

# Leicester Urban Observatory City Series Lectures

## Reflections on 70 Years of Planning

With thanks to John Dean

John Acres, President of RTPPI

# Reflections on 70 Years of Planning

Martin Bradshaw

Past President of RTPI

# Sir Peter Soulsby City Mayor





# John Dean: Shaping Leicester 1972 to 1993

**1972: Local Government Act** – major overhaul of way local government is organised; John Dean became Head of Planning in Leicester

**1973: Haymarket Shopping Centre and Theatre** opened – one of the first complexes of its type in the country

**1974: Leicester Council replaces Leicester Corporation**

**1975:** First pedestrianisation of city centre streets (Gallowtree Gate)

**1970s (mid):** Establishment of Conservation Area Advisory Subcommittee (later Conservation Advisory Panel)

**1976: Leicestershire Structure Plan** adopted

**1978: Inner Urban Areas Act** – shift in focus towards urban regeneration

**1978-1988:** Eight Local Plans adopted for different parts of city

**1983: National Heritage Act** – establishment of English Heritage

**1984: Beaumont Leys Shopping Centre** opened

**1985: St Martin's Square** opened

**1987: Our Common Future** – Brundtland report that set out definition of sustainable development

**1990:** Leicester was designated Britain's first Environment City

**1990s:** 'New realism' in transport planning – shift to more sustainable approach from failure of 'predict and provide'

**1991: Shires Shopping Centre** opened

**1994: City of Leicester Local Plan** adopted



*CITY PLANNING OFFICER*

*John Dean Dip TP. C.Eng. FRTPI MICE*

*Past President, The Royal Town Planning Institute*

*Special Professor, University of Nottingham Institute of Planning Studies.*



*F. Robson, M. Evans, C. Geere, J. Dean, A. Davison,  
D. Colver*



## Paving the Way

Problems of access for disabled people and people with limited mobility often begin outside the building. A poorly designed and maintained environment can place just as many obstacles in the way of access as an inadequate building.

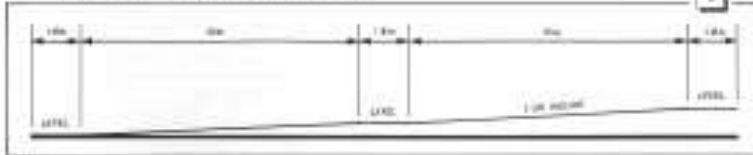
Such obstacles can appear as great to some disabled people that they become reluctant to venture out at all.

Every effort should therefore be made to provide an external environment which will encourage disabled people and others with limited mobility to go out and about.

### Pavements and Footpaths

Where pedestrian access to any building or facility entails crossing a road or vehicular parking area, dropped kerbs and a clearly marked pedestrian route should be provided eg. by the use of kerbs.

- 1 Any change in level should be accommodated by ramps not steps. A maximum gradient of 1:20 is recommended or 1:15 if steps are also provided.



- 2 Pavements and footpaths should have an unobstructed width of 1.2m minimum. This is required for double buggies and wheelchairs.

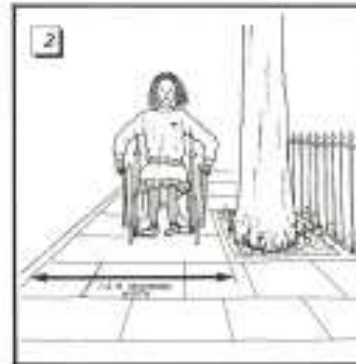
- 3 Edges of pavements and footpaths should be defined by the use of a kerb. This is important for blind people.

- 4 Kerbs should be dropped to a height of 1 line at access and crossing points. The maximum gradient of drop should be 1:10, minimum width 1.4m where possible. Dropped kerbs are necessary for wheelchair users and people with pushchairs or buggies. However a small upward is necessary for blind people to be able to identify the edge of the pavement and to help provide good drainage.

## DESIGN NOTES

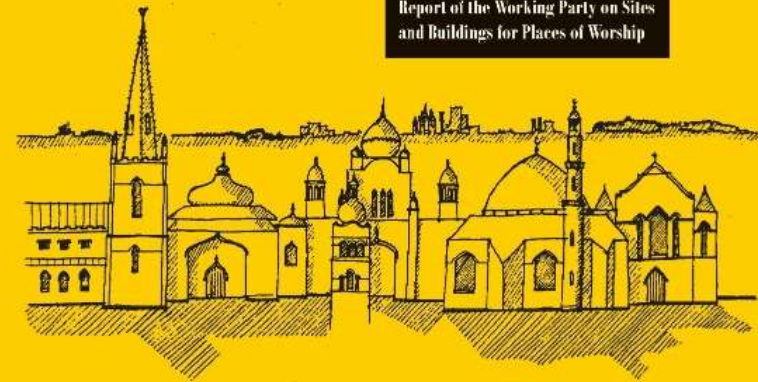
### EXTERNAL AREAS

1



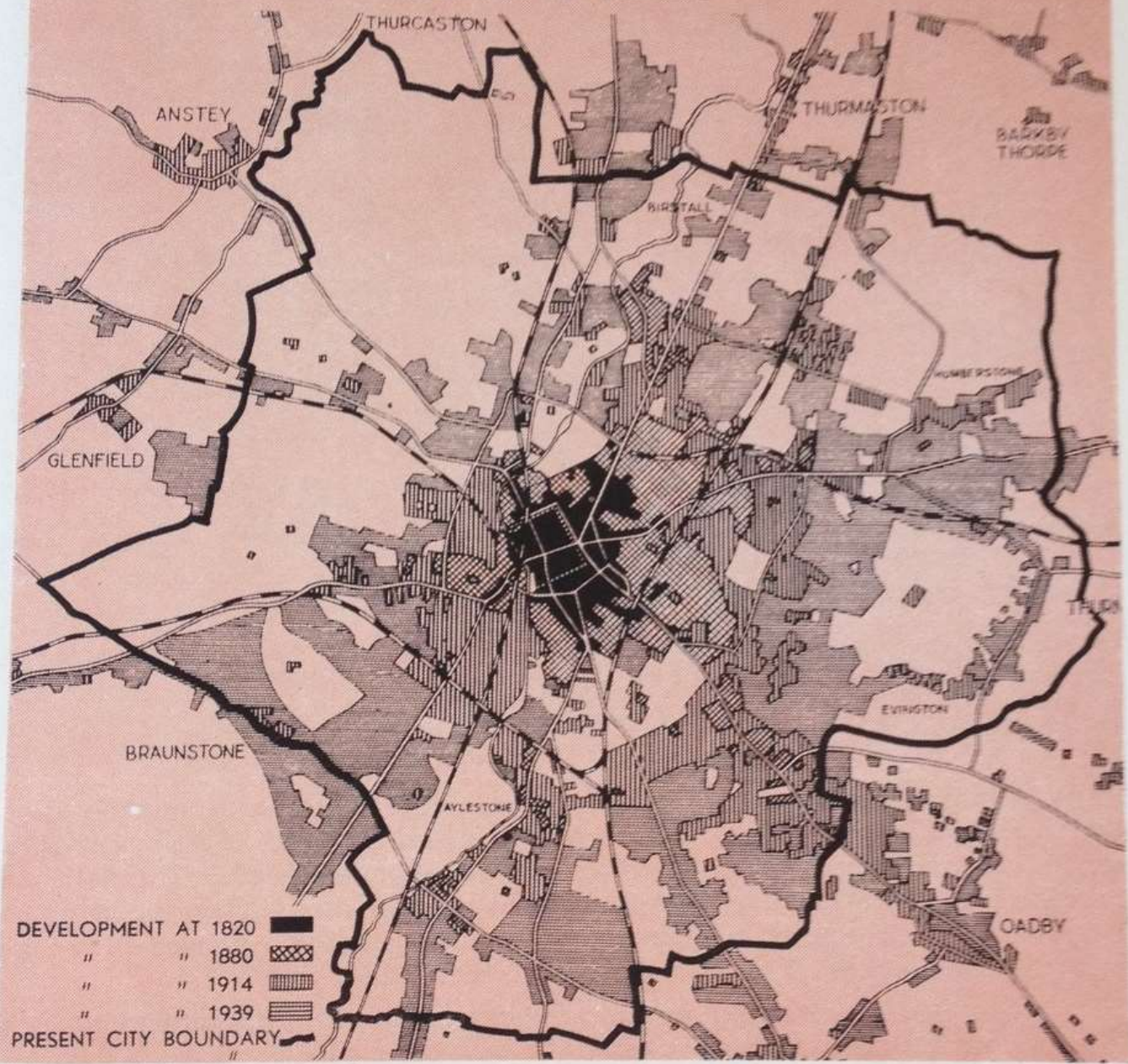
# PLACES OF WORSHIP IN LEICESTER 1987

Report of the Working Party on Sites  
and Buildings for Places of Worship





# GROWTH OF THE CITY



LEICESTER NEEDS A PLAN









# SLUM CLEARANCE

- Confirmed Compulsory Purchase Orders. ■
- Confirmed Clearance Orders. ■
- Areas where procedure has commenced. ■
- Future Clearance Areas. ■





CITY OF LEICESTER

HEALTH DEPT

CLEARANCE AREAS

Nos 4.5.6.7.

