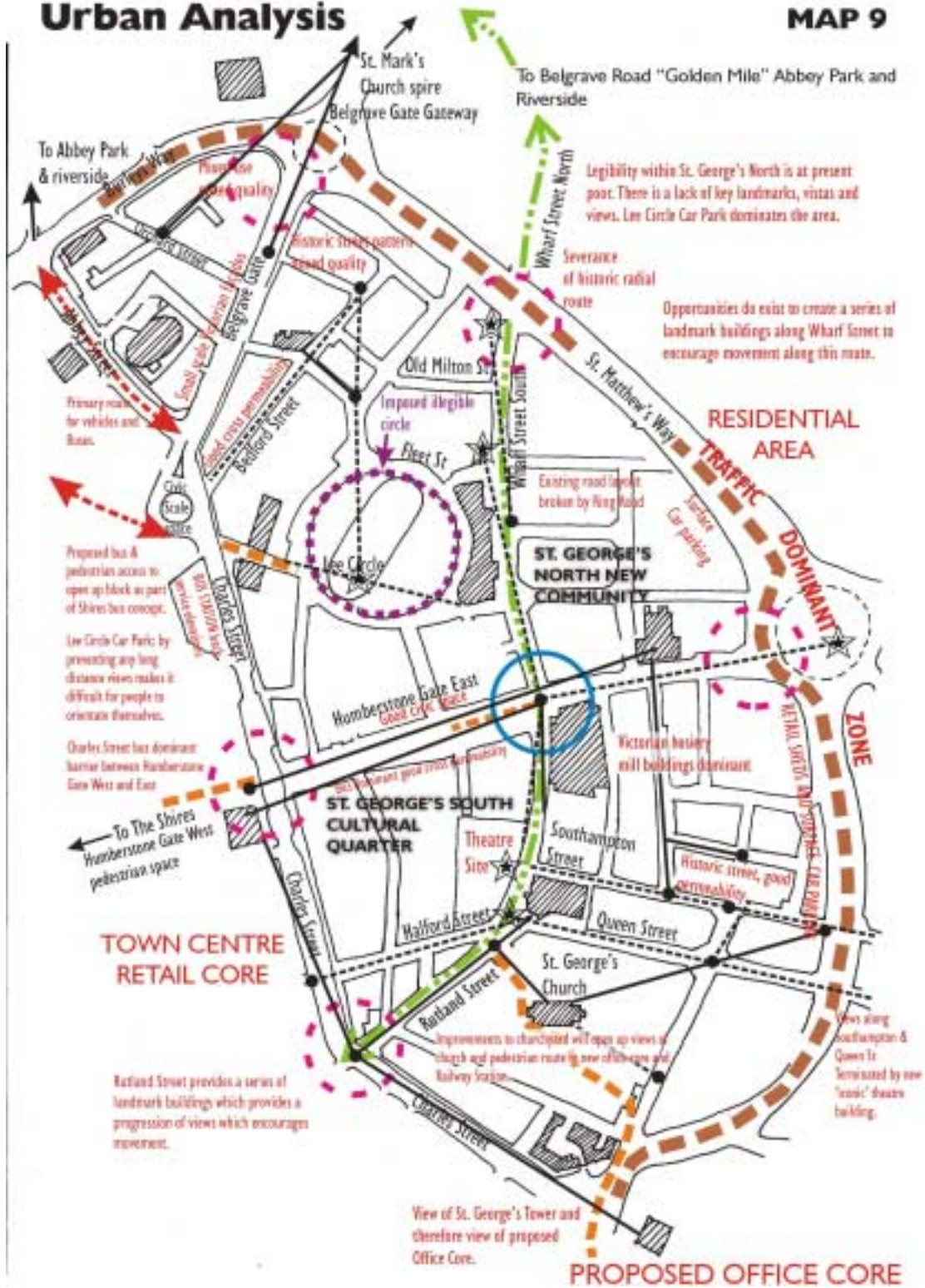
4.7.5 Legibility

The ease with which people can find their way around St George's is important. Landmark buildings or spaces help people orientate themselves especially at key corner sites. There are several such landmarks within the area (particularly in the Conservation Area). New development should emphasize key gateways, junctions and places, in particular in the following locations:











- Rutland Street/ Wharf Street South
- Humberstone Gate East/ Wharf Street South
- Lee Circle
- Wharf Street South/Old Milton Street

Urban Analysis

MAP 9



KEY

	New Landmark
	Existing Vista/View
	Proposed Vista/View
	Viewpoint
	Landmark Building
	Key Gateway
	Key Node
	Barrier
	Historic route
	Pedestrian route

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- Wharf Street South/Fleet Street
- Rutland Street/Southampton Street
- Queens Street/St George's Way

4.7.6 Gateways

St George's has the opportunity not only to provide improved gateways to St George's itself but to the City as a whole. People gain their first impression of the city as they arrive either by rail, bus or car. At present these gateways are generally weak, dominated by poor quality development such as the back of retail sheds. Opportunities exist to improve the quality of these gateway sites by ensuring that in key locations, high quality development is secured. These locations include:

- Belgrave Gate/ St Matthew's Way
- Humberstone Road / St George's Way
- Rutland Street/ Charles Street
- Humberstone Gate East/ Charles Street

4.7.7 Vistas (Strategic Views)

Few vistas currently exist but opportunities should be provided for new development to ensure that new vistas are created to improve both legibility and improve the overall quality of the built environment by focusing on key buildings. In particular Lee Circle Car Park prevents long distant views making it difficult for people to orientate themselves.

4.7.8 Open Space

St. George's North contains no public spaces, nor has it ever done so. The curtilages of larger houses and schools in the area traditionally provided a modest amount of greenery, and the small garden in front of Clarence House is an attractive survivor of such areas.

Humberstone Gate did have a line of trees on either side as shown on the first edition of the OS map, and whilst it was never a park it would have been a quality public realm. The pedestrian area at the eastern end of Humberstone Gate contains high quality paving materials, railings and a fountain and incorporates the Weighbridge building, which is listed. This is the only pedestrianised area in St George's, apart from a section of Lower Hill Street.

The whole of the area is lacking in green space. St. George's Churchyard and the adjoining space on St George Street in St. George's South are the only green spaces. The two large traffic islands and part of the central reservation of the Central Ring Road are planted with trees.

