

# 1-7 Grey Friars – Feasibility Options & Pre-App Response



Leicester  
City Council

**1-7 GREY FRIARS – FEASIBILITY OPTIONS**

SALES PACK SUPPORT INFORMATION | JAN 2024 - REV C

CAPITAL PROJECTS

# SALES PACK SUPPORT INFORMATION - PREFACE

In addition to the Grey Friars Site Development Guidance, January 2023, this pack has been produced to give potential developers a general understanding of the planning context and considerations for development at 1-7 Grey Friars, Leicester.

The following outline proposals have been produced by Maber Architects to explore potential uses / conversion options for 1-7 Grey Friars. These proposals have been issued to Leicester City Council Planning for review and their initial comments can be found in the appendix of this report.

Given that the plans are at early stages, Leicester City Council Planners have provided useful feedback on constraints, surveys / additional information that would be required and changes that would need to be made ahead of a formal planning submission. Planning comments have been received based on these early stage optioneering designs and should be read in that context only.

The options provided within this document are for illustrative purposes only, and don't represent detailed design proposals and should not be considered by potential purchasers as an exhaustive set of options.



**1-7 GREY FRIARS – FEASIBILITY OPTIONS**

SALES PACK SUPPORT INFORMATION | JAN 2024

CAPITAL PROJECTS



# 1-7 Grey Friars, Leicester

## Feasibility Report

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job no	rev	date	description	by	chk'd
3571	P01	06/10/23	First Issue	JCI	BSI
3571	P02	23/10/23	Updated to suit client comments	Rls	BSI
3571	P03	25/10/23	Updated following Client comments	Rls	BSI
3571	P04	28/11/23	Updated following Client comments	Rls	BSI
3571	P05	01/12/23	Updated following Client comments	Rls	BSI
3571	P06	04/12/23	Updated following Client comments	Rls	BSI
3571	P07	19/01/24	Updated following Client comments	Rls	BSI

## Introduction

This architectural feasibility report has been prepared by Maber Architects for Leicester City Council. The feasibility study looks at converting the three buildings at 1-7 Grey Friars into alternative uses.

The overall site consists of three buildings:

No.1-3 Grey Friars

No. 5 Grey Friars (Grade II Listed)

No. 7 Grey Friars (Grade II Listed)

The site also includes a car park to the rear, accessed from New Street (this land is a Scheduled Ancient Monument)

Three feasibility options have been produced:

**Options A** - Conversion of all the buildings to residential apartments with a commercial use (bar/ restaurant) within Nos. 5 and 7 at GF level.

**Options B** - Conversion of all the buildings to a boutique style hotel with a commercial use (bar/ restaurant) within Nos. 5 and 7 at GF level.

**Options C** - Conversion of all the buildings to residential apartments with a reduced commercial use (bar/ restaurant) within No. 7 at GF level.

## Site Appraisal

2.0

## Site Location 2.1



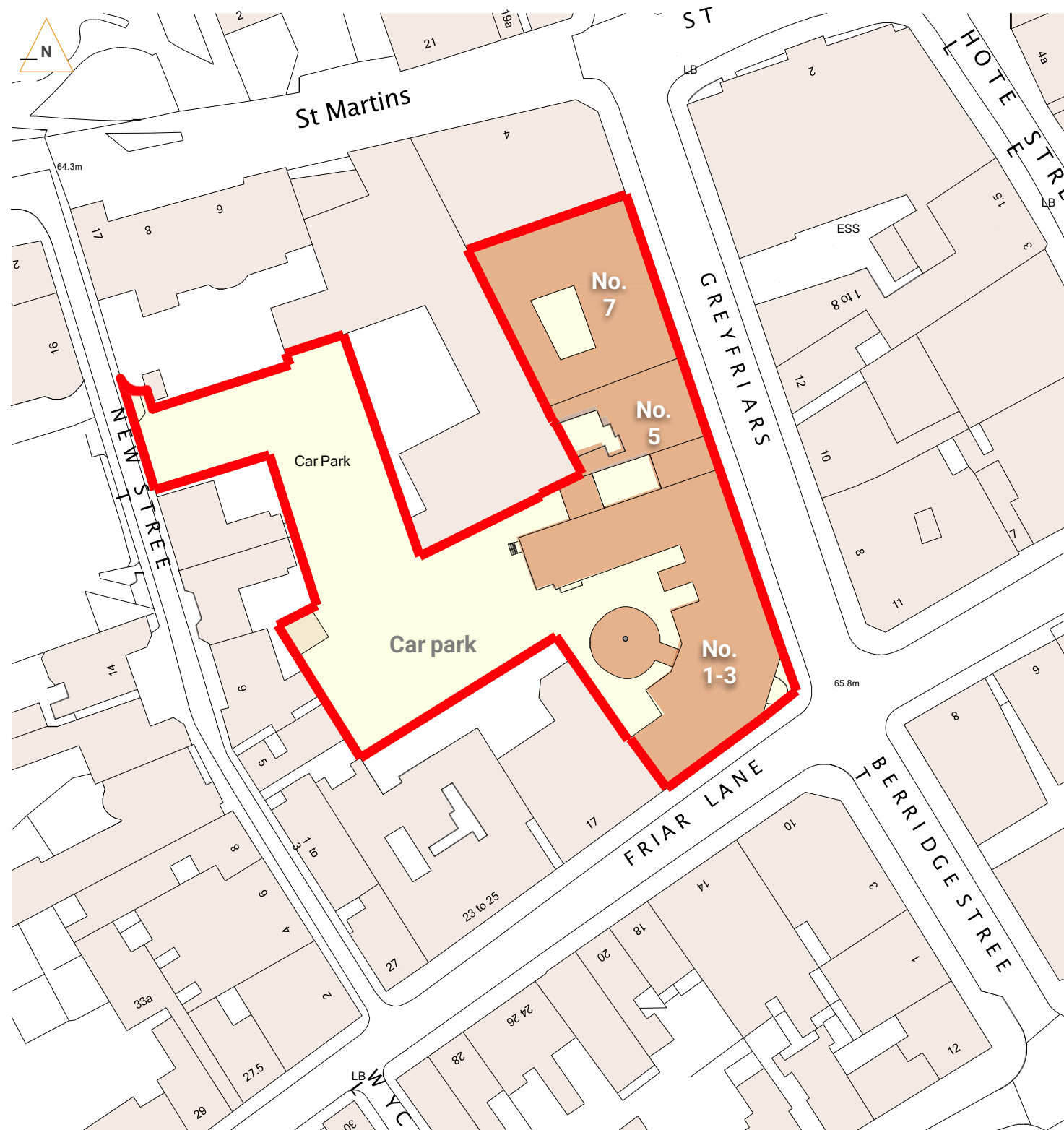
The site is located inside the inner ring road within the city centre of Leicester. It is within the central shopping core and within the Old Town area of the city.

It is close to local amenities including the King Richard III Visitors' Centre, Leicester Cathedral and Leicester Market, as well as the main retail core.

# Site Appraisal

# 2.0

## Site Location 2.1



The site is located within the Old Town area of the city centre and close to the main shopping core.

The site occupies the east and south of a city block and consists of 3 separate buildings and service yard over an area of approximately 0.6 acres or 0.245 Hectares.

The 3 buildings on site are:

No. 1-3 Greyfriars

No. 5 Greyfriars

No. 7 Greyfriars

All three buildings face onto Greyfriars, with no. 1-3 being located on the south-west corner and also facing on to Friar Lane.

The site also contains a car park which is currently accessed via New Street to the west and through an area of car parking used by the King Richard III Visitor Centre. A small outbuilding is also located within the car park.