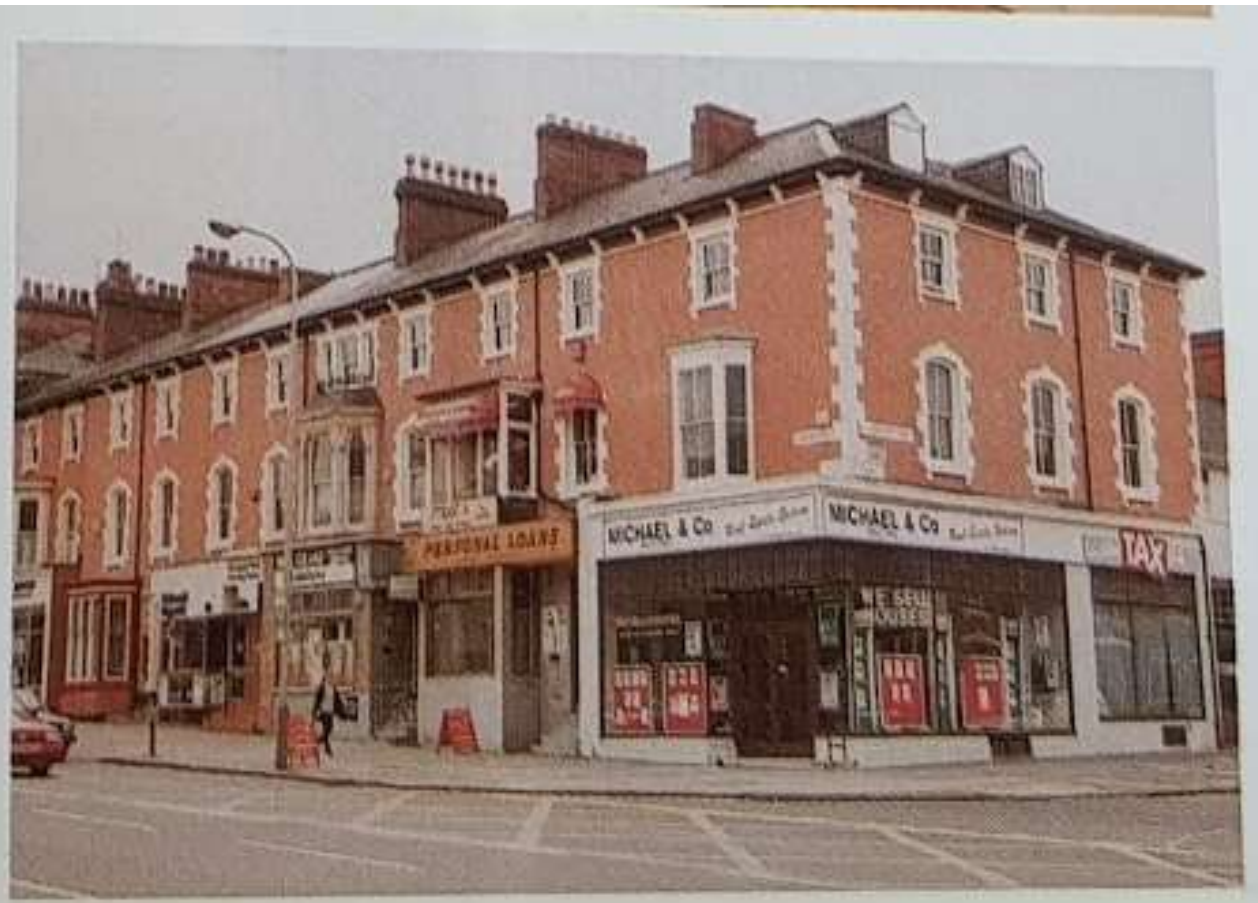












Operation Clean Up, 83 -  
97 London Road. (before  
& after)

# CLARENDON PARK



**GENERAL IMPROVEMENT AREA**





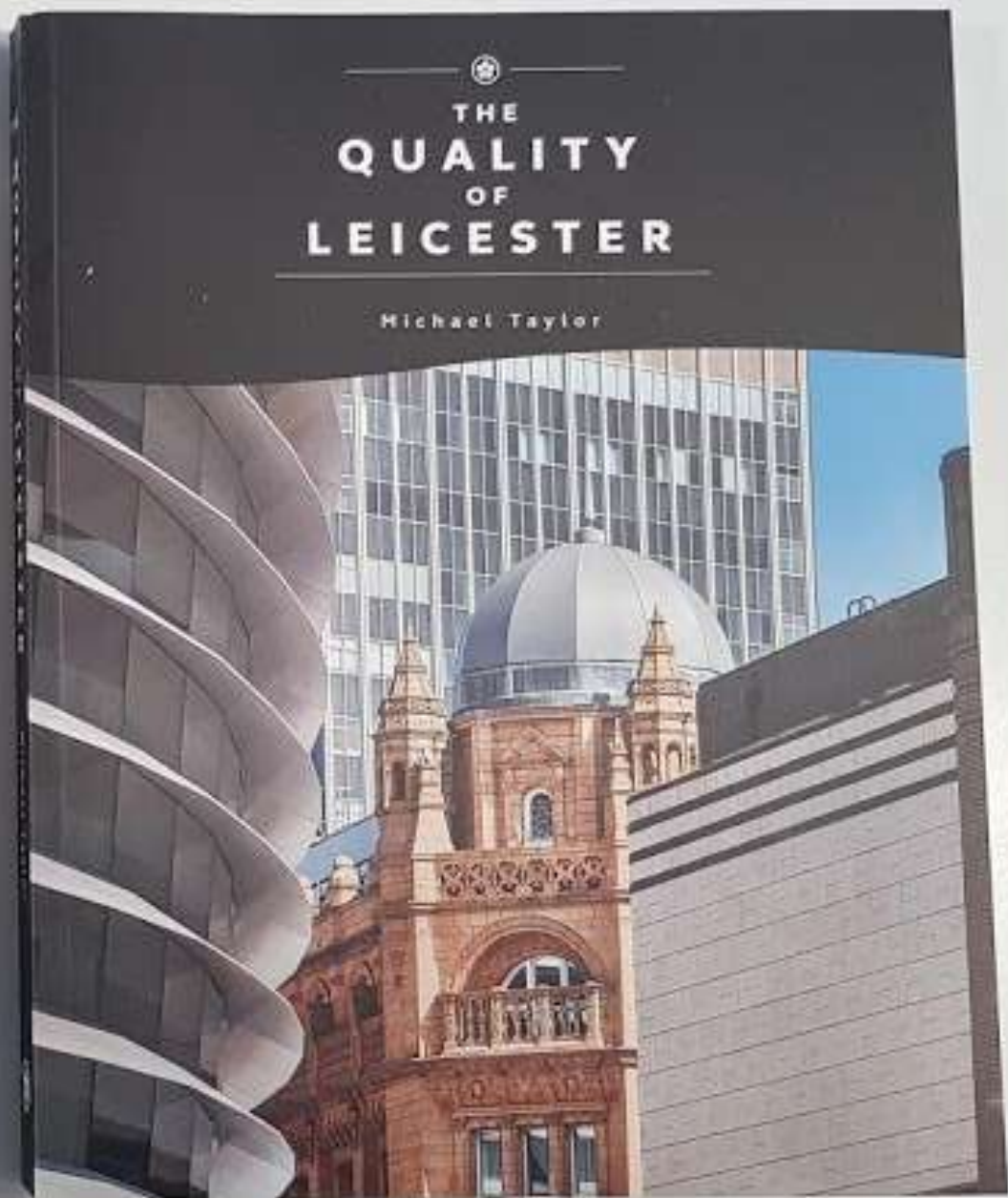
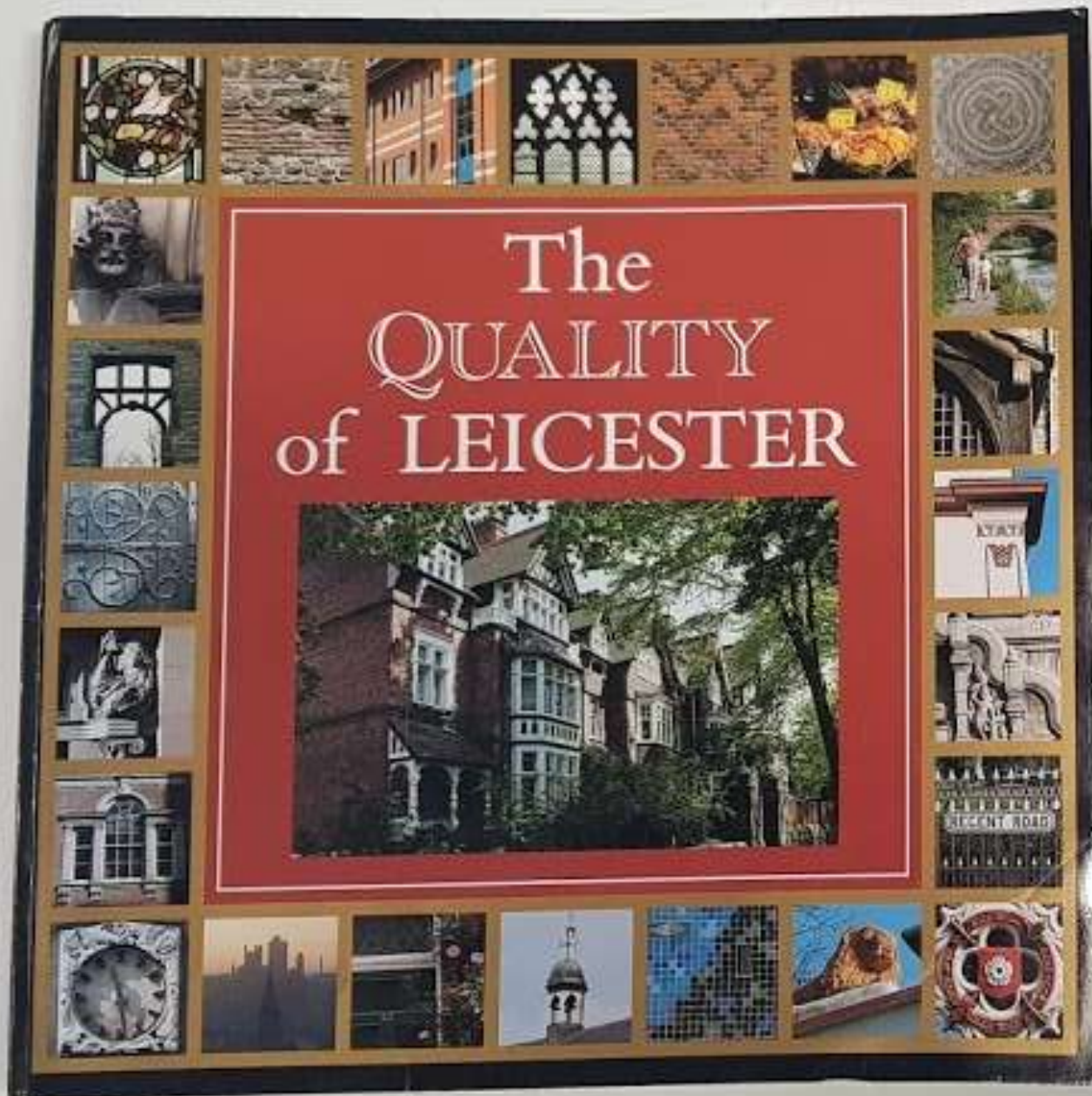


Wigston's  
House

# 24 Conservation Areas in Leicester, covering the most attractive and historic parts of the city: most designated under John's stewardship....