Abbey Park appears on the map to be within close proximity and could be a resource for city centre residents in the St George's North area. However pedestrian links to it are difficult and indirect due to the need to cross the Central Ring Road and Belgrave Gate.

4.7.9 Conclusion

The urban analysis is presented on Map 9.

It can be seen that the existing urban structure of the St George's area can provide the basis of a new structure. Although the majority of the conservation area, and many high quality historic buildings lie within St.

George's South, the northern area does contain historic buildings both listed and unlisted. The pattern of streets and blocks has been affected by twentieth century interventions particularly in St. George's North area. The area is lacking in green space and quality public realm.

The assets of the area should be retained as a basis of a new structure, which should: -

- Provide clear connections with the city centre and with St Matthew's.
- Reduce the impact of the Lee Circle Car Park.
- Create a legible network of high quality streets that link new open spaces.
- Introduce green space to serve the needs of new users.

5.0 VISION AND AIMS

The purpose of this guidance is to help transform St George's from its traditional historic industrial role to a lively mixed-use area with its own character and identity. Also to create an attractive sustainable environment for family living and achieve the provision of appropriate supporting facilities. Focusing on and realizing the following key aims will achieve this.

Quality

Incorporating within the area, quality designed buildings and spaces, which promote an attractive external environment, which maintains and enhances the historic character of the area.

Place

Making places, which are memorable, functional and have a positive image. The creation of new public places within the area could contribute significantly to this objective.

Ease of Movement

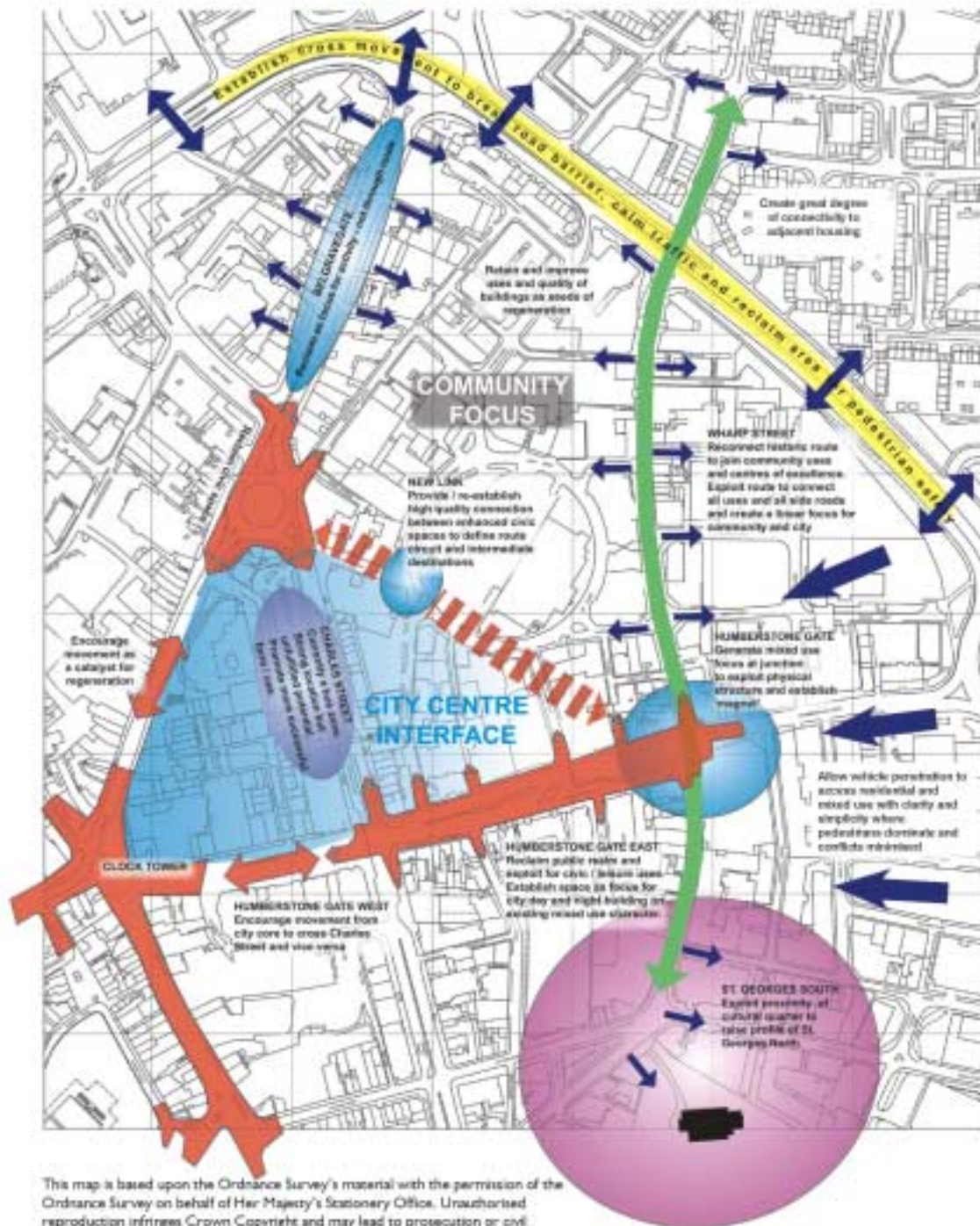
Improving links through the area and connections to, the St Matthew's area, the City Centre, and the railway station especially for pedestrians, disabled people and cyclists by reinforcing the existing and historic street patterns of the area. Movement should be through a hierarchy of attractive spaces routes.

Mixed Use

Encouraging a mix of uses, including a mix of house types, sizes (including family housing and dwellings for disabled people) and tenure that will

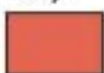
Urban Synthesis

MAP 10



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Key



Major public Space



Traffic barrier/edge



Historic Route

contribute to the economic and social 'health' of the area. A varied and intricate street life is one of the key indicators of a successful urban place.

Activity

Creating a place that is and feels busy. This is particularly important along main routes where active uses can convey vibrancy and provide safe overlooked routes for pedestrians. Commercial activity should be concentrated along key movement routes (see Map 14) to maximize safety by providing vitality and surveillance and create sufficient critical mass for commercial success.

Sustainability

Creating a "walkable neighbourhood" comprising a mix of housing, accessible community and leisure facilities, and workspace will form a sustainable community.