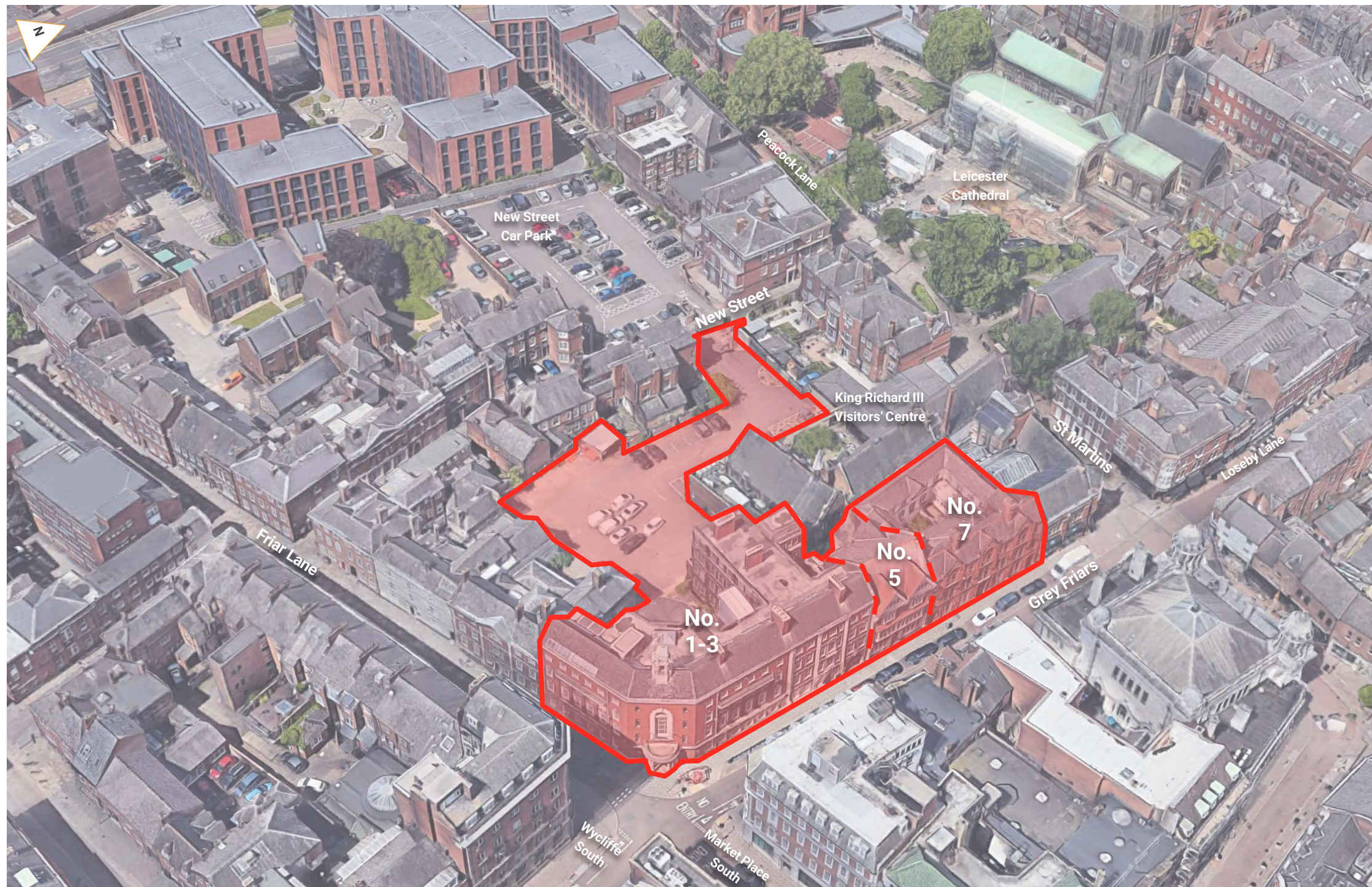
No. 5 and No. 7 also contain small courtyards / light-wells down to ground floor level.

Both Greyfriars and Friar Lane are one way streets providing vehicle access to the site.

# Site Appraisal

2.0

## Aerial Site Photo 2.2

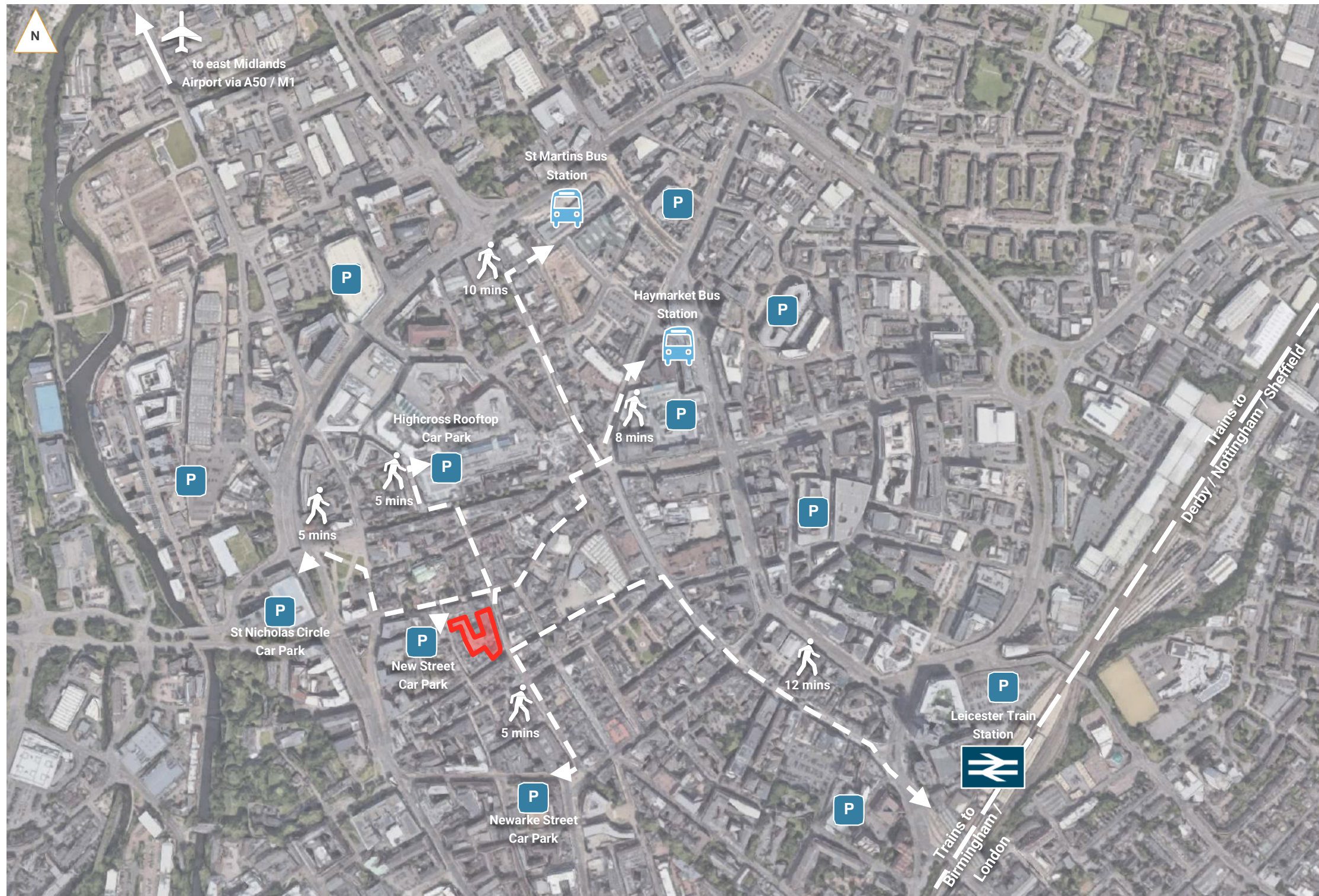




# Site Appraisal

2.0

## Transport Links 2.3



The site benefits from excellent national and international transport links.

Leicester train station is a 12min. walk to the southeast providing links direct to London in under an hour, as well as other national destinations such as Birmingham, Nottingham and Sheffield.

The two city bus stations - Haymarket and St Martins - are within 8 and 10 min walks respectively providing local and national links.

East Midlands airport is also in close proximity to the city and only 30mins drive from the site. The airport can also be accessed directly through the airport bus service from St Martins bus station.