- **New Walk (25/3/69)**
- **Castle Gardens (25/3/69)**
- **Greyfriars (25/3/69)**
- **Town Hall Square (24/3/70)**
- **Old Humberstone (29/1/74)**
- **Braunstone Village (29/1/74)**
- **Belgrave Hall (31/10/74)**
- **Market Place (31/10/74)**
- **Aylestone Village (27/2/75)**
- **Knighton Village (29/5/75)**
- **Stoneygate (28/9/78)**
- **Evington Footpath (29/1/81)**
- **South Highfields (30/4/81)**
- **Spinney Hill Park (28/10/82)**
- **Loughborough Road (31/3/83)**
- **St George's (25/5/89)**
- **Market Street (25/3/89)**
- **High Street (25/5/89)**
- **Evington Village (30/11/89)**
- **Ashleigh Road (30/11/89)**
- **All Saints' (01/01/2000)**
- **Church Gate (03/2006)**
- **Granby Street (06/2006)**
- **West End (02/10/2008)**
- **c.400 Listed Buildings**
  - 13 Grade 1
  - c. 40 Grade 2\*
  - Grade 2
- **10 Scheduled Monuments and 6 Registered Parks/Gardens**
- **Local Heritage Asset Register - almost 400 buildings (Local List)**







# Tales of the Riverside



The tree is a...



The building is...



# Tales of the Riverside



The building is...



The building is...

The building is...





Watermead









# RUN, JUG, WALK WATERMEAD COUNTRY PARK

Being physically active can help us lead healthier lives. Regular physical activity can reduce the risk of many health problems.

## SOME SIMPLE INSTRUCTIONS TO GET YOU STARTED...

- Choose your route from the map.
- Start slowly and gradually increase your pace.
- Towards the end, gradually slow down your pace to cool down.
- Finish off with a few gentle stretches, which will help improve your flexibility.



1	1.5km	6	1.6km
2	1.6km	7	1.6km
3	1.6km	8	1.6km
4	1.6km	9	1.6km
5	1.6km	10	1.6km

E	Entrance
****	4km Route
P	Parking
♿	Disabled Parking
E	Entrance
C	Close to Car



Leicester  
City Council

1.5km (0.95miles)

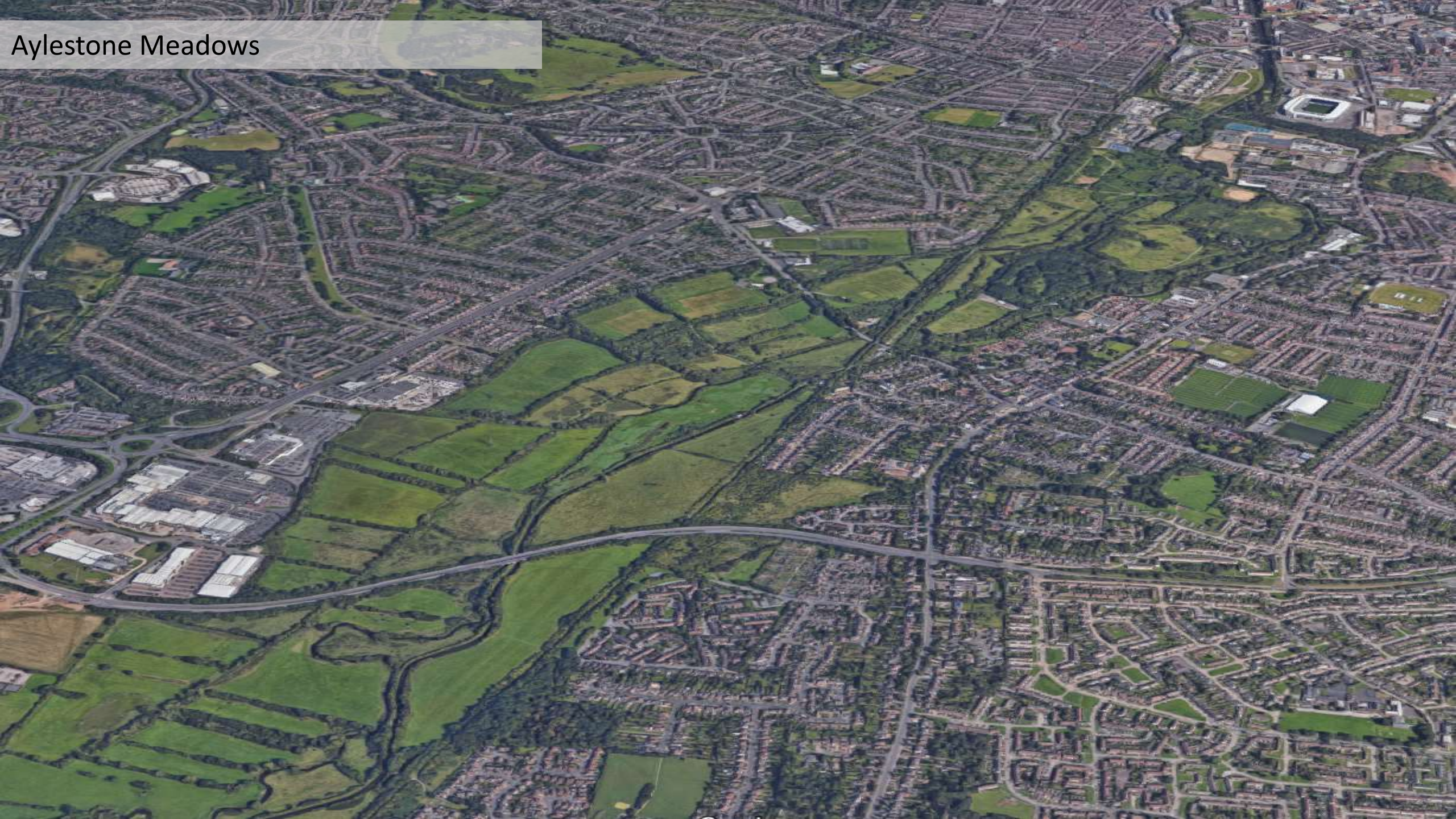
1.6km (1mile)

3.0km (1.9miles)

healthy  
city



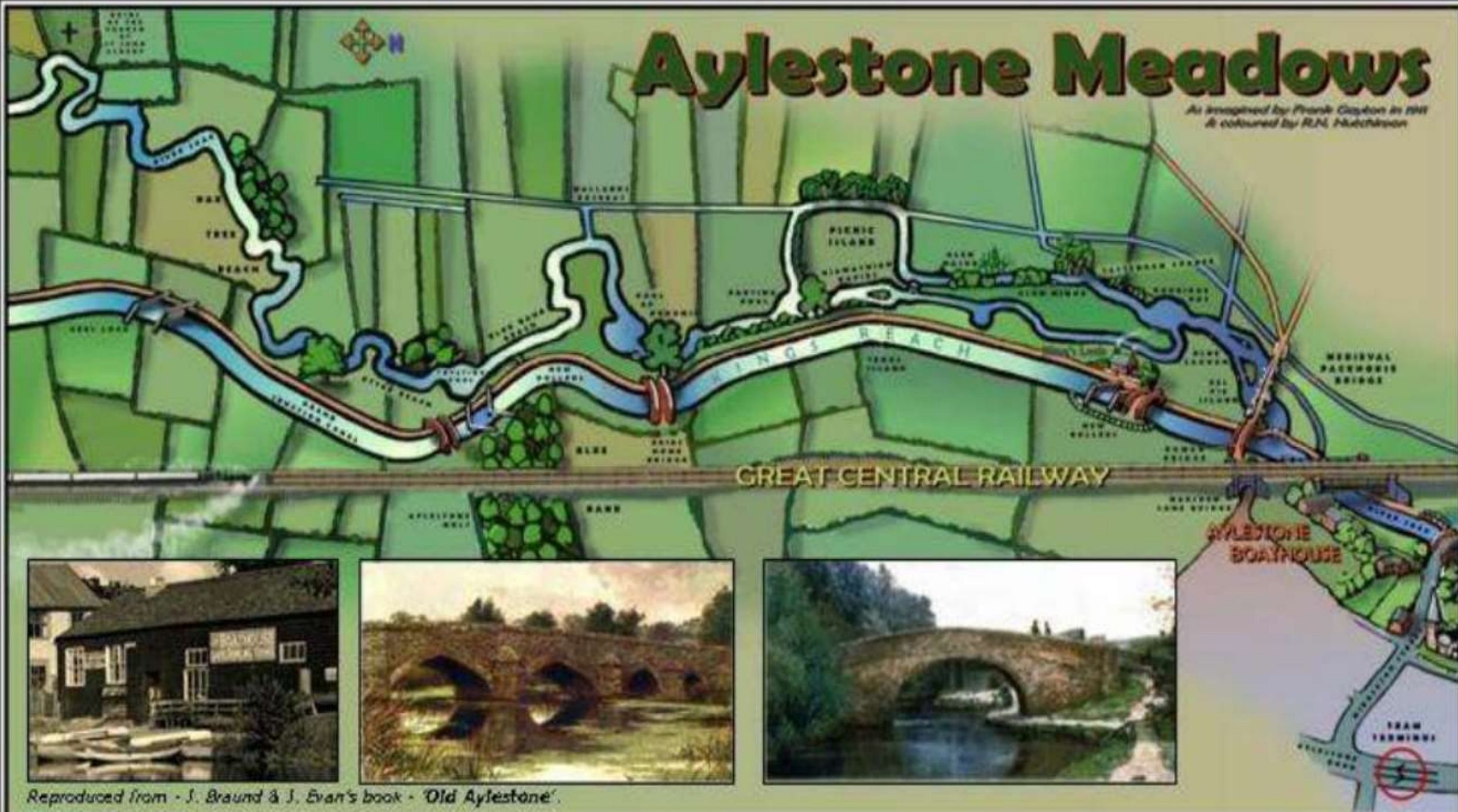
# Aylestone Meadows





# Aylestone Meadows

*As imagined by Frank Clayton in 1911  
& coloured by R.N. Hutchinson*



Reproduced from - J. Braund & J. Evan's book - 'Old Aylestone'.