Incorporating adaptable buildings and flexible layouts, which can sustain a variety of uses and help buildings to change over time. New buildings should improve the quality of the built environment through innovative and sustainable design and construction.

6.0 PROPOSED URBAN STRUCTURE

The proposed urban structure is a result of the issues in section 2.7 and the Urban Analysis Map 9.

The urban structure is based on three key elements:

- Making vital new connections (both internally and externally).
- Establishing a pattern of streets and blocks, which encourages redevelopment but which permits valuable existing uses and/or buildings to remain.
- Establishing a high quality public realm

Map 10 illustrates the proposed urban structure for St Georges.

6.1 Structure of Blocks and Streets

The structure of the blocks and streets proposed is based on the existing street pattern to enable redevelopment on a block by block basis (or through a combination of blocks) to proceed alongside the retention, where appropriate of uses and/or buildings.

The existing street pattern commends itself because it:

- Is fine grain and has the potential for greater permeability.

Urban Structure Maps

MAPS I I a & I I b

Existing



Proposed



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- Allows the retention of historic buildings and buildings of local interest.
- Permits relatively straightforward land assembly, and thereby reduces the need for major compulsory purchase acquisition.
- Reduces the need to replace or divert main services which follow existing streets.
- Identifies points where historical connections with adjoining areas existed.

The proposal is to modify the framework of streets in a number of areas to achieve these specific objectives:

- To increase permeability where blocks are large (e.g between Humberstone Gate and Lee Street).
- To remove streets and amalgamate blocks in order to create better development parcels, to close vistas, or to create landmarks where appropriate.
- To re-establish legibility in the vicinity of Lee Circle Car Park.
- To make or re-establish important connections.

The existing and proposed urban structure is illustrated in Maps 11a & 11b.

6.2 Key Infrastructure Interventions

The preceding analysis has identified St Matthew's Way (including Burley's flyover) as barriers to cross-movement and Humberstone Gate as a pale reflection of its former importance, whose environment is dominated by buses. The City Centre Access Study (CCAS) will provide clear strategic changes for the wider context and could include:-

- New bus only link across the Central Ring Road reconnecting Wharf Street North to Humberstone Gate.
- Relocate the bus stopping and waiting capacity away from Humberstone Gate.
- New one-way link to Clyde Street from the Central Ring Road.
- Downgrade the Belgrave Gate and Charles Street junction.
- Pedestrianization of the south part of St. George Street.

Consultation with the bus companies regarding the wider bus network and an alternative location for bus waiting is vital to achieve these changes.

Community infrastructure interventions are also required to facilitate and support the future development of the area. These are:-

- Community facilities including a primary school, health centre and community hall.
- Enhancement of Humberstone Gate and Belgrave Gate.
- Provision of city parks and urban plazas.
- Enhancement of Wharf Street.
- Enhancement of St. George's Churchyard and the open space on St George Street.

These proposed key interventions are illustrated on Map 12, which is the Masterplan in the LRC Development Framework. This map identifies the land areas required for school/community use, retail/leisure use, the residential exemplar/pilot scheme and the public open space,

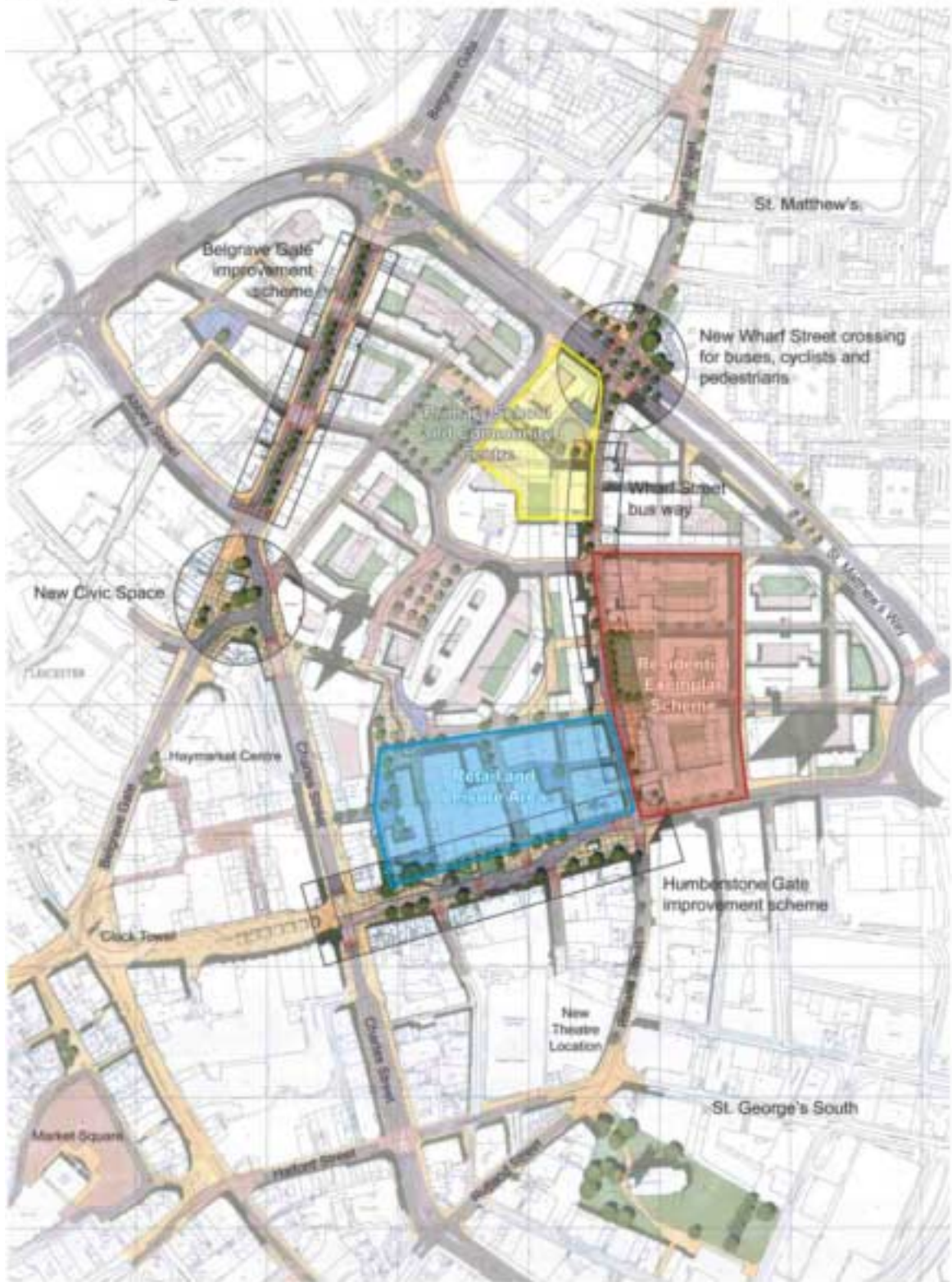
Delivery of these key interventions will be sought through developer contributions and other funding opportunities.