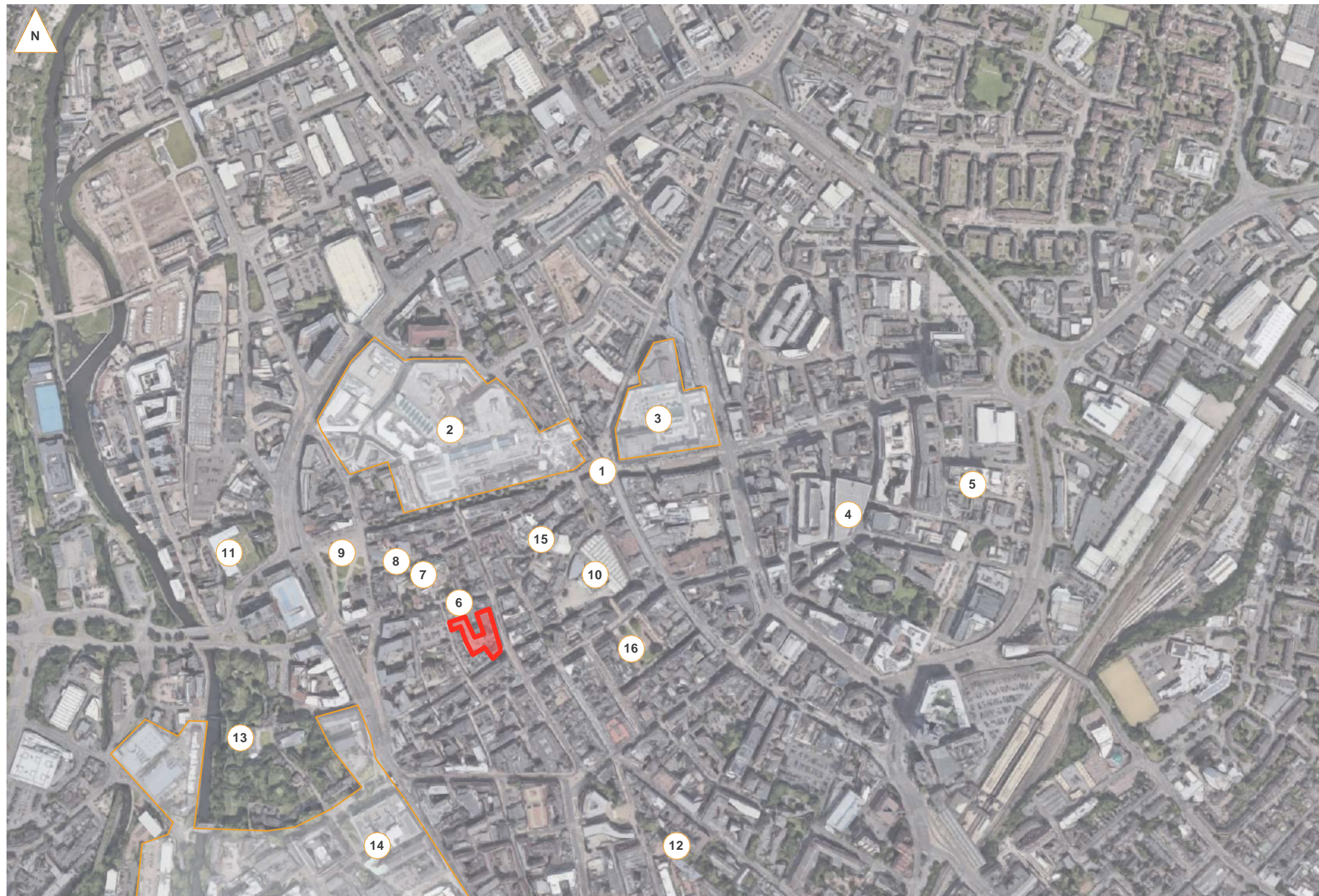
The buildings lie alongside Greyfriars and St Martins which are currently undergoing pedestrianisation, linking the site conveniently for pedestrians and cyclists directly into the successful St Martins Square restaurant and bar area, as well as the wider city.

Lastly, there are a number of car parks in close proximity to the site, the closest being New Street car park at only 2mins walk, and Newark St and St Nicholas Circle Car Parks which are approximately 5mins away.

# Site Appraisal

2.0

## Amenities 2.4



- 1\_ Clock Tower  
(Centre of Leicester)
- 2\_ Highcross Shopping Centre
- 3\_ Haymarket Shopping Centre
- 4\_ Curve Theatre
- 5\_ Phoenix Arts
- 6\_ Richard III Visitors' Centre
- 7\_ Leicester Cathedral
- 8\_ Leicester Guildhall
- 9\_ Jubilee Square
- 10\_ Leicester Market
- 11\_ Jewry Wall Roman Museum
- 12\_ New Walk leading to New Walk Museum
- 13\_ Leicester Castle Gardens
- 14\_ De Montfort University
- 15\_ The Lanes Shopping Area
- 16\_ Town Hall Square

Surrounding Context 2.5



1\_ Grey Friars looking north towards Loseby lane. The site is visible to the left



2\_ Grey Friars looking north towards Loseby Lane. The site is visible to the left

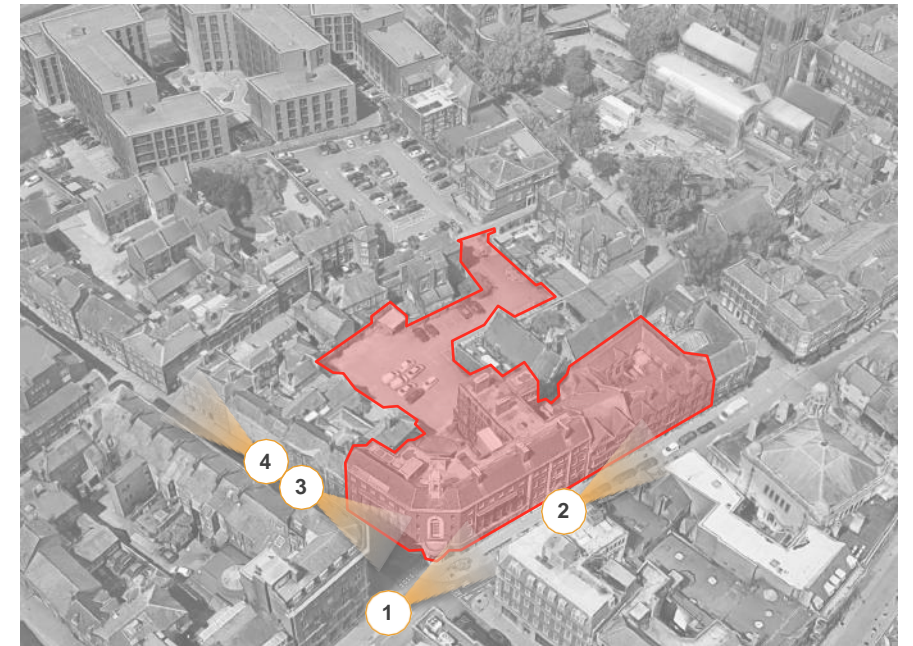


Image locations



3\_ Friar Lane looking east towards Market Place South. The site (no. 1-3) is visible to the left-hand side of the junction



4\_ Friar Lane looking west towards De Montfort University and the inner ring road. The site is not visible

Surrounding Context 2.5



5\_ New Street looking north towards Leicester Cathedral and Peacock lane. The vehicle entrance to the site is to the right after the white rendered building



6\_ New Street looking south towards Friar Lane

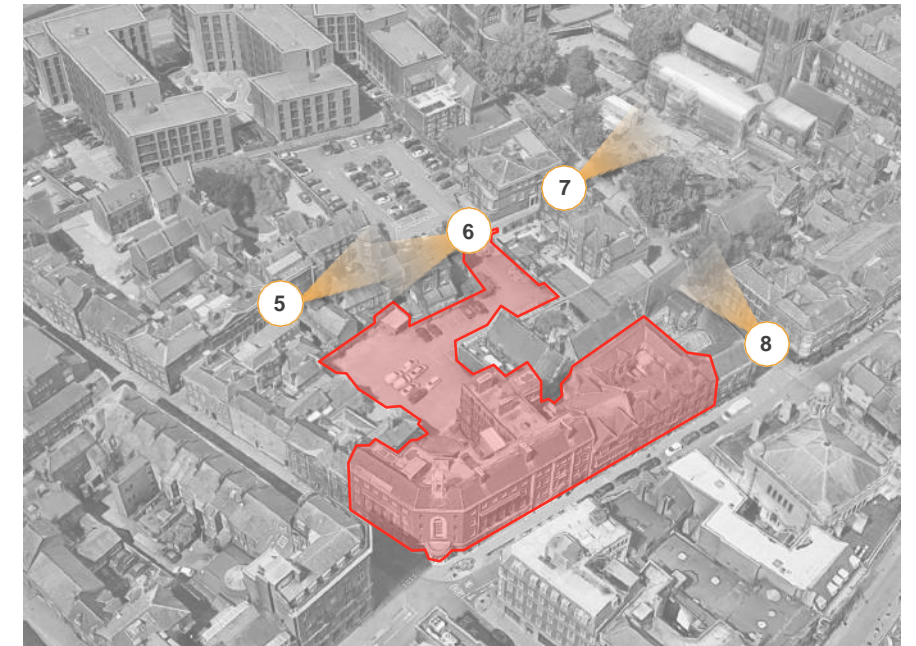


Image locations



7\_ The view form Peacock Lane / St Martins looking north towards Leicester Cathedral currently undergoing extensive refurbishment and extension