# Meadows



City Centre

- A** Entrances
- Cycle Route 6
- Other Cycle Routes
- The Great Central Way
- P** Car Parking
- Football Pitches

- 1** River Boardwalk
- 2** Open Minded Play Space
- 3** The Mound
- 4** Changing Rooms
- 5** Play Area
- 6** Pack Horse Bridge
- 7** Whippet Fields
- 8** Pebble Beach
- 9** Kings Lock Tearoom's
- 10** Great Central Way
- 11** Longhorn Cattle Fields
- 12** St Andrews FC



# Leicester Ecology Strategy

# A Green Plan for Leicester





CENTRAL LEICESTER

ATDA Superstore

PROPOSED SITE OF  
CENTRE 21

M1







Haymarket Centre

*Lexus*

CA

CA









**KEY PLAN**

100m

**LEGEND**

- EXISTING BUILDINGS
- NEW BUILDINGS
- EXISTING CAR PARKS
- NEW CAR PARKS
- EXISTING LANDSCAPE
- NEW LANDSCAPE
- EXISTING ROADS
- NEW ROADS
- EXISTING UTILITIES
- NEW UTILITIES

**SHIRES WEST  
LEICESTER**

**SHIRES GP LIMITED.**

Chapman Taylor

**ON PLAN (SHADED)  
LOWER MALL  
LOWER MALL LEVEL**









SAINT MARTINS  
SQUARE

roast

VOLCOM

anime

anime



# Indoor Market: *before*





# Food Hall: *after*





# Horsefair Street: *planned*



















ENTRANCE

82

Makers  
YARD

86

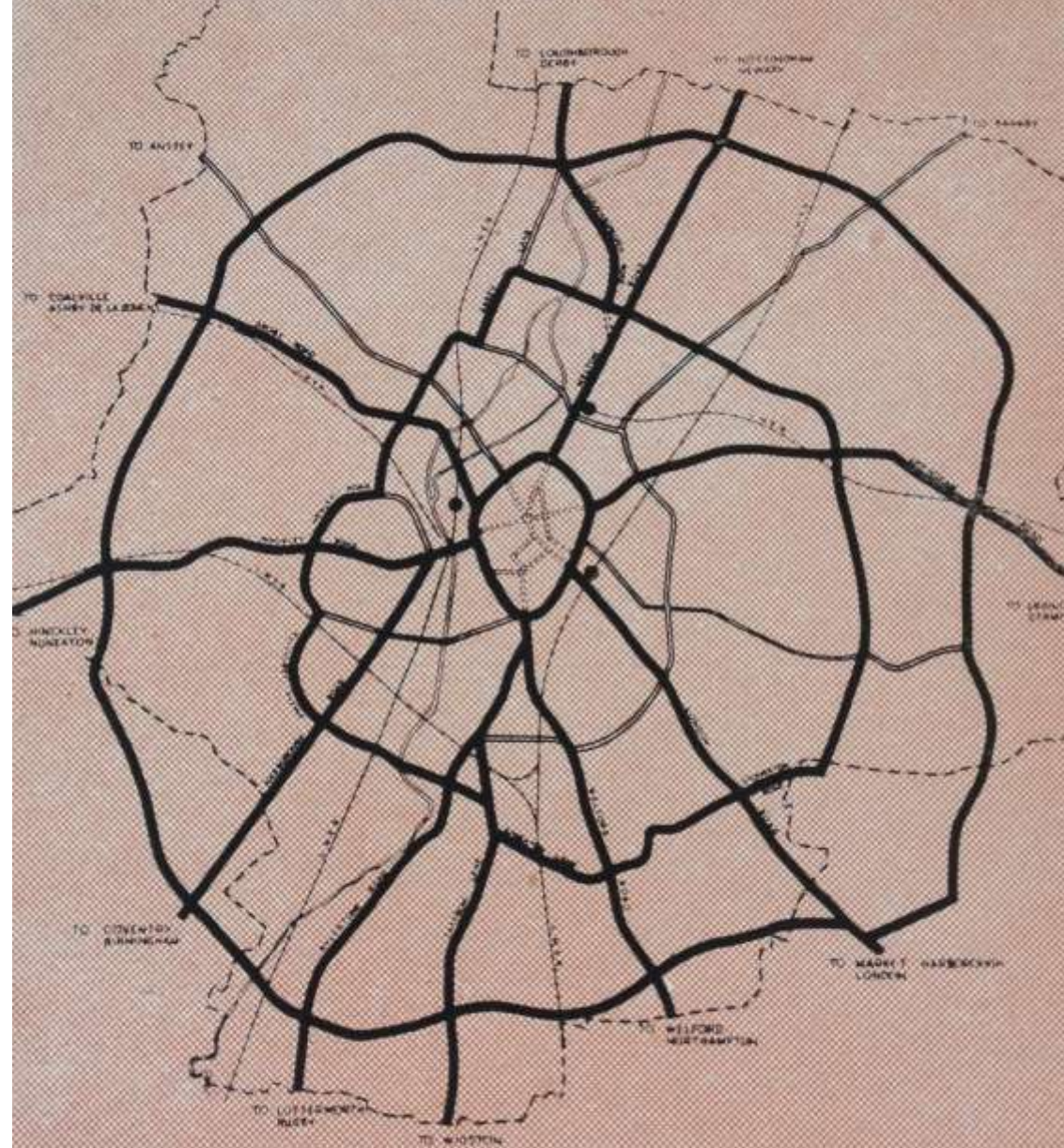
ARTIST & DE









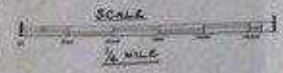
# THE ROAD SYSTEM



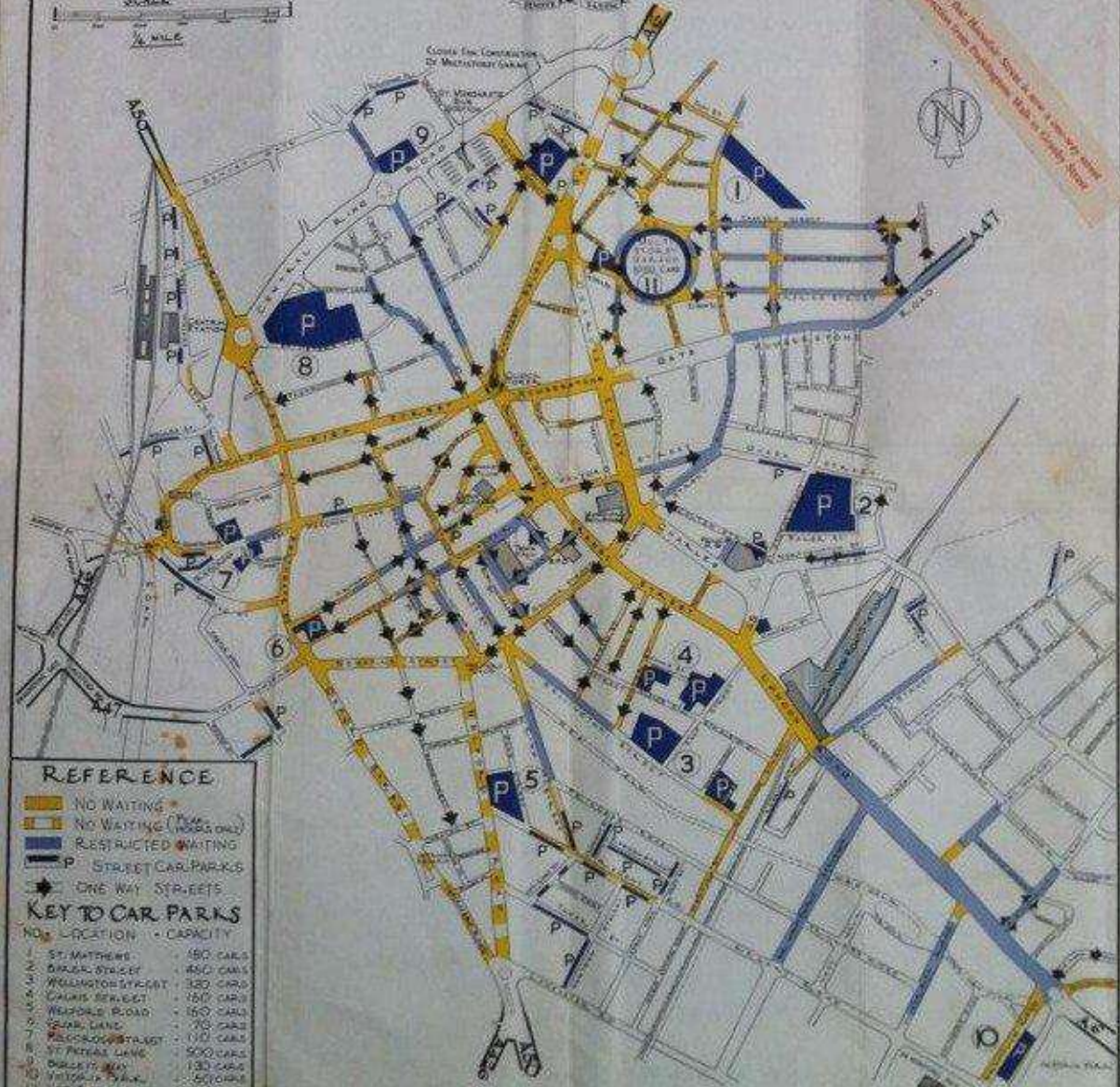
ARTERIAL SYSTEM OF RINGS AND RADIALS   
SUB-ARTERIAL SYSTEM OF OTHER MAIN ROADS 



# CITY OF LEICESTER CENTRAL AREA MOTORISTS GUIDE



This map is intended to be used in conjunction with the Motorists Guide for the City of Leicester.