7.0 GUIDING PRINCIPLES

7.1 Access and Movement

The area's proximity to the City Centre makes it essential that new development should maximise access by walking, cycling and public transport. The following principles will be applied in considering development proposals:

- A high quality and user-friendly pedestrian environment for all. This should apply throughout the area and in connections to adjoining areas.
- The need for 'mobility management' proposals. These will demonstrate how a 'modal shift' away from the use of the private car in favour of public transport, for both operators and customers, would be encouraged.
- The provision of parking associated with individual developments must not exceed the maximum standards set out in the Supplementary Planning Guidance 'Vehicle Parking Standards' and the RCLLP. All parking provided as part of a development must be provided off-street. Any on-street parking that can be provided will be for public use.
- Recognition of and response to the specific needs of disabled people. Developers will be expected to follow guidelines set out in BS 8300:2001 in new development or refurbishment in the city.
- The provision of safe and secure cycle parking facilities for all residential, employment, community and leisure proposals.
- Development should not prejudice improvements and changes to movement and access as identified by this guidance.
- Space for operational servicing needs must be provided off-street.



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- Adequate kerb side provision for bus stops, the retention of north-south and east-west routes for buses through the city centre and the provision of a new bus only link across along Wharf Street South and North if appropriate.
- Traffic management measures should be designed in such a way as to discourage rat-running but allow for ease of movement of public transport.
- Improvements to the pedestrian and cycle network will be sought by widening of pavements, use of appropriate materials, provision of designated cycle lanes and shared surface areas.

Further guidance is available in English Heritage's document 'Transport and the Historic Environment'.

7.2 Urban Design

All applications for large scale development will be expected to include a statement setting out the urban design approach adopted and explaining how proposals relate to the following urban design principles.

7.2.1 Quality

Buildings and spaces

- A high quality of design will be sought with the use of form, scale, massing and materials in the design of buildings and external spaces appropriate to the character of the area.
- Modern innovative approaches will be encouraged to the design and style of new buildings that will surprise, delight and give Leicester pride.
- Within the conservation area and in close proximity of listed buildings the design of new buildings should be sympathetic in terms of height, mass, scale, proportions and materials.
- There is opportunity in the area to retain and reuse historic buildings and integrate them with well-designed modern architecture alongside.

To assist the delivery of good quality building design the Council's Urban Design Group have assembled a compendium of UK chartered architects practices with a good track record of quality schemes that have expressed a keen interest in being involved in the regeneration of the city. Landowners and developers are encouraged to consider using this compendium to identify potential architects for their projects.

Public realm

- Buildings should define routes through the development.
- Development should seek to enhance safety, security and surveillance and minimise opportunities for crime and anti-social behaviour.
- Good quality lighting will be required in the public realm to enhance safety and security.

Landscape

- An integrated approach to landscape design will be expected. This includes coordinating the overall layout, access, railings, hard landscaping, lighting services, street furniture and surface materials.
- Planting proposals will be expected to make a specific contribution to any development to provide interest on streets, to soften buildings, to create structures and delineation, or to establish landmarks where necessary. Agreements will be sought (enforceable through appropriate planning conditions) to secure the long-term maintenance of new soft landscape.
- Proposed work to trees should include supporting arboricultural evidence, which will be considered on its merits.

7.2.2 Form and Scale of new Residential Development

Perimeter blocks are the expected form of new residential development in the area to:-

- define the public realm,
- encourage live frontages
- facilitate good surveillance of public realm
- define/safeguard private open space.

Residential development should have adequate private amenity space relative to the size of the accommodation. Higher level terraces and roof top gardens could be appropriate.

The proposed perimeter blocks are to provide flexible adaptable structures, which enable a mix of uses, tenures, dwelling size and dwelling type. The residential development will be expected to be in accordance with the design criteria and densities contained in Planning Policy Guidance (PPG)3 'Housing'.

The height of the buildings should be medium rise (between 3 and 7 storeys) depending on their location, function and context. This should:

- reinforce public realm hierarchy
- create appropriate density
- capitalize on the sustainability of the location
- defer to the existing character of the area
- control privacy and overbearing issues
- allow towers to act as landmarks at strategic locations

7.2.3 Place

Gateways and landmarks

- New development at entrance points to the area should be distinctive and memorable emphasising a 'sense of arrival' and assisting people to orientate themselves.

Art

- Incorporation of art to reinforce a sense of place and the cultural diversity of the area will be encouraged throughout the area.

Developers will be expected to ensure the integral consideration of art with the planning, design and construction process.

Heritage

“The St. George’s area contains a wealth of historic buildings which contribute to the area’s character, identity and sense of place. Many of these historic buildings are included in the statutory list of buildings of special architectural or historic interest, or have been identified in the Leicester City Council local list of buildings of local importance and interest. Although these locally listed buildings have no statutory protection, Leicester City Council will seek their retention wherever possible.

Any redevelopment proposals should respect the following principles:

- Proposals should seek to preserve and where possible enhance the historic environment, ensuring the long term viability of our built heritage
- New development should preserve or enhance the character of the St. George’s Conservation Area
- New buildings should respect the context of the Conservation Area but a pastiche replica of what has gone before should normally be avoided.
- Traditional materials should be used in the refurbishment and conversion of historic buildings. PVC windows and doors and artificial roof materials are unlikely to be acceptable.
- Historic features and detailing on and around historic buildings such as chimneys, decorative work, railings or cobbled areas are to be retained”

Mixed Use

- All new development will be expected to encourage a mix of uses that will contribute to the economic and social ‘health’ of the area.
- A coarse and fine grained approach to mixed-use development will be sought with the mixing of uses both vertically and horizontally.
- Leisure uses within new build developments and in conversion of existing buildings will be encouraged.
- Residential development should be an integral part of mixed use development within the area.
- The type and size of residential units should be mixed, suitable for all and include accommodation suitable for families and disabled people.