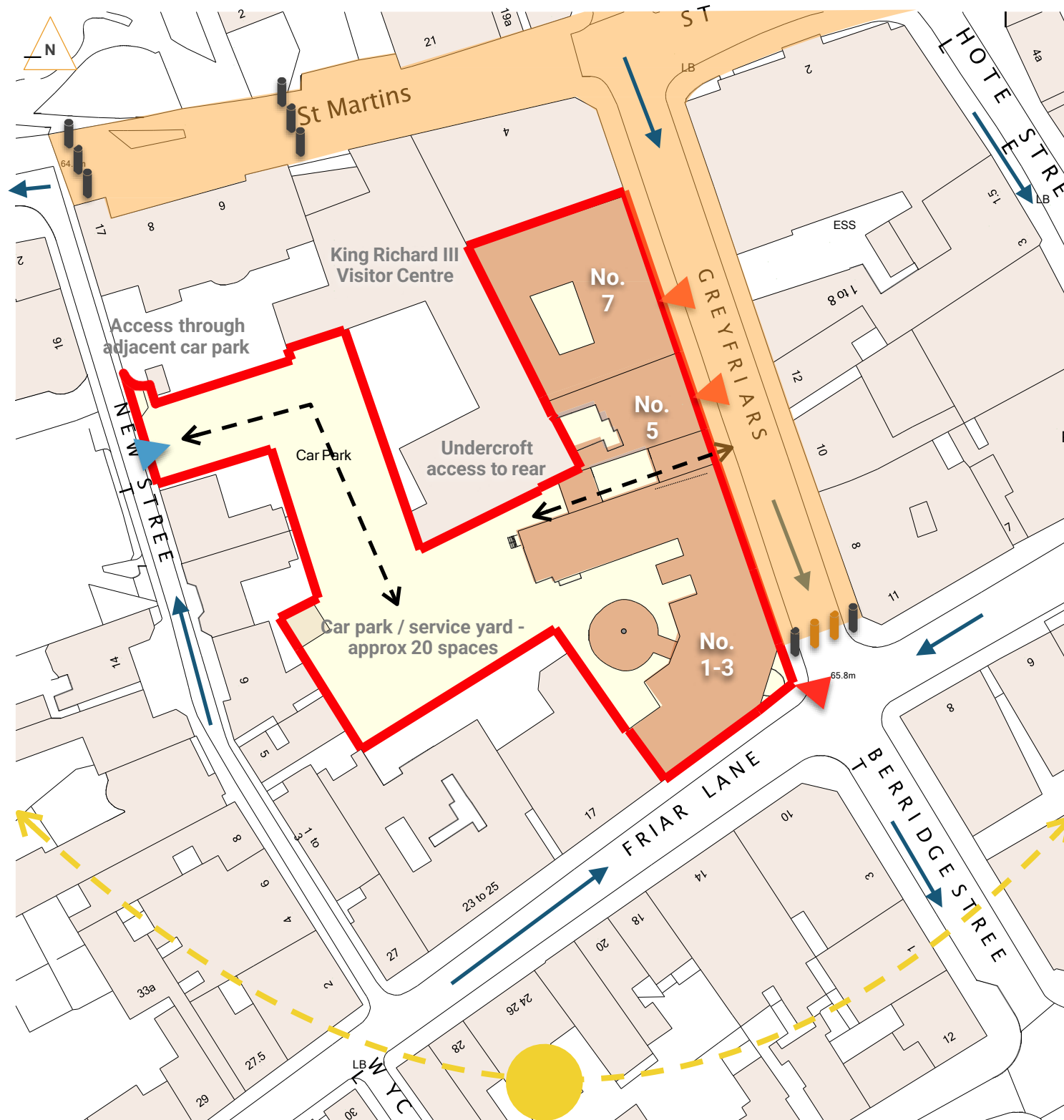


8\_ St Martins looking west towards Peacock Lane and Leicester Cathedral

# Site Appraisal

2.0

## Site Analysis 2.6









The buildings are primarily east facing onto Grey Friars, with No. 1-3 benefiting from a largely unobstructed west elevation.

The main pedestrian entrances into No. 5 and No. 7 are from the western edge of Grey Friars, with the main entrance into No. 1-3 grey Friars being located directly on the corner between Grey Friars and Friar lane.

Vehicle access into the site is from New Street and through the adjacent car park which serves the King Richard III Visitor Centre.

The site sits within an area of one-way streets and the current directions have been indicated, however this is subject to change with LCC Highways carrying out work in this area to improve traffic flow.

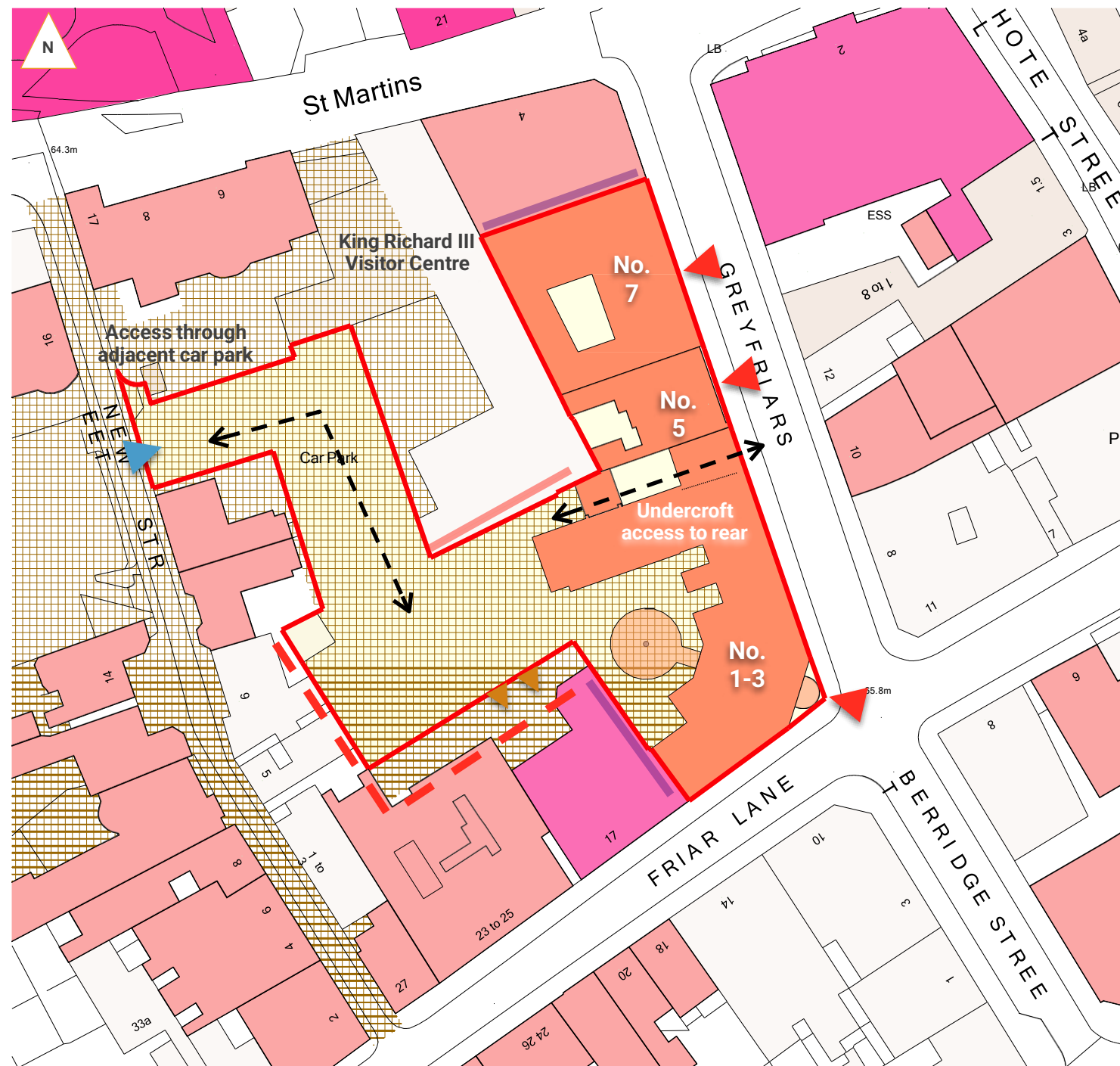
The site is generally level with only a minor rise of 0.5m from north to south across the street block.

-  Static bollards
-  Rise / fall access bollards
-  Traffic direction
-  Pedestrianised Streets
-  Vehicle Access
-  Pedestrian Access

# Site Appraisal

2.0

## Site Constraints 2.7










The site is constrained by a number of heritage assets. It lies within part of the Greyfriars Scheduled Ancient Monument which includes all of the car parking area, but not the area occupied by the buildings themselves. Below ground archaeology could impact potential development.

In addition No. 5 and No. 7 are both Grade II Listed Buildings which will limit the potential for internal and external alteration.

The car park and service area is tightly bound by existing structures limiting any increase in provision. In addition access is required to the rear of No. 17 Friar Lane which would again impact development potential.

No. 5 and No. 7 are only accessed via Grey Friars which has the potential to limit development options.