### REFERENCE

- NO WAITING
- NO WAITING (TAXIS ONLY)
- RESTRICTED WAITING
- P STREET CAR PARKS
- ONE WAY STREETS

### KEY TO CAR PARKS

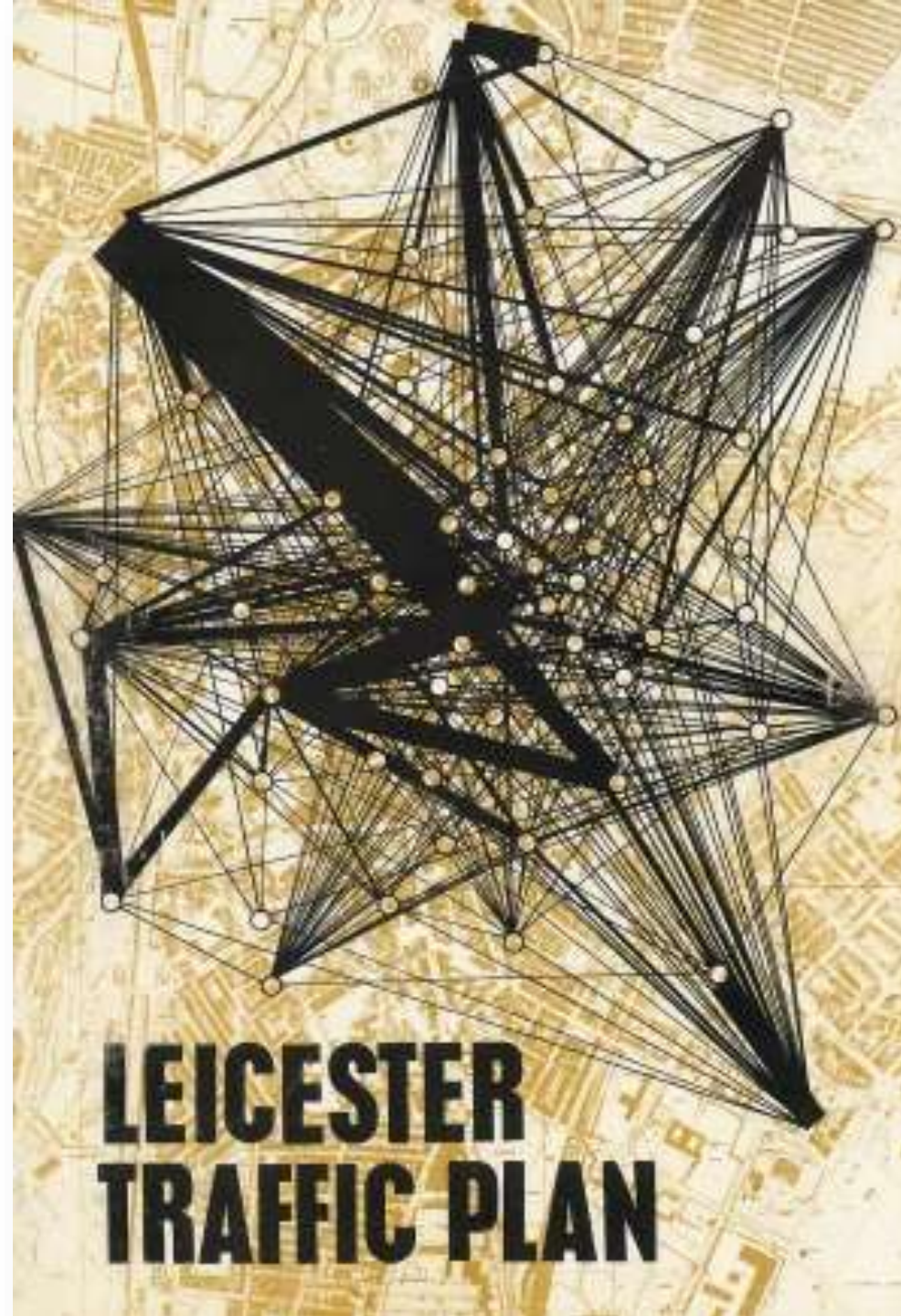
NO. - LOCATION - CAPACITY

1	ST. MATTHEW	180 CARS
2	BRIDGE STREET	450 CARS
3	WOLINGTON STREET	320 CARS
4	CHURCH STREET	150 CARS
5	WOLFORD ROAD	150 CARS
6	LEAVER LANE	70 CARS
7	REDCROFT STREET	110 CARS
8	ST. PETER'S LANE	500 CARS
9	BRIDGE STREET	130 CARS
10	VICTORIA PARK	500 CARS
11	LEAVER LANE	1000 CARS

PARKING FOR HEAVY VEHICLES ON PARKS 1, 2 & 8

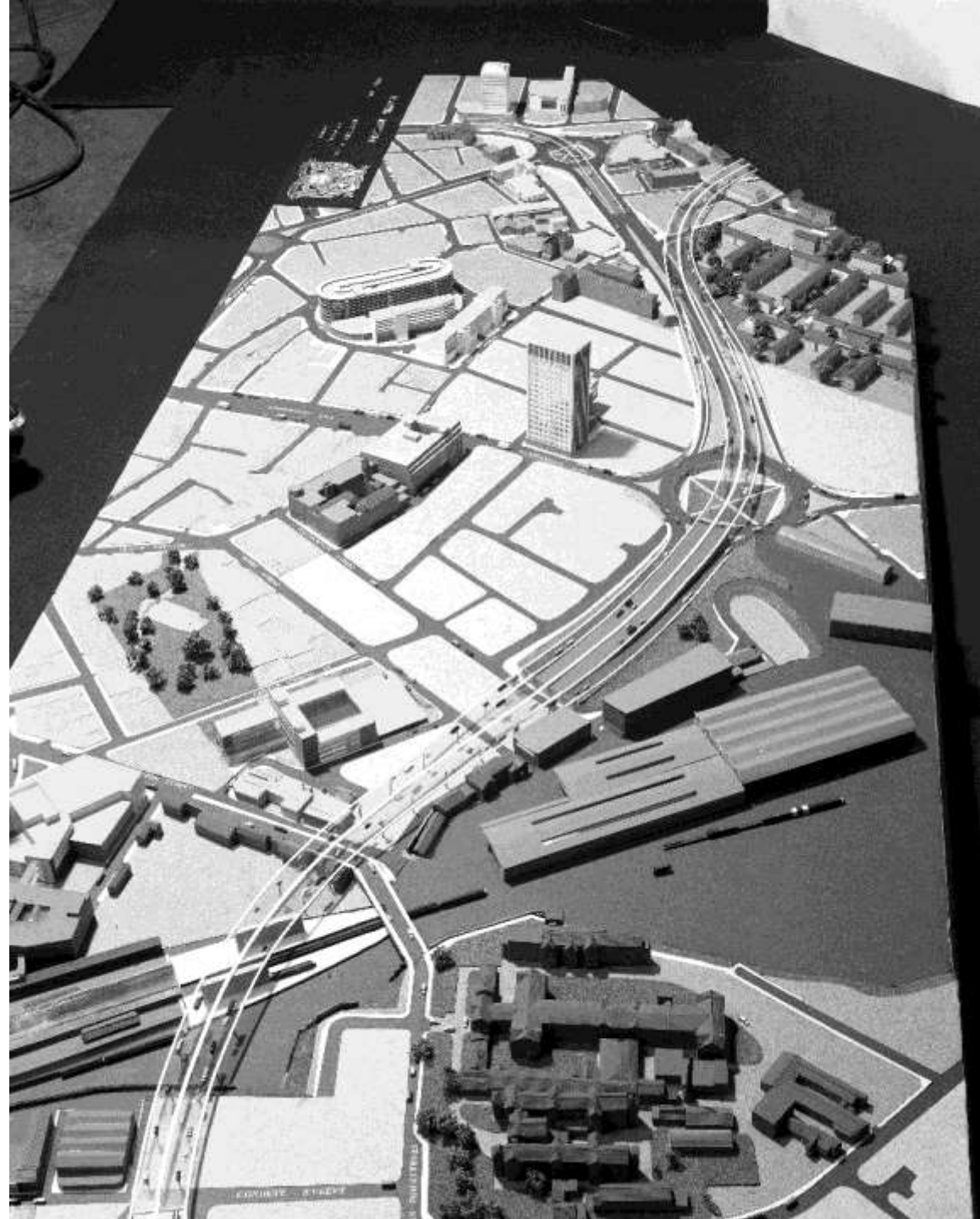
JOHN L. BECKETT, M.I.C.E., M.T.P.I. CITY ENGINEER & SURVEYOR





**LEICESTER  
TRAFFIC PLAN**

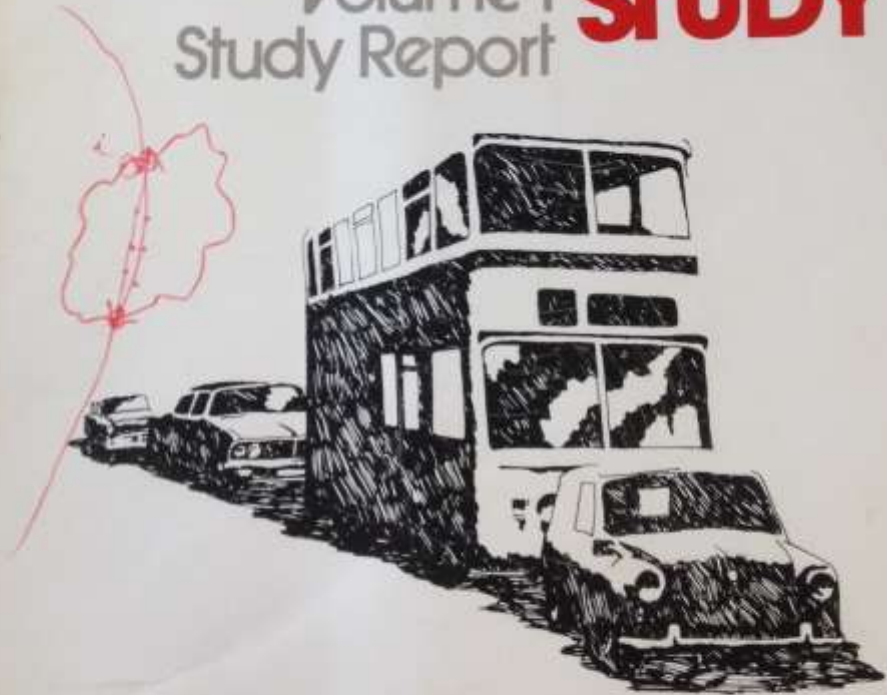






*Pete Soudley*

GREATER LEICESTER  
**TRANSPORTATION**  
Volume 1 **STUDY**  
Study Report



Scott Wilson Kirkpatrick & Partners



# route of eastern relief road

# Humberstone road to London road



# RELIEF EASTERN ROAD



the facts

### COUNCIL POLICY

The Council's policies are aimed at producing a reasonable balance between a street road network, car parking and public transport, while at the same time improving the environment.

In order to bring this about in the Central Area much of the traffic should be diverted and pedestrian preference given and bus lanes created.

Some new roads are therefore necessary to provide a layout for sustainable traffic.

One of the new roads aimed at achieving this is the Eastern Relief Road, from Humberstone Road to London Road.

### THE EFFECT OF THE ROAD

As with most road schemes, the Eastern Relief Road will have both advantages and disadvantages.

The Council is conscious of this and is choosing the proposed design of the road to ensure that these are reduced to a minimum.

For instance, by cutting the road in a deep cutting between Cavendish Street and Cavendish Road, noise is to be kept to the edge of the built-up residential area, the noise will be considerably reduced, in any position the existing noise levels are in excess of the permitted level.

Although the line of the road has been chosen to avoid important public buildings and residential areas, it is inevitable that some buildings will be affected by the noise.

# compulsory purchase, rehousing, compensation....know your rights.

### WHAT IS COMPULSORY PURCHASE?

The property required for the road to be built will be purchased by the local highway authority.

This is usually done by means of a Compulsory Purchase Order, which for this scheme has already been submitted and many objections have been received.

This means that it is now necessary to hold a Public Inquiry about the Compulsory Purchase Order, and the associated planning changes, to allow these objections to be heard.

To ensure that information given to the Greater London Compensation Study will be available, the Inquiry will also place in the summer of 1974 at the earliest.