7.2.4 Ease of Movement

- Development should improve and enhance through routes for pedestrian and cycle traffic from the Railway Station in the south and St. Matthew’s in the north.
- Routes should be as direct as possible and open to the general public.
- Wharf Street South should be promoted as a spinal route through St. George’s North providing a link to St. George’s South.
- Wharf Street South should be connected to Wharf Street North in St. Matthew’s area for pedestrians, cyclists (and public transport if appropriate).

- Opportunities will be sought to improve the pedestrian route through St. George's Churchyard to the proposed Office Core.

7.2.5 Vitality

Active Frontages

- Streets and other public spaces should be overlooked by the fronts of buildings that should contain windows and main entrances.
- Active uses (A1, & A3) will be sought on ground floors facing the public spaces and key movements routes (see Map 14). On the other streets quieter residential uses will be sought on the ground floor.
- Proposals that include large blank elevations or ground level parking will not be acceptable as they reduce the vitality and surveillance of the street.

Density

- All development will be expected to be medium to high density. Single storey development will not be appropriate.
- Adjacent to the Central Ring Road development will be expected to be 4 to 8 storeys to provide good enclosure to the public realm and a noise buffer.
- The heights of the new buildings should respect the heights of the adjoining buildings particularly in the conservation area.
- The higher 7 or 8 storeys will be acceptable as landmark features at key gateways and nodes as indicated on Map 9.

7.3 Sustainability

7.3.1 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.

7.3.2 Energy Efficiency

The mixed use development of the St George's area, incorporating residential and commercial 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 that cover all types of developments through the government's energy efficiency agencies. Case studies can demonstrate savings in energy (and financial savings to building operators or occupants) as well as a reduction in carbon dioxide and other greenhouse gases. 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. A 'Very Good' BREEAM rating or equivalent level would be sought in commercial development proposals. Typically SAP energy efficiency rating for residential uses will be

expected to exceed 100, with 120 desirable. In some cases 'Ecohomes' standards will be sought..

Collectively, the mixture of uses present opportunities for developers to optimise 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 area could be appreciable.

Passive energy considerations can influence 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, which collectively can be substantial.

The RCLLP 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 (RE)– 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. This base target level will be raised by 1% increments per year for new developments coming forward in future years (e.g. from December 2005 the target will be 11%, 2006 – 12%, and so on).

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.

The City Council is considering the creation of a CHP/ community-heating grid and an energy service company for its management. Should this initiative proceed, it could provide connections for new developments via Rutland and Wharf Streets. See Map 13 drawing no. SKLC3. Ducting for this work should be in place prior to the physical improvements of these streets.

Help and guidance on energy is available from: -

Leicester Energy Agency
Leicester Better Buildings Project Manager

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

MAP 13



Energy Management Group

Advice is also available in the LCC Energy Efficiency City Wide Supplementary Planning Guidance adopted August 2002.

7.3.3 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.

7.3.4 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 UD09.

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.

7.3.5 Sustainability Appraisal

A sustainability appraisal was carried out for the replacement City of Leicester Local Plan and the LRC Masterplan., The principles of both plans are incorporated into this Guidance.

7.4 Other Design Factors

7.4.1 Noise and Air Quality

- Uses generating unacceptable levels of noise or other pollutants that may affect the amenity of neighbouring uses will not be permitted.
- Noise sensitive developments will not be permitted if its users would be unacceptably affected by noise from noisy existing land uses. Air quality and noise pollution from the Central Ring Road is a potential constraint on adjoining development. Consideration also needs to be given to the location of existing uses such as pubs and clubs that create high levels of street noise and disturbance in locating residential development.
- Where possible development should incorporate sound insulation measures to reduce the conflict with surrounding uses. For a mixed-use development, it is likely that some level of sound insulation will be required to prevent noise nuisance; the degree required would be dependant on the uses involved.
- The area of St George's which is bounded by the Central Ring Road is contained within the Leicester Air Quality Management Area (AQMA). Careful consideration must be given to any sensitive developments such

as housing, where people are likely to be exposed to poor air quality. Through careful design exposure to both poor air quality and noise can be significantly reduced. The position, layout, and orientation of residential development as well as engineering protection are important factors in minimising individuals exposure to both poor air quality and noise. The design of a mixed use scheme will be expected to consider these factors at the same time as meeting the key urban design principles as already highlighted. Adjacent to the Central Ring Road housing may be subject to special requirements and restrictions..

7.4.2 Archaeology

The area covered by St George's Area Strategy Guidance lies predominantly to the east of Leicester's historic and archaeological core. The west half of the area is in the Archaeological Alert Area as shown on Map 15 in the Appendix.

Historic maps indicate that this area was largely undeveloped until the first half of the 19th century. These maps also suggest that at least the western ends of Humberstone Gate and Belgrave Gate had developed as early as the early 17th century. The City's Sites and Monuments Record hints at the presence of medieval extra-mural suburbs along these routes and also Roman cemeteries, in particular in the vicinity of Belgrave Gate, which is believed to follow the line of the road.

19th century maps all indicate a pattern of densely packed housing interspersed with small-scale factories and depots. Yet today car parking, offices and larger scale factories dominate the area, most of which date from the final decades of the 19th century.

Therefore there is the possibility of significant buried deposits surviving along the main historic thoroughfares, and of pockets of early 19th century structures some of which may also be of archaeological significance. The LRC is in the process of commissioning an Archaeological Desk Based Assessment of the St. George's (New Community) area. This should indicate the areas of greatest archaeological potential. Developers submitting proposals in the areas of the greatest archaeological potential may be required to submit further information regarding the archaeological implications of their proposals.

Early consultation with the City Archaeologist to establish the likely archaeological considerations is recommended.

7.4.3 Art

High quality innovative art should be an integral part of design and development and could include detailed features on buildings, specially designed walls, seating, railings or fencing and other landscape features or 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 to encourage the maximum added value and creative input. Development costs should include a % for art in accordance with Policy IMP01 in the RCLLP

7.4.4 Trees

The public spaces and streets should be generously landscaped and opportunities will be sought to create tree-lined boulevards. Trees planting will improve the environment by, mitigating the effects of pollution, providing shade in the summer, and softening the urban landscape. Tree planting proposals will be required to form part of a more detailed strategic approach for the whole of St. George's area, which ensures that important views, vistas and the settings of historic assets are not obscured.