There are also Party Wall conditions to be considered with adjacent properties, in particular No. 17 Friar Lane and No. 4 St Martins.

-  Party Wall condition
-  Access for adjacent properties
-  Scheduled Ancient Monument
-  Grade II\* Listed Building
-  Grade II Listed Building
-  Vehicle Access
-  Pedestrian Access

# Site Appraisal

2.0

## Site Opportunities 2.8








The main opportunity with the site is to bring back into use 3 significant city centre buildings which have been left empty for a number of years.

The existing buildings are of high architectural quality and historical value. There is the opportunity to restore these frontages and reinstate the existing front doors as entrances into the individual buildings, whilst at the same time providing active frontages and passive surveillance to the street.

There is the potential to demolish the existing C20 circular extension to the rear of No. 1-3. In addition the C20 ground floor extensions within the courtyard of No. 7 could be removed.

Removal of the circular extension to the rear of No. 1-3 would also create to opportunity for additional external space possibly for amenity use by occupants. The existing car park area could also be reinterpreted as additional external amenity if desired.

There's also the opportunity to reopen the link between Grey Friars and the rear car park area to improve permeability.

-  Reinstated frontages
-  Potential Amenity space
-  Potential demolition
-  Vehicle Access
-  Pedestrian Access

## Site Appraisal

2.0

## Greyfriars Conservation Area 2.9



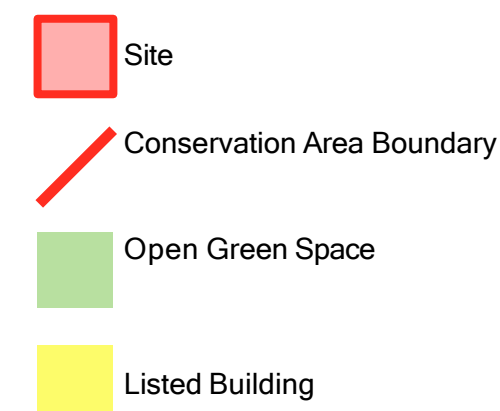
The site is located within the Greyfriars Conservation Area, an area of special architectural and historic interest.

The site is located on the site of the former Franciscan Friary of the Greyfriars, adjacent to the site where the remains of King Richard III were discovered in 2012.

Significant investment has been made in the area providing new public spaces such as Cathedral Gardens within the conservation area, and Jubilee Square, which sits just outside but still has an important relationship to it.

Highway improvements have also been carried out to historic routes including Guildhall Lane and Applegate.

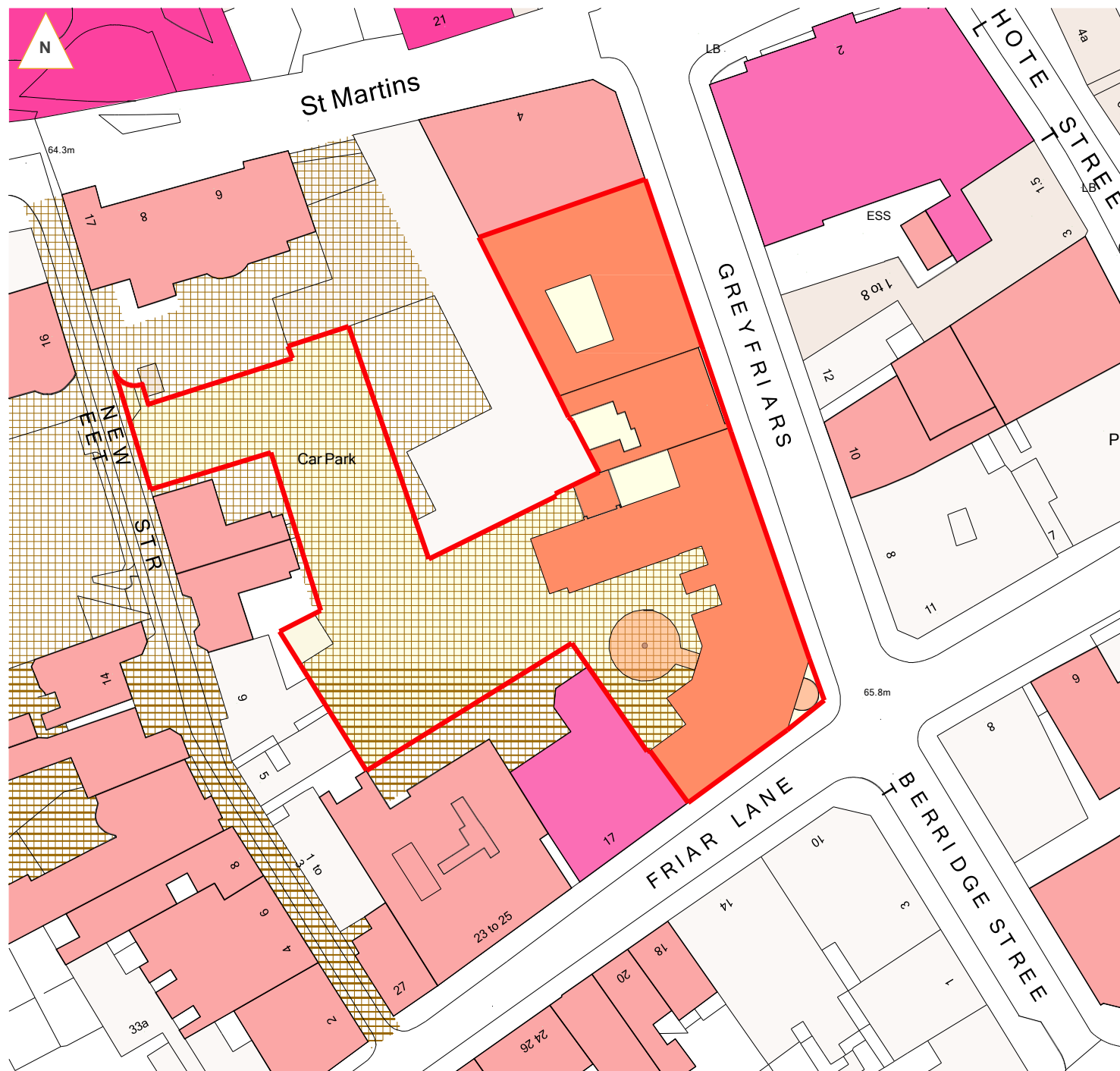
The King Richard III visitor centre opened in summer 2014, with the reinterment of Richard III's remains in Leicester Cathedral following shortly after. The area has been successful with an award from the heritage lottery fund, investing over £1.5 million in the historic building stock and promotion of the area over the last five years increasing in status of the area.





# Site Appraisal

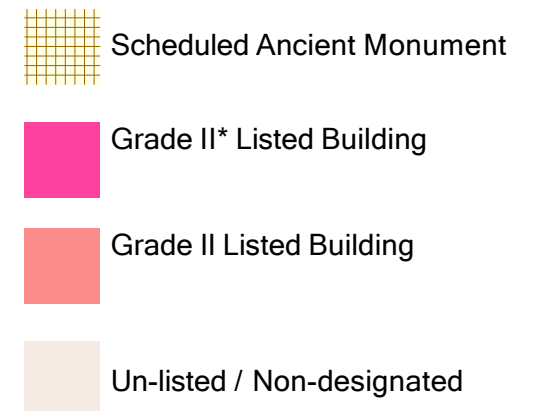
## Listed Buildings 2.10



As previously mentioned the site is located within the Greyfriars Conservation Area which contains a significant number of Listed Buildings. Some of these Listed buildings are directly adjacent to the site.

Within the site both No. 5 and No. 7 are Grade II Listed Buildings, with No. 1-3 being un-listed / non-designated.

The exposed ground within the site also forms part of the Greyfriars Scheduled Ancient Monument which includes the remains of the C13 Franciscan friary, the church of which later became the burial place of King Richard III (now interned in Leicester Cathedral)



## No. 1-3 Grey Friars 2.11

**No.1-3 Grey Friars**

Whilst this building is not listed it makes a positive contribution to the Conservation Area.

1-3 Grey Friars was built for the County Council in the 1920s. It is clearly designed to exploit the vista along Berridge Street and Pocklington's Walk. It is four storeys high to compliment its surroundings but its brick and stone facades have been built in two different styles. The right hand side of the front elevation to Grey Friars is sub-divided vertically by four rusticated stone pilasters, with red brick panels. The central bay has an entrance door that is framed by two stone pilasters supporting a frieze and open pediment with a further pediment over second floor window. The sash windows on the first three floors have segmental brick arches with stone keystones and stone stringcourses above, while the smaller sash windows in the fourth storey have plain brick arches under a deep overhanging soffit.