The Secretary of State for the Environment, who will finally decide whether the Order should or should not be made, will therefore be unlikely to make his decision before 1975.

Once confirmation of the Order is received, no owner can be expected to sell land or property to the local highway authority.

However, it is possible for the owner to sell the land highway authority to buy property included in the Order before confirmation is received.

### COMPENSATION

It is a general rule that the local highway authority will not be liable for the cost of the road. The cost of the road will be met by the Government through the following categories of compensation:

- (1) The market value of the land or property affected.
- (2) Grants to cover the cost of demolition which results from the part of the road or property being taken.
- (3) Grants for other material interests, such as certain types of easements, which are lost as a result of the road.
- (4) Grants for compensation for the loss of the right to light or other rights which are lost as a result of the road.
- (5) An additional payment to a person who has incurred a financial loss as a result of the road.

Compensation may also be claimed when the land is used for agricultural purposes or the value of the land is reduced by the road works, or the use of the road, due to noise, vibration, etc.

### REHOUSING

Home-owners may claim their homes as a result of Compulsory Purchase Order. If they object to the Order, they may apply to the Greater London Compensation Study for 1974, under which they may be able to sell to the Council for a mortgage to meet their living expenses.

### FURTHER INFORMATION

If you require any additional information or wish to clarify your particular circumstances, you should write to or call us at the appropriate department.

Department	Contact for advice on	Address
Town Clerk	Legal aspects of Compulsory Purchase Order & details from Council Offices	Town Hall
City Engineer	Details of layout and design of road works, including details of construction of road works, including details of construction of road works, including details of construction of road works	City House
City Council	Questions of procedure, including details of procedure, including details of procedure, including details of procedure	City House, 2nd Floor
City Planning Officer	Details of planning, including details of planning, including details of planning, including details of planning	City House, 2nd Floor
City Planning Officer	Details of planning, including details of planning, including details of planning, including details of planning	City House, 2nd Floor
City Planning Officer	Details of planning, including details of planning, including details of planning, including details of planning	City House, 2nd Floor