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.

8.0 PUBLIC REALM

The quality of streets and public spaces in St. George's is crucial to the creation of a successful and vibrant area. LCC is currently preparing a public realm strategy for the area, which will seek to identify a range of high quality, contemporary and innovative street furniture appropriate to its context. Work is currently underway to identify funding sources for the delivery and the future funding sources for delivery and future maintenance of the public realm and urban hardware but this is likely to include developer contributions (see **9.3**).

At present poor pedestrian crossings, narrow pavements, clutter of street furniture (e.g. signage poles) and a lack of public open spaces create a hostile environment for pedestrians and cyclists. The recent English Heritage Save our Streets campaign has highlighted the issues of ugly, cluttered urban streetscape. Enhancing existing routes and creating a series of linked spaces will help to encourage walking and cycling. A number of centres of activity within St. George's will ensure that these spaces are well used. The following improvements (illustrated on Map 14) to the public realm will be sought.

8.1 Enhancement of Existing Routes

Development should facilitate greater mobility for disabled people and accordingly developers should follow the access and mobility guidelines set out in BS 8300:2001.

8.1.1 Wharf Street

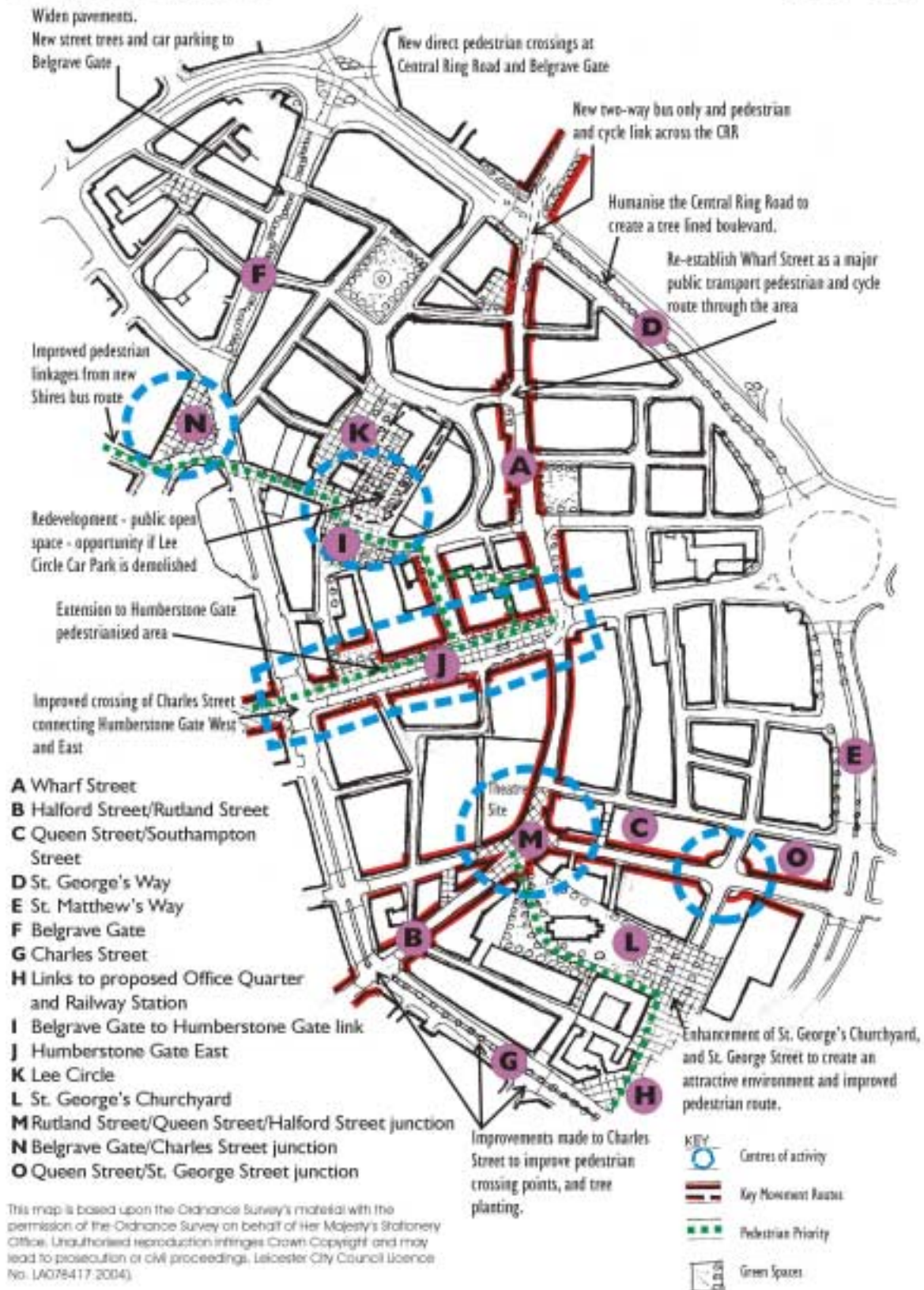
Wharf Street was a historically important link to and from the city centre. It provides a key spinal route that connects locally, St. George's South with St. George's North and St Matthew's residential area.

The provision of a new two-way bus-only link across the Central Ring Road to link Wharf Street North and South could provide enhanced public transport penetration through the area, and provide links with St. Matthew's and

Belgrave to the north. It should only be provided if it can be demonstrated that it forms part of a sensible network of bus operations in the area.

Public Realm

MAP 14



The street is envisaged as shared space with tree planting providing a pedestrian friendly environment. This will help to increase pedestrian and cycling flow and provide a link with St. Matthew's, a main residential area of the City.

8.1.2 Halford Street/Rutland Street

Halford Street and Rutland Street provide main pedestrian links from St George's into the heart of the City Centre. Improvements for pedestrians and cyclists, particularly at the junctions with Charles Street are required.

8.1.3 Queen Street/Southampton Street

These streets and have narrow pavements and Southampton Street is currently one way. Opportunities exist to widen the pavements and possibly create a link between the two streets that is well overlooked by surrounding development.