The left hand side of the building to Friar Lane is more austere and takes its design themes from the 1920s but continues the local vernacular in its use of orange-red brick. A splayed corner acts as a 'hinge' around which the Grey Friars and Friar Lane wings turn, and it is the corner that is both a local landmark and the focal point of the building. Here can be found the main entrance, which is protected by a porch with a semi-circular canopy supported by six columns with 'Art Deco' style railings on either side. The capitals of the columns are decorated with a stylised palm leaf design and the small windows to either side have ornamental 'Art Deco'-style security grilles. Above is a two storey high round arched window, with a tracery in the fanlight and a rusticated architrave.

The corner is crowned by a stone and copper lantern with a clock and weathervane. To either side the brickwork of the ground floor façade has been laid with horizontal brick banding to resemble rustication that sits under a projecting cornice which them supports a series of fluted brick pilasters that run through the first and second floors to support a balcony at the third floor with 'Art Deco' style railings.

# Site Appraisal

2.0

## No. 1-3 Grey Friars 2.11





### No.5 Grey Friars - Former Barradale Offices

The former Barradale Offices, a former architects' office was built 1878-1880, designed by the architect Isaac Barradale.

#### Grade II Listed

Reasons for the listed designation:

Architectural interest:

- it is a very early example of the Domestic Revival style which was unique in Leicester at that date;
- it is by an influential architect who became the leading proponent of the Domestic Revival style in Leicester and the East Midlands;
- it has a bold composition that is distinguished by the varied yet beautifully balanced treatment of each floor. The loss of the original plan form and almost all the internal fixtures and fittings is extremely regrettable but this is overcome by the distinction of its elevational design and its significance in the history of the Domestic Revival movement;
- it is associated not just with Barradale but with his pupil Ernest Gimson, the renowned Arts and Crafts designer, who also practised there in the

Historic interest:

- it is located within a significant historic townscape, developed along the eastern edge of the precinct to the C13 Franciscan friary known as Greyfriars and making a notable contribution to its rich architectural character and historic evolution;

Group value:

- it is surrounded by many designated assets with which it has strong group value, especially the scheduled Greyfriars to the west; and to the north, 4 St Martin's (a former bank built in 1874 to the designs of Edward Burgess) and the Conway Buildings at 7 Greyfriars (built in 1878 to the designs of Stockdale Harrison), both Grade II listed commercial buildings by prominent local architects.

# Site Appraisal

2.0

## No. 5 Grey Friars 2.12





### No.7 Grey Friars - Conway Buildings

The Conway Buildings, offices built in 1878 designed by the architect Stockdale Harrison.

### Grade II Listed

Reasons for the listed designation:

Architectural interest:

- it is a good example of late C19 Gothic style commercial buildings by a significant local architect with a well- proportioned and handsome composition punctuated by paired pointed arch windows of a different design on each floor;
- the fine brickwork and use of elaborate terracotta detailing, provided by the patrons who were brick and tile merchants, advertises the quality of their materials and adds a distinctive aesthetic and textural richness to the façade;
- the original internal configuration has unfortunately been obscured by the later alterations, and although many of the fixtures and fittings have been similarly lost, the impressive staircases and enough of the unusual joinery survives to illustrate the building's original decorative treatment.

Historic interest:

- it is located within a significant historic townscape, developed along the eastern edge of the precinct to the C13 Franciscan friary known as Greyfriars and making a notable contribution to its rich architectural character and historic evolution.

Group value:

- it is surrounded by many designated assets with which it has strong group value, especially the scheduled Greyfriars to the west; and to the north and south respectively, 4 St Martin's (a former bank built in 1874 to the designs of Edward Burgess) and the former Barradale Offices (a former architects' office built 1878-1880 to the designs of Isaac Barradale), both Grade II listed commercial buildings by prominent local architects.

# Site Appraisal

2.0

## No. 7 Grey Friars 2.13



## Site Appraisal

2.0

## Greyfriars Scheduled Ancient Monument 2.14

**Greyfriars, Leicester**

Greyfriars, Leicester the early-C13 Franciscan friary, later the burial place of Richard III

**Scheduled Monument**

Reasons for the scheduling designation:

**Historic interest:** as a good example of a Franciscan friary, a post-conquest monastic site which played an important role in the social and economic evolution of Leicester's medieval landscape. Also as the burial place of Richard III, the last Plantagenet king of England. An event in history which impacted both nationally and internationally;

**Potential:** for the proven high level of archaeological potential retained within the unencumbered areas of the friary precinct;


**Documentation:** the history and evolution of the friary and its associated precinct is well documented both historically and archaeologically which adds considerably to the sites' interest;

**Rarity:** as a Franciscan friary in an urban context which remains relatively unencumbered by post-medieval development;

**Group value:** for its spatial and historic relationship with numerous listed buildings and scheduled monuments which together form a cohesive group capable of contributing further to the knowledge and understanding of the social, economic, religious and secular evolution of Leicester.

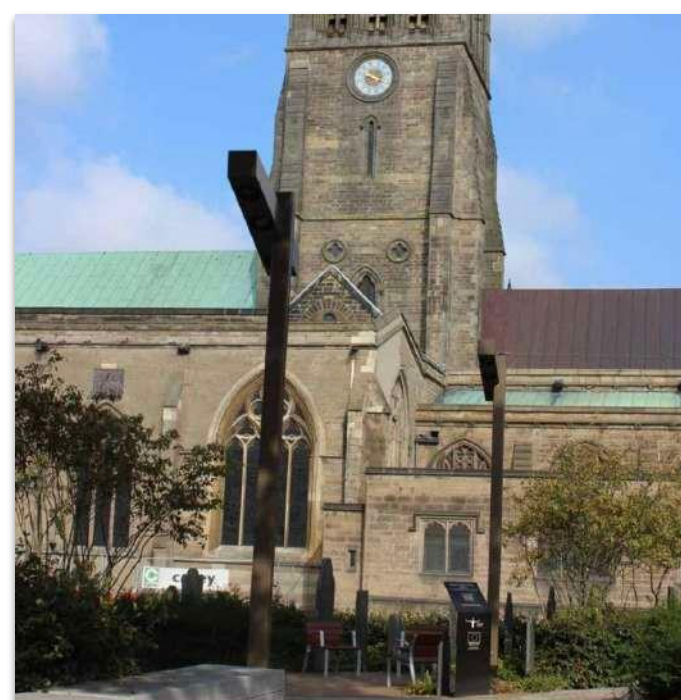
**NOTE:** Any works that break ground or disturb the surface finish within the Scheduled Ancient Monument (SAM) area will require Scheduled Ancient Monument Consent. This includes but is not limited to, planting, works to below ground services, new surface treatment, new foundations, installations of posts, bike shelters etc.

Any works which do break ground outside of the SAM will require archaeological review and investigation.

 Scheduled Ancient Monument



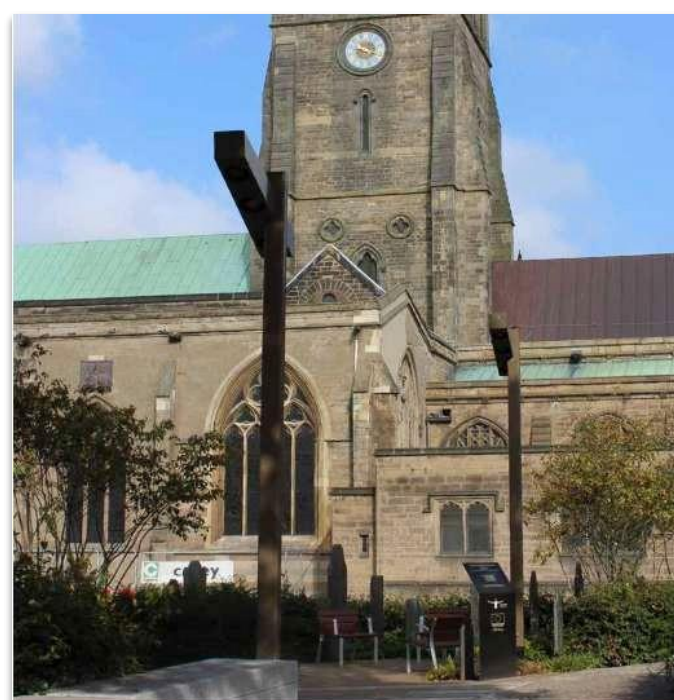
## Greyfriars Conservation Area - Reference Documents 2.15