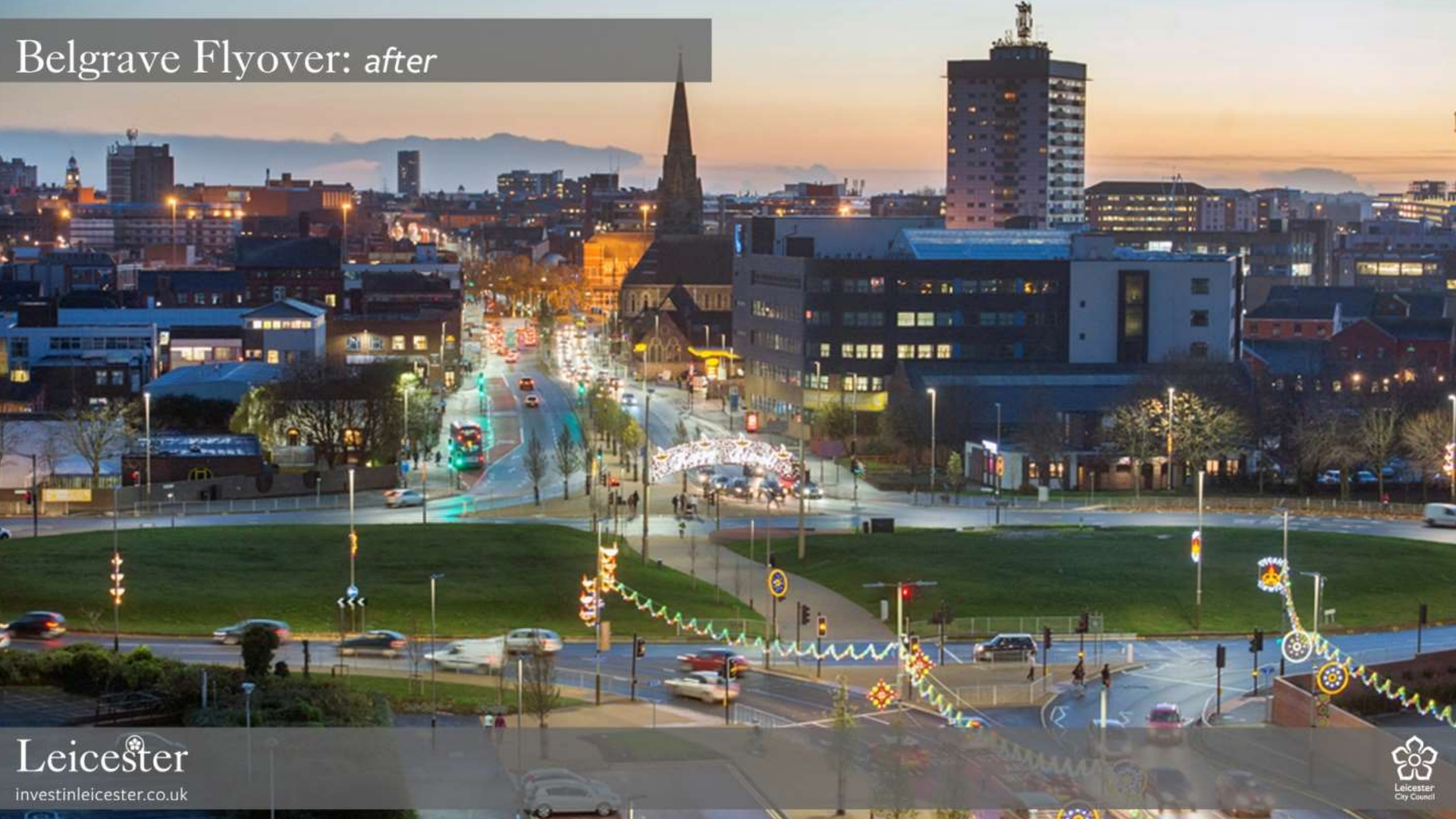


# Belgrave Flyover: *before*





# Belgrave Flyover: *after*





# Haymarket Bus Station: *before*



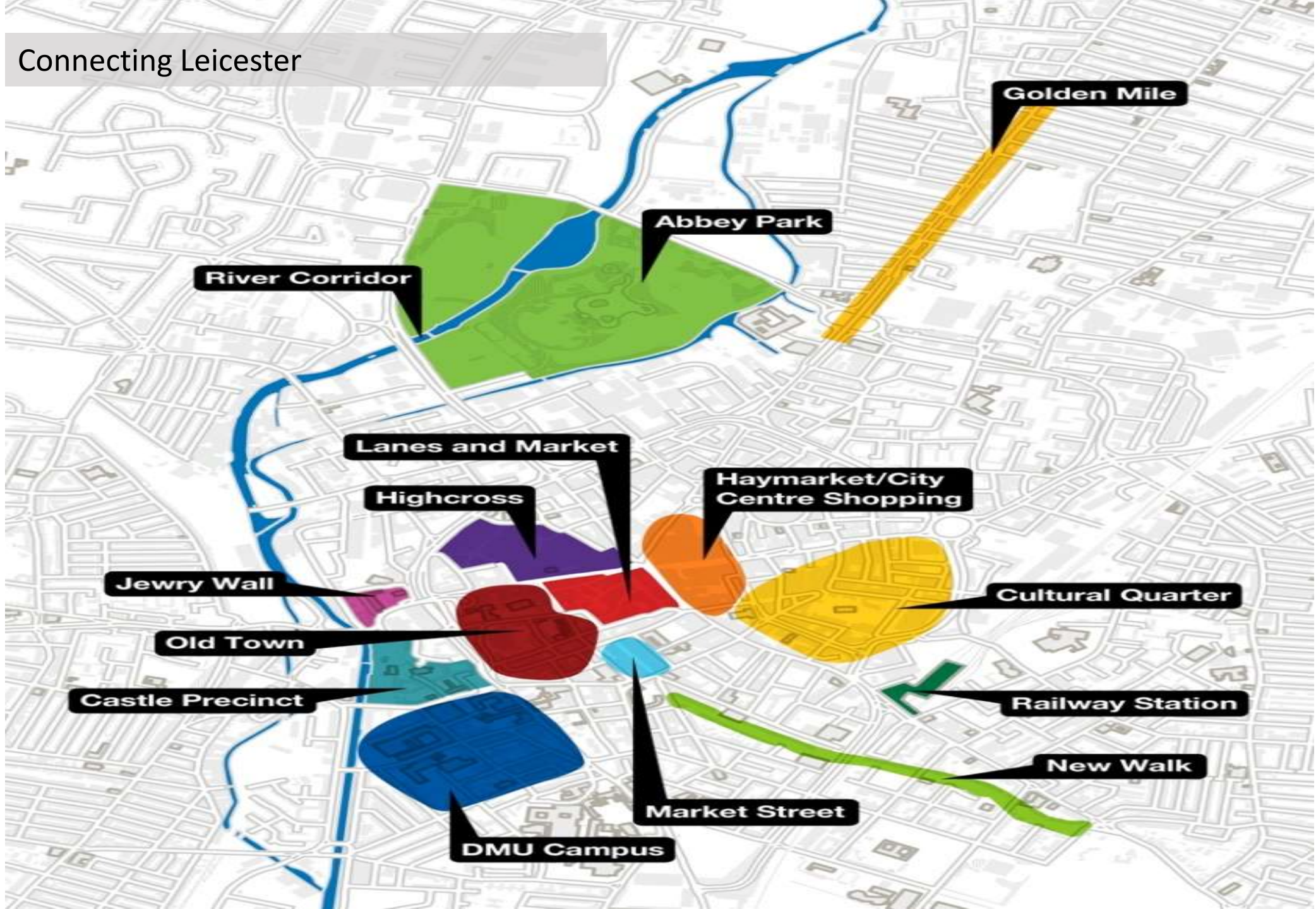


# Haymarket Bus Station: *after*



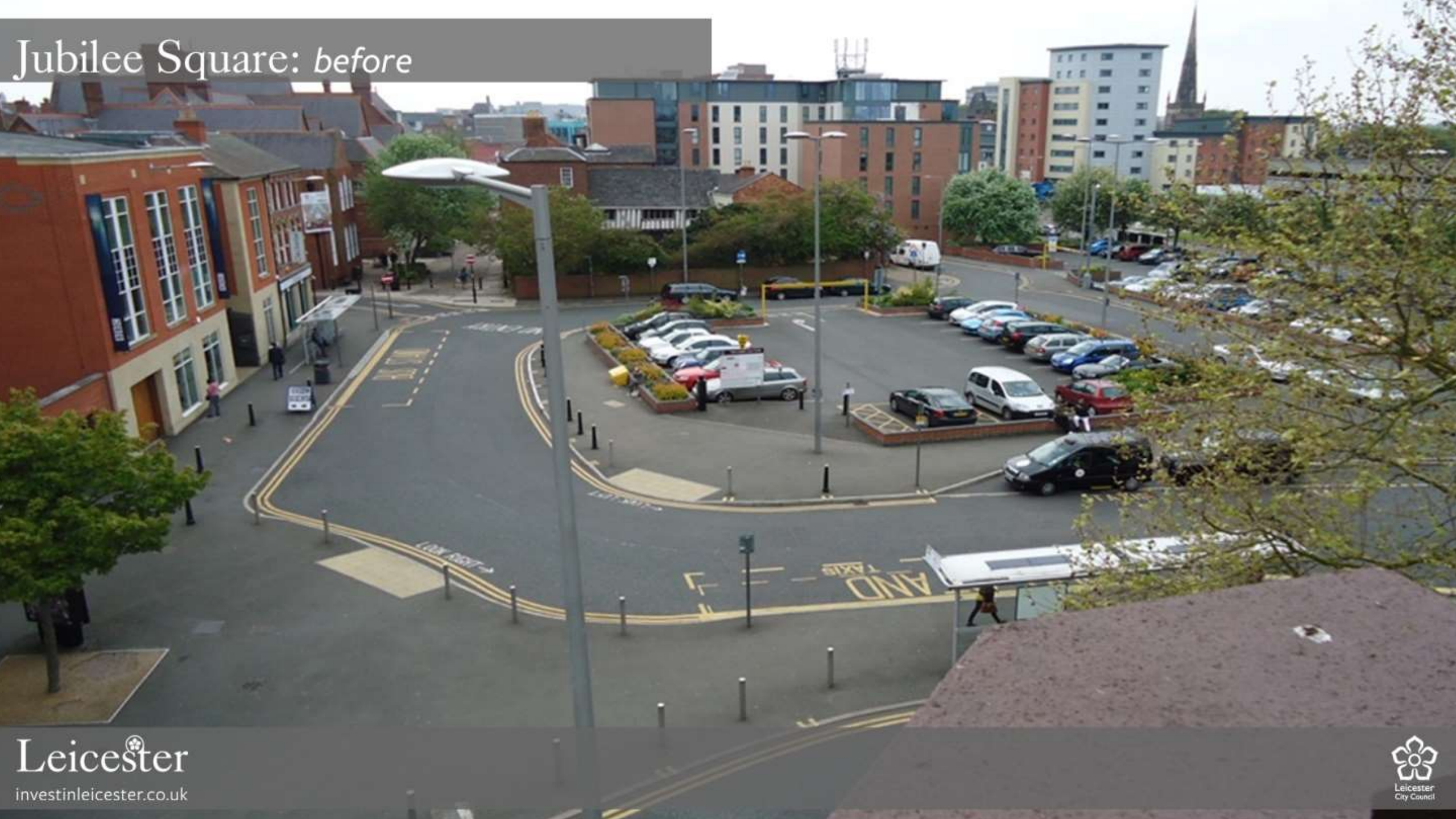


# Connecting Leicester





# Jubilee Square: *before*





# Jubilee Square: *after*





# Cathedral Gardens: *before*



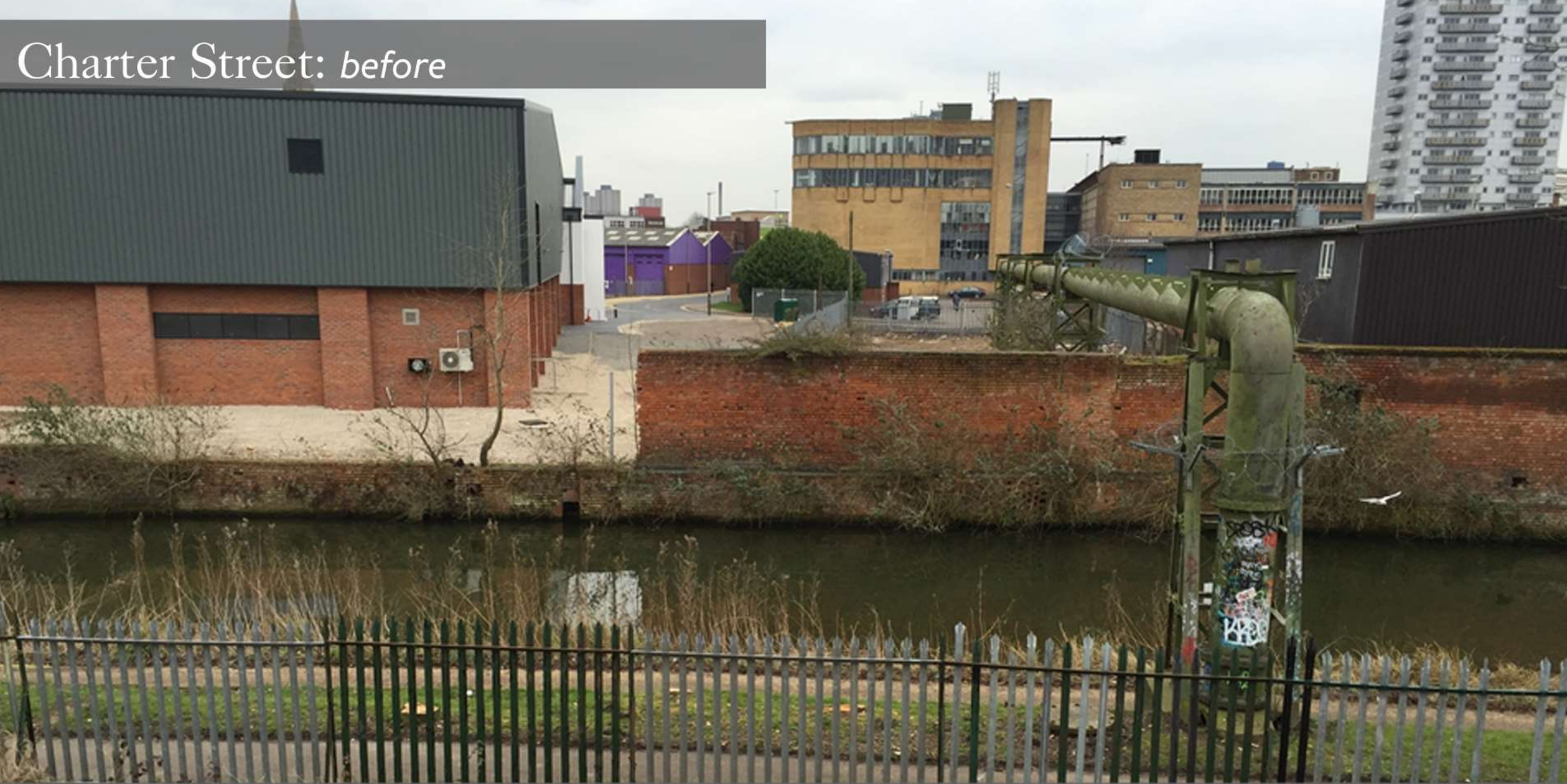


# Cathedral Gardens: *after*





# Charter Street: *before*



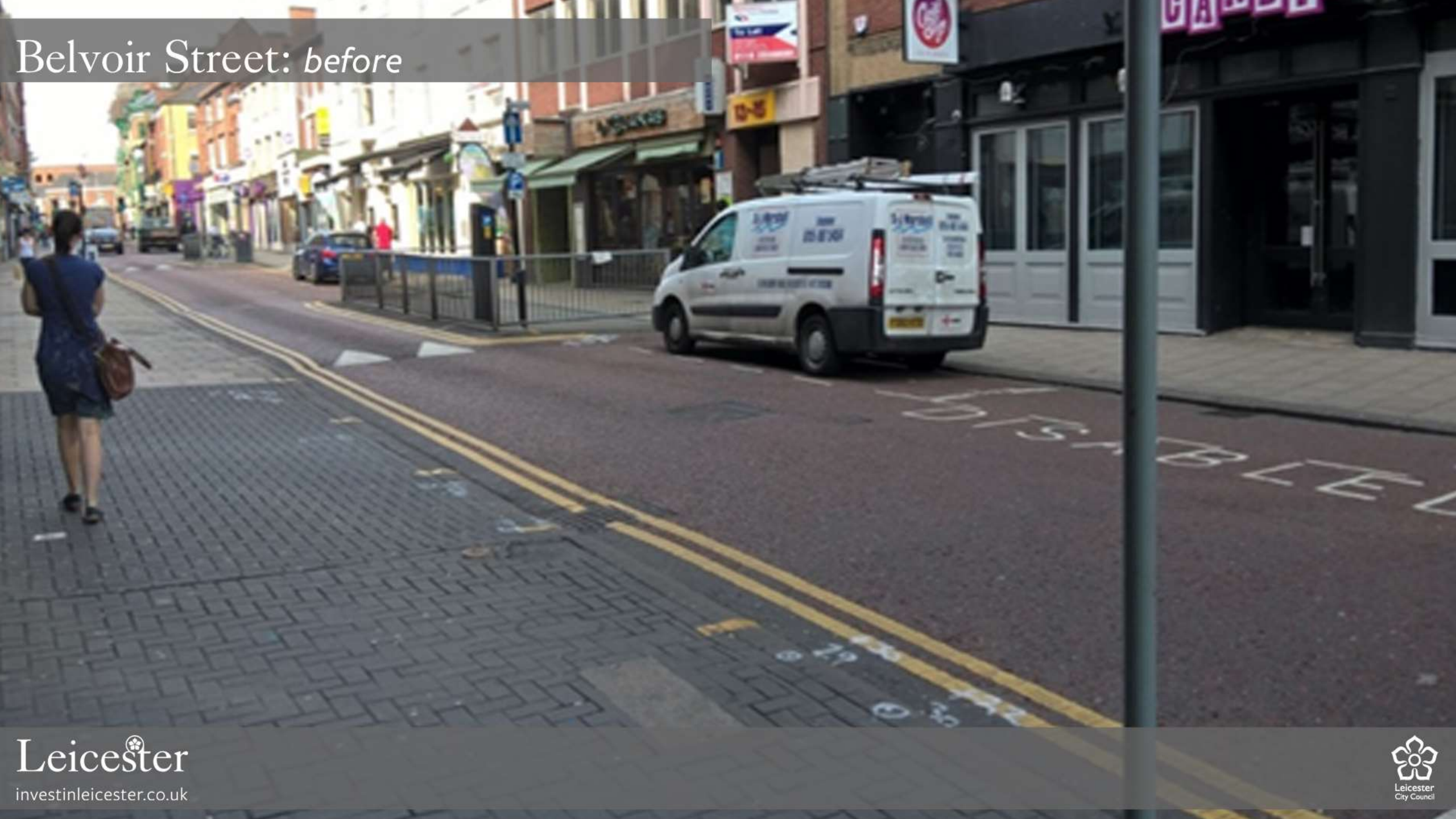


# Charter Street Bridge: *after*





# Belvoir Street: *before*





# Belvoir Street: *after*





# Belgrave Gate South: *planned*













# CITY CHALLENGE BID AREA

Bede Island and South West Inner Leicester



C

The City Challenge Five Year Plan 1993-1998

### Key: land use in 1993

- Open space
- Institutions/Community uses
- Industrial/commercial
- Derelict land
- Residential
- Public utilities
- Under-used commercial land
- Cattle market site
- Railways

### Key: Planned improvements

- Housing improvements
- Traffic calming
- Nature reserve
- Marina
- Science park
- New park
- Play area
- Retail and leisure park
- New rail link
- Leisure facilities



D Did City Challenge meet its targets?