8.1.4 St. George's Way/St. Matthew's Way

The Central Ring Road should be humanised wherever possible by making it less of a barrier to pedestrian movement with improved pedestrian and cycle crossings and the use of structure landscaping.

8.1.5 Belgrave Gate

Belgrave Gate's function as a major traffic route has diminished and so there is potential to improve the street to benefit the buildings and businesses, which front it. The improvements could include reducing the amount of road space, widening the pavements, introducing short stay car parking, and planting large street trees to create a boulevard, while maintaining space for bus operation.

8.1.6 Charles Street

In line with the Office Core SPG, opportunities exist to transform the southern section of Charles Street into a tree-lined boulevard. Improvements should be made to pedestrian crossing points.

8.1.7 Rutland Street to St. George Street

Opportunities will be sought to improve St. George's churchyard and the space on St. George Street is an opportunity to improve this pedestrian route and make it feel safer. This will link to the proposed new Office Core/Business Quarter and the railway station.

8.2 Proposed New Routes

8.2.1 Belgrave Gate to Humberstone Gate

The LRC Development Framework proposes a new pedestrian route along a potential desire line from Belgrave Gate to Humberstone Gate at the junction with Wharf Street. This route needs to be supported by uses to give active frontages and features such as public spaces.

8.3 Public Spaces

As stated previously in 2.7.7 there is very little public open space in St George's and the only green open space is St George's churchyard. The creation of appropriately located and designed public open spaces will support residential development and especially family housing.

Consideration should be given to the criteria laid down in Planning Policy Guidance (PPG) 17 'Sport, Open Space and Recreation' and Policies GE12, GE13 and GE14 in the RCLLP.

8.3.1 Humberstone Gate East

It is vitally important for the regeneration of St George's area that this space is improved and 'reclaimed' for public activity. Limiting the bus layover and possibly relocating some of the bus stops is the key to improving the environment. The City Centre Access Study is examining the future bus routes and interchange points in the city centre and liaison with the bus companies required.

Opportunities will be sought to improve this space, to create a community 'hub' and a functional space, essential for linking together the existing and emerging communities of the area.

A shared surface more attractive and pedestrian friendly crossing of Charles Street will help to reduce the barrier between Humberstone Gate West and East.

There could be the opportunity to enhance the attractive garden frontage of the Clarence House (Listed Grade II).

8.3.2 Lee Circle

As illustrated in the Urban Analysis (Map 9) there is a desirability to remove the multi-storey car park (in the long term). Comprehensive redevelopment of Lee Circle would provide the opportunity to create a new public space as a feature on the proposed new route from Belgrave Gate to Humberstone Gate.

8.3.3 St. George's Churchyard

Opportunities will be sought to improve the churchyard as a pedestrian link and a beautiful green space, to provide a visual and activity focal point for the area, and to ensure greater protection of the listed building.

8.3.4 St. George Street open space

This space between St. George Churchyard and St. George Street will be improved to create an attractive public space. The design of this will ensure its successful integration into the wider area, in particular the front of the Leicester Mercury building and new Business Quarter.

8.3.5 Rutland Street/Queen Street/Halford Street

The junction of Rutland Street/Queen Street/Halford Street is an important space in front of the new Performing Arts and Conference Centre on Rutland Street. As part of the Liveability Project (see 1.3) this will become a high quality pedestrian space.

8.3.6 Belgrave Gate/Charles Street Junction

This area needs 'reclaiming' for pedestrian amenity to connect the proposed new bus, cycle and pedestrian link to the pedestrian Lower Hill Street and the proposed new route through the St. George's North area.

This junction requires reconstructing to continue to provide for necessary traffic movements, particularly bus operations, while considerably improving the ability of pedestrians and cyclists to pass through the area.

8.3.7 Queen Street/George Street

By providing improvements at this junction in connection with new active uses onto this space it will help reinforce Queen Street as an important pedestrian route

8.3.8 New Public Spaces

There are no green public open spaces in the St. Georges North area. It is proposed that opportunities are taken during the redevelopment of this area to create green public amenity parks. The LRC Development Framework indicates two green parks, one on Wharf Street South and one between Bedford Street South and Dryden Street.

The LRC Development Framework also indicates hard landscaped piazzas on Wharf Street South and Orchard Street/Gravel Street.

These spaces will be required to adequately provide for the needs of the emerging population. The sizes, design, facilities, nature and uses of the spaces will be determined by the level, nature and mix of population delivered by development.

9.0 OTHER PLANNING REQUIREMENTS

9.1 Affordable Housing

The Replacement City of Leicester Local Plan sets out Leicester City Council's affordable housing policy and should be addressed in full by developers (see Policy H06 paragraphs 6.23a to 6.24e).

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 recognized as a priority investment 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 RCLLP.

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% without grant aid and the Housing Department would support applications from Registered Social Landlords towards any provision sought in excess of this 15%.

It is expected that 61% of the affordable units should be for family-type accommodation with four or more bedrooms and/or a minimum of 96 sq. metres. In the St. George's North area one and two bedroom units will be resisted unless it is demonstrated that an existing building conversion, site or its environs preclude the provision of family-type accommodation.

Where the provision of only one or two bedroom units is found to be acceptable, the large family element of the affordable housing contribution will be commuted off site.

9.2 Access Housing

Residential development should include a proportion of dwellings accessible to disabled people in accordance with the City Council's Access Housing Standards as set out in Policy H3b in the adopted City of Leicester Local Plan.

9.3 Developer Contributions

The City Council may seek to enter into a legal agreement with private developers under sections 46 & 47 of the Planning and Compulsory Purchase Act 2004 to ensure that the environment of the area is transformed from predominately commercial to predominately residential.

Contributions will be sought from developers for Affordable Housing in accordance with RCLLP policies as stated in the previous paragraph.

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.

Contributions will be sought from developers as contributions towards the following capital works in the public realm that will be required to create an appropriate residential environment: -

- Public realm works to the required public open space incorporating hard and soft landscaping.
- Primary infrastructure incorporating highways, transportation and utilities.
- Community facilities such as a school, health and meeting rooms.

Contributions for off site sports and leisure facilities will be sought from developers in accordance with Policy GE12 in the RCLLP.