### Greyfriars Conservation Area Management Plan

Supplementary Guidance

Planning Policy and Design  
Adopted November 2014



### Greyfriars Conservation Area Character Appraisal

Supplementary Guidance

Planning Policy and Design  
First adopted November 2006, revised November 2014

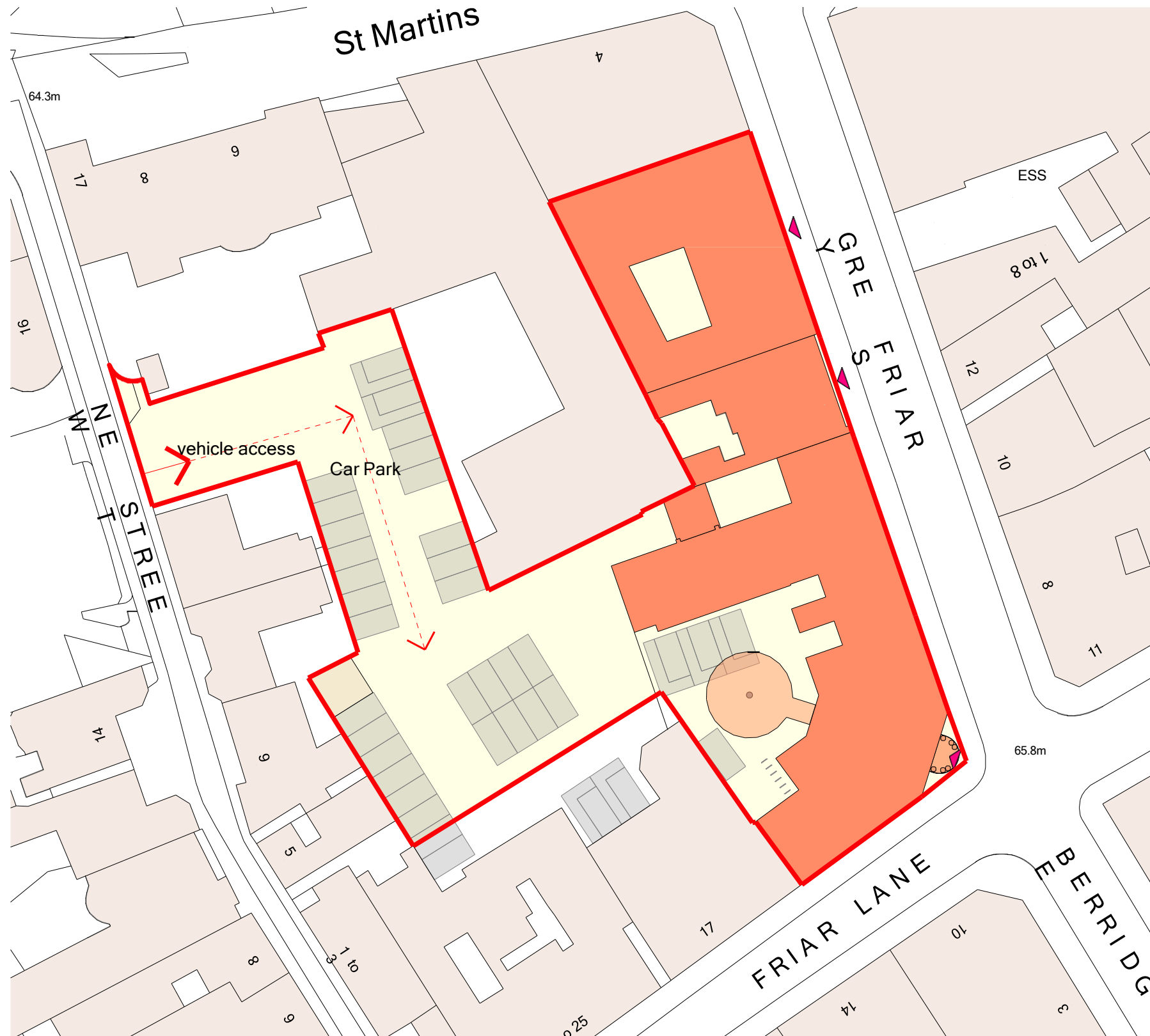


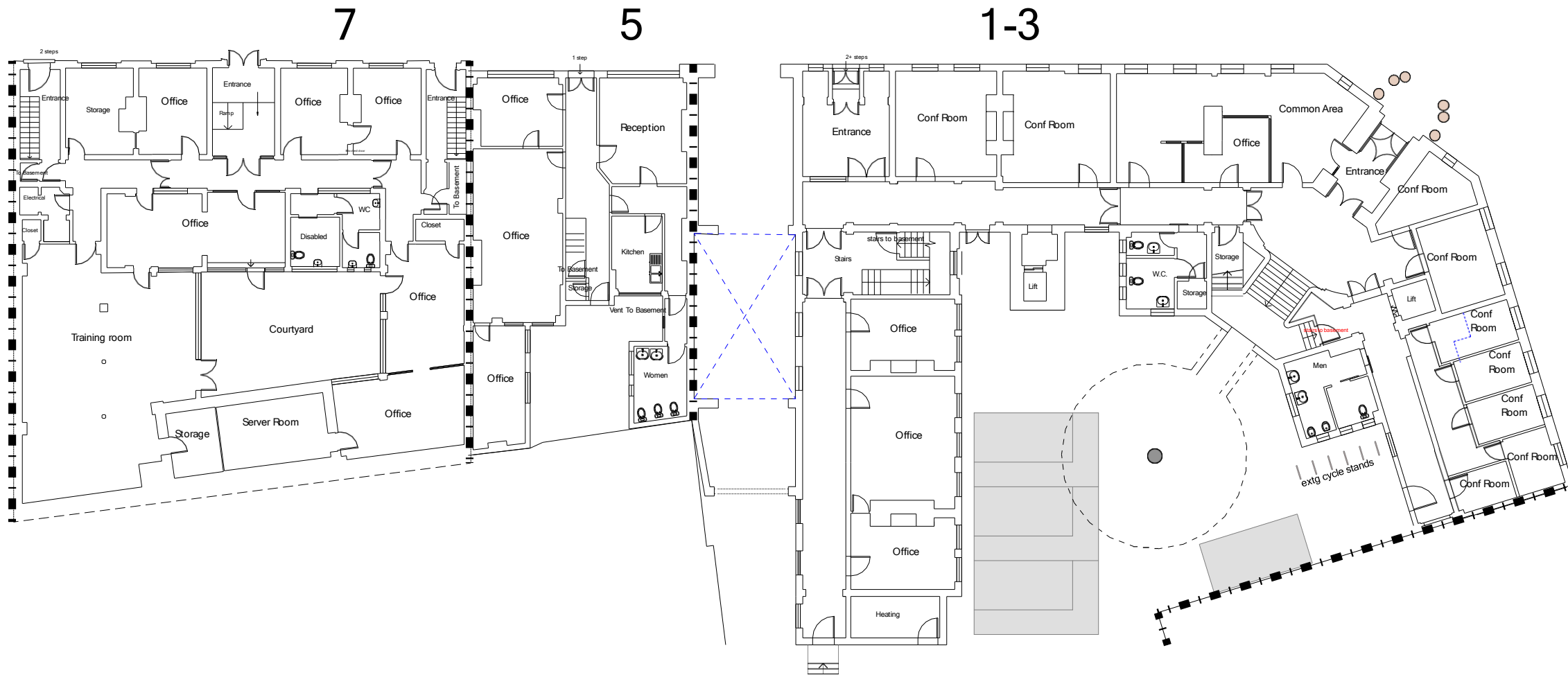
The Greyfriars conservation area profile was raised following the discovery of remains of King Richard III within the area. The discovery in 2012 put Leicester, and the Greyfriars area in particular, on the tourist map. It has raised the importance of the area from being locally interesting to internationally significant.

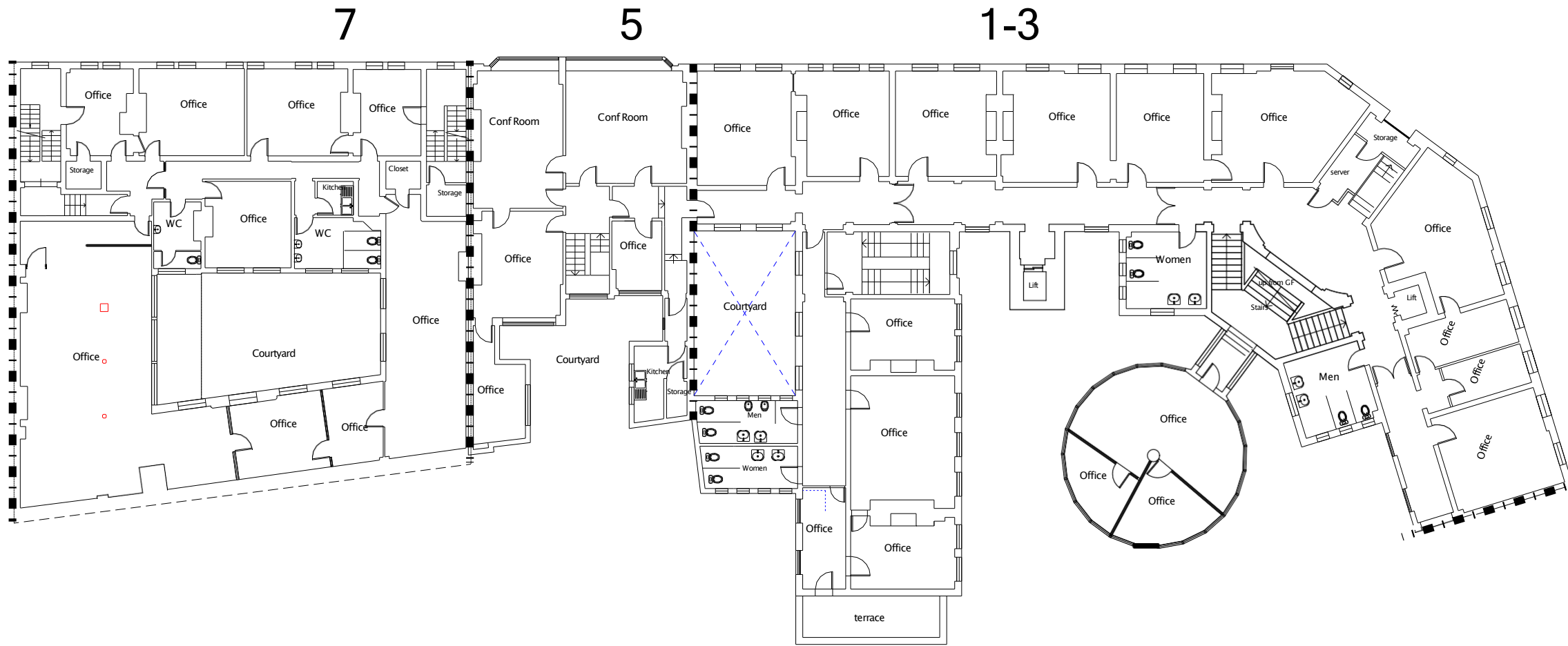
The Greyfriars conservation area was reviewed following methodology suggested by English Heritage and approval was granted in 2017 for the extension of the boundary to the south of the area incorporating part of the Market Street conservation area.

Appraisal and management plans have been produced by Leicester City Council and aim to define and record the special architectural and historical interest of the area, and present proposals and actions that seek to guide and manage future change, enhancement and preservation of the sites, including changes to the conservation area's boundary.

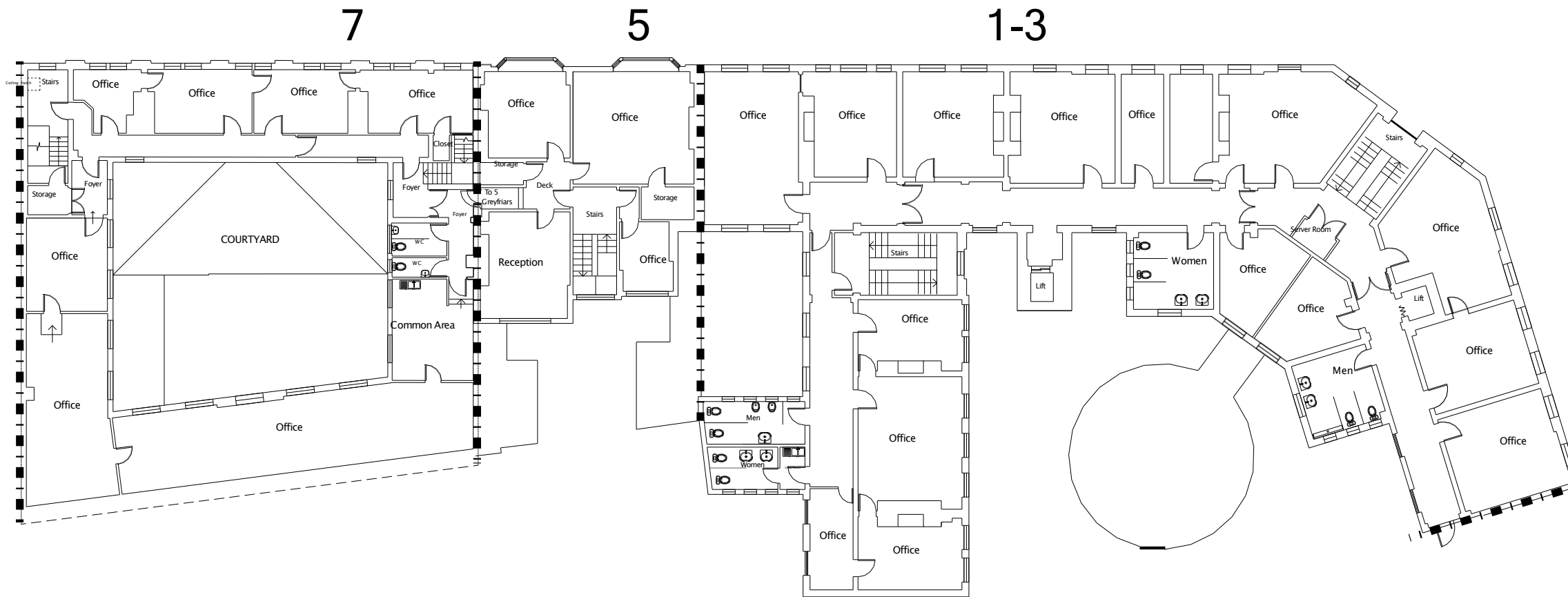
The appraisal and management plans were adopted in November 2014.



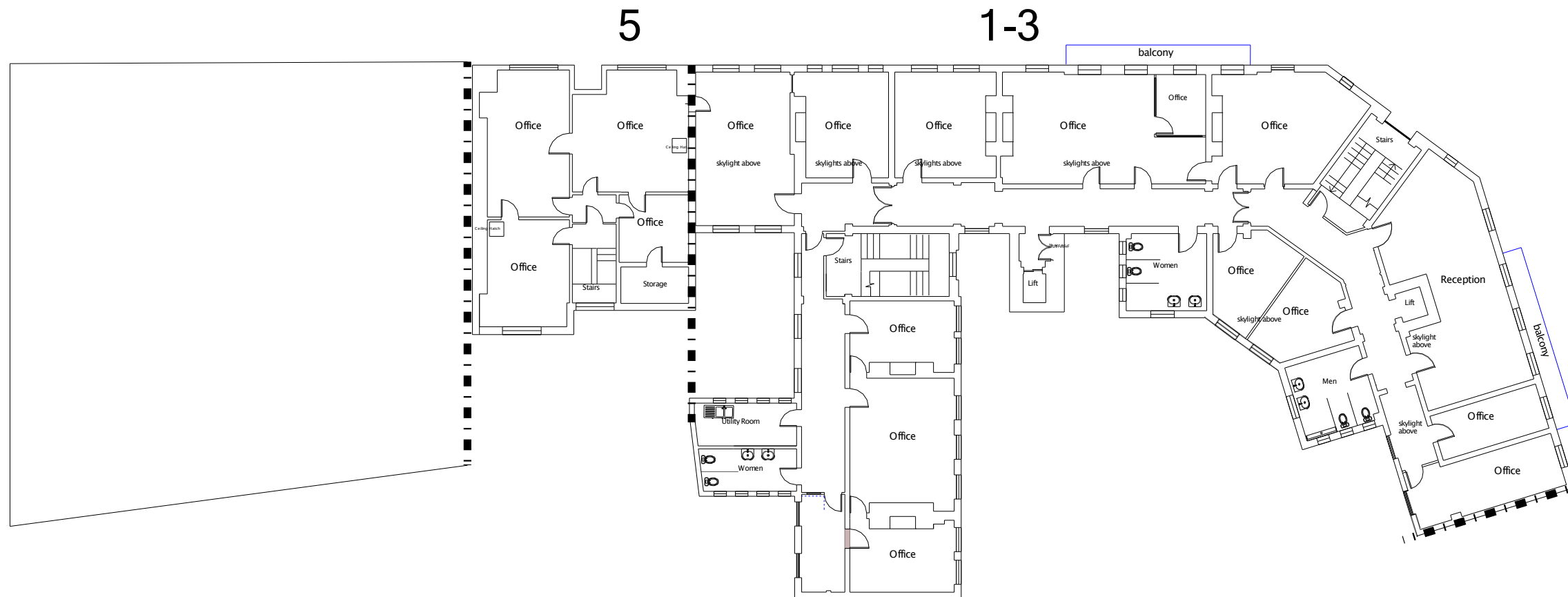