E The verdict







# Waterside Regeneration Area





# Leicester Mercury

WEDNESDAY, MAY 30, 2018

75p



**THE STREET ENTERTAINER WHO'S REALLY HOT STUFF**  
PAGE 6

**LEAP OF FAITH** Liam Collins entertains shoppers of Leicester Clock Tower. He jumped through a ring of fire while bungeed.



**BABY OF THE YEAR GOLDEN TICKET**  
DOUBLE YOUR VOTES - PAGE 18



**VETERAN BACK AT SITES OF BATTLES**  
PAGES 10-11



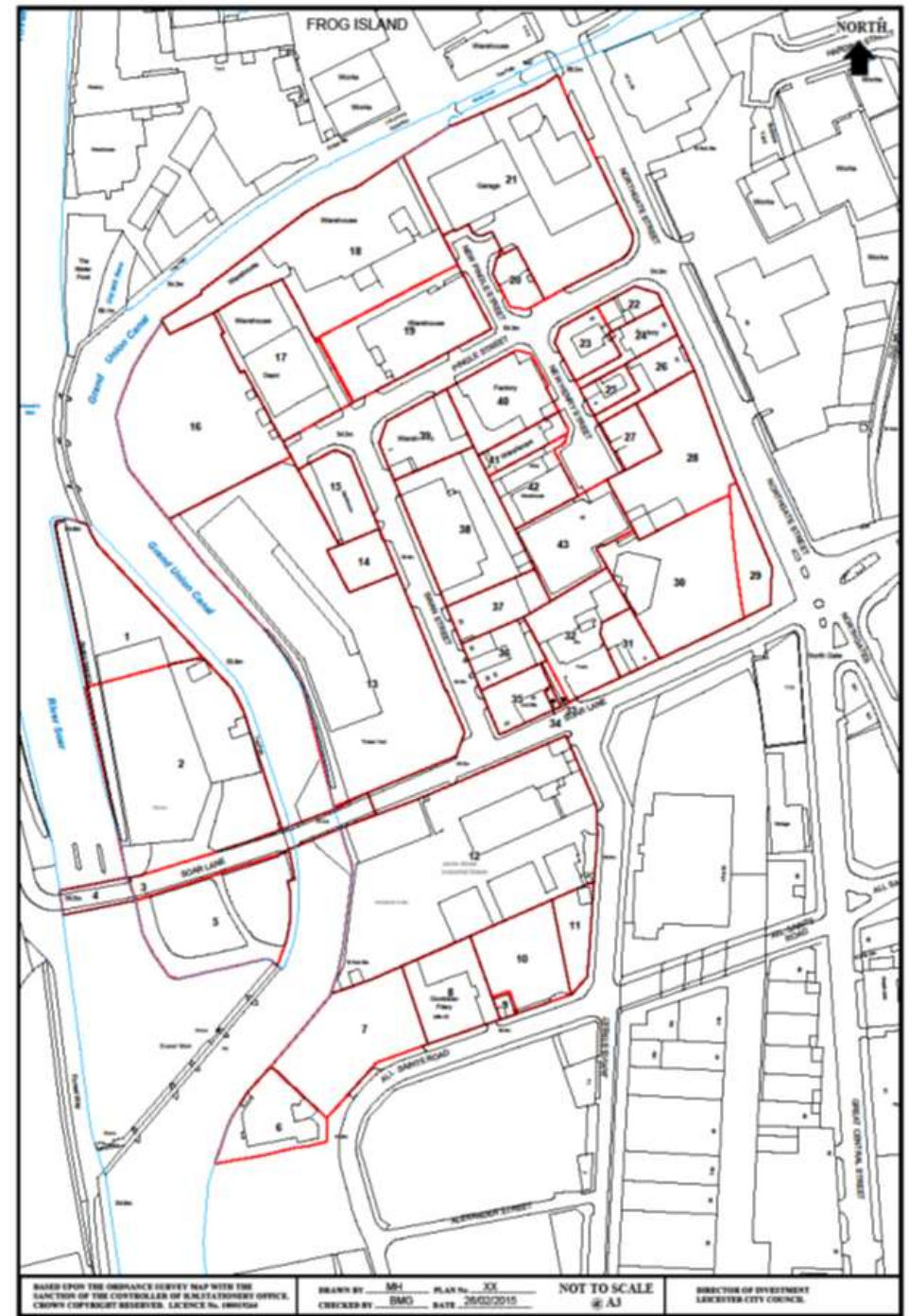
**TIGER SET TO LEAD OUT HIS COUNTRY**  
PAGE 57

**£50M COUNCIL CASH TO TRANSFORM WATERSIDE**

# CITY'S BIGGEST REGENERATION PLAN IN YEARS UNDER WAY

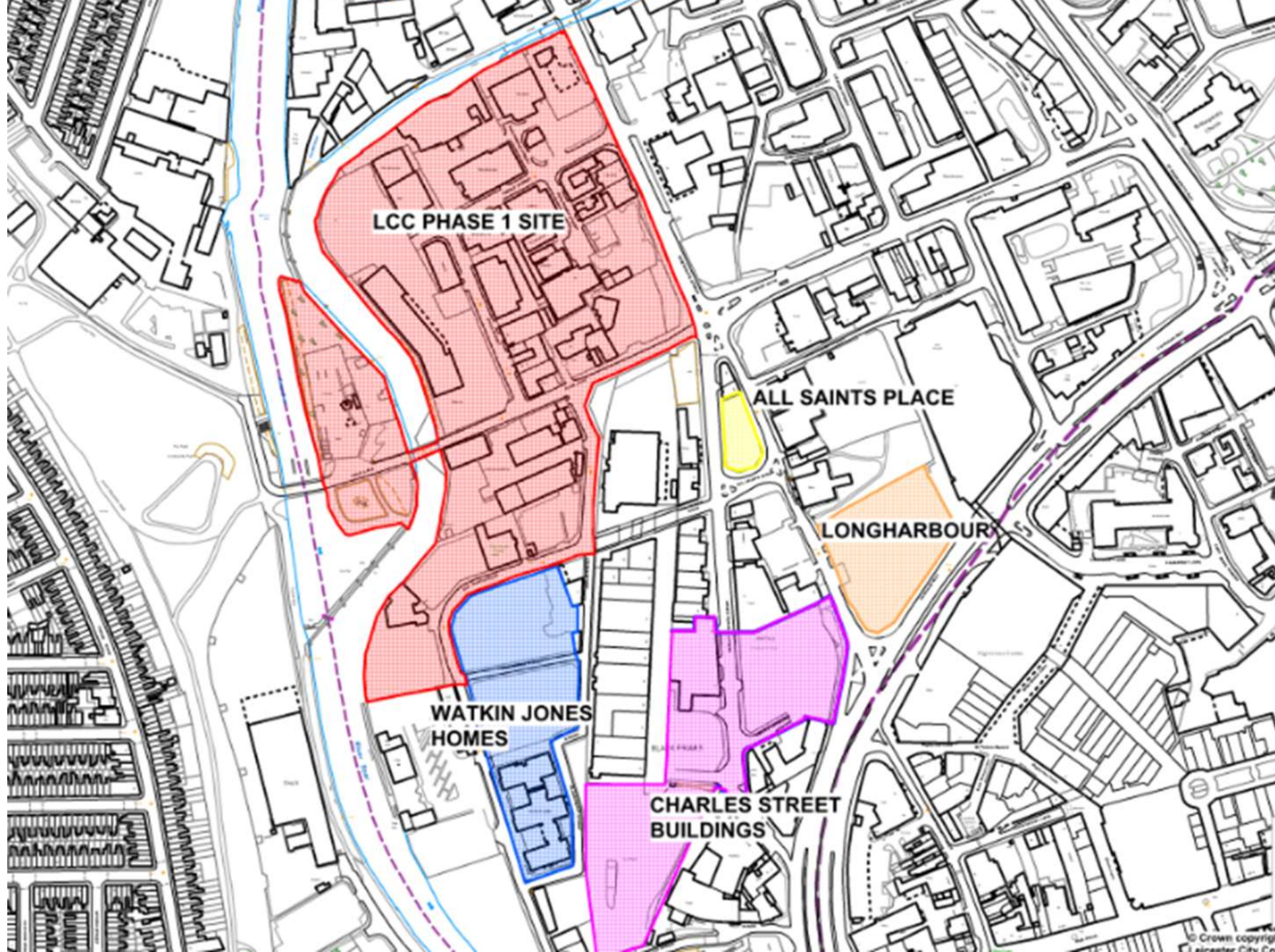
ABOUT £50 million of public money is being invested in a transformation of Leicester's waterside. Major schemes are now under way to regenerate the A10 corridor.

FULL STORY PAGES 4-5



BASED UPON THE ORIGINALE SURVEY MAP WITH THE SANCTION OF THE CONTROLLER OF BUILDING REGULATIONS OFFICE. CROWN COPYRIGHT RESERVED. LICENSE NO. 10010000  
DRAWN BY: MH PLAN NO: 33 NOT TO SCALE  
CHECKED BY: BMO DATE: 26/02/2015 @ A3  
DIRECTOR OF DEPARTMENT LEICESTER CITY COUNCIL





LCC PHASE 1 SITE

ALL SAINTS PLACE

LONGHARBOUR

WATKIN JONES  
HOMES

CHARLES STREET  
BUILDINGS



# Friars Mill: *before*





# Friars Mill: *after*























06/06/2018 12:17



Hamilton SUDs





St Mary's Allotments