It is proposed that each developer will pay a contribution based on a tariff per square metre or per dwelling/bed space. The Development Plans Group is currently looking at a city-wide tariff approach following anticipated further Government guidance

Financial appraisals are likely to be required to support proposals where the developer claims they cannot meet all their obligations due to financial viability. The City Council may set up a team made up of members of the planning and valuation/estates team to negotiate on developer contributions with prospective developers.

Contributions will be sought from developers for the maintenance of the public open space and landscaping elements in the public realm e.g. street trees.

10.0 OTHER REQUIREMENTS

10.1 Highways

Planning applications for development should include a Transport Assessment which should include a Traffic Impact Assessment. 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.

10.2 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.

10.3 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.

10.4 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.

10.5 Police

The Police Architectural Liaison Officer should be consulted regarding the Association of Chief Officers' (ACPO) "Secured by Design Accreditation Scheme" and for advice on the principles of crime reduction by design and community safety issues.

11.0 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 together with the LRC Development Framework was the subject of public consultation, which comprised of:

- **Posters** in 21 locations in the area and the city centre.
- **Leaflets** with information on SPG and Development Framework, with questionnaire.
- **Direct mailing** of leaflet with questionnaire to all addresses within St George's North and South.
- **Stand** with storey board display and leaflets for a week each in six locations in the area. One day in the weeks to be staffed.
- **A Copy** of the SPG and Development Framework in:
 - City Council Customer Services
 - Central Lending Library
 - Leicester Regeneration Company's Offices
 - Leicester Mercury Offices.
- **Press Release** for Leicester Mercury (including questionnaire), LINK, and local radio.
- **Direct Mailing** to all stakeholders and other interested parties e.g.
 - Landowners
 - Local ward councillors
 - Housing Corporation
 - Development industry representatives
 - English Heritage
 - CABE
 - GOEM
 - LSEP
 - EP
 - Police architectural liaison officer
 - Local Interest Groups
- **Website** with consultation material and links from the LCC website.

The results of the consultation were 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 City of Leicester Local Plan. Every effort has been made to include constructive suggestions that support the key development principles of this guidance.

12.0 CONTACTS

12.1 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 7282

Regeneration and LRC Liaison

Andy Thomas 0116 252 6516

Development Plans

Alison Bowan 0116 252 7228

Transport Development

Barry Pritchard 0116 223 2126

Cultural Quarter Projects Director

Mike Candler 0116 261 6821

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 0116 252 8724

Leicester Better Buildings

Alan Gledhill 0116 252 7216

11.2 Other Contacts

Leicester Regeneration Company

Stephen Compton 0116 248 8122

English Heritage

Steve Bowyer (conservation, with LRC & LCC) 0116 248 8123

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

Leicestershire Constabulary

Stewart H Bradshaw.

Force Architecture Liaison

0116 248 2723

APPENDIX

Map 17 shows the locations of the listed buildings and the buildings of local interest within and adjacent to the St George's area.

Listed buildings

Belgrave Gate. Kingstone Store	Grade II
Charles Street. Police Station	Grade II
Colton Street. Leicestershire Guild for the Disabled	Grade II
Halford Street. 61-67 The Exchange Building	Grade II
Humberstone Gate. 46 Clarence House	Grade II
Humberstone Gate. 73-75 Leicester Secular Hall	Grade II
Humberstone Gate. Taxi Station & Weighbridge	Grade II
Humberstone Road. 36-42 Spa Place	Grade II
Rutland Street 29 The former Odeon Cinema	Grade II
Rutland Street 47 Alexander House	Grade II
Rutland Street Church of St. George	Grade C
Rutland Street 34-50 The Exchange Building	Grade II
Rutland Street 78-80	Grade II

Buildings of Local Interest

The following buildings outside the CA have been identified as buildings of local historic and architectural interest, to which Policy BE08 in the RCLLP applies.

Belgrave Gate 108, 123,140
Charles Street 193, 92-94, 107-121
Dryden Street Dryden House
Grafton Street 2
Humberstone Road. Former Zion Chapel
Jubilee Road 2-14
Wharf Street 27-43 inclusive
Wheat Street 4

Buildings in the St. George's Conservation Area will be presumed to make a positive contribution to its character or appearance unless demonstrated otherwise; the retention, preservation and enhancement of these buildings will be expected.

Other historic buildings within the ASG area, but which have not been identified here, may make a positive contribution to the character of the area, and make a positive contribution to the character of the area, and their retention should be sought where possible.

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

It should not be assumed the omission of any building, feature or space from this document means that it is without interest or merit. If in doubt please contact the appropriate officer on the list in Section **12.0**.


Heritage and Archaeological Alert Area


MAP 15




KEY

 Conservation Area Boundary

 Listed Buildings

 Buildings of Local Interest

 Boundary of Archaeological Alert Area

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If you require this guidance to be explained to you, or in large print audio disk or Braille please telephone (0116) 252 7294 or (0116) 252 7222 (voice/textphone).

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 ।

વિકાસનો પ્રકાર અને તેની આકૃતિ કે જેની સિટી કાઉન્સિલ આ સ્થાન ઉપર આશા રાખશે તેના માર્ગદર્શનની આ રૂપરેખા છે. જે આ બધું તમને ગુજરાતીમાં સમજાવે એવી તમારી ઈચ્છા હોય તો, મહેરબાની કરી ટેલિફોન નંબર 252 7294 ઉપર ફોન કરો.

در ان ناملكه تمام روشهاى مختلف با تكوين بيشرفته شدن كارها توضيح داده شود ، كه سیتی كونسِل منتظر میباشد در ان منطقه . اگر میخواهید توضیح بیشتر گرفته باشید به زبانی فارسی لطفا تماس بگیرید به شماره (0116)2527294

له م ليفليته دا (رابه ره دا) شيوازي جور او جور له گه ل سروشتي گه شه كردني كار روون
كرا وه ته وه ، كه وا سیتی كونسِل چا وه روانی ته كات له م ناوچه په دا . ته گه ر ته ته ويت
بوت روون بكریته وه به زمانی كوردی تكایه په یوه ندى بكه به ژماره ی (0116)2527294

Halkaan waxaad ku arkaysaa noocyo kala gadisan ee horumar shaqo oo lagu sheegayo habka lagu gaaray sidaas darteed waxaa city councilku ka ra jaynayaa xaafadda sidaas oo kale. Haddii aad u baahato faahfaahin dheeraad ah oo luqaddaada somaaliga ah fadlan la soo xiriir taleefankaan (0116) 252 7294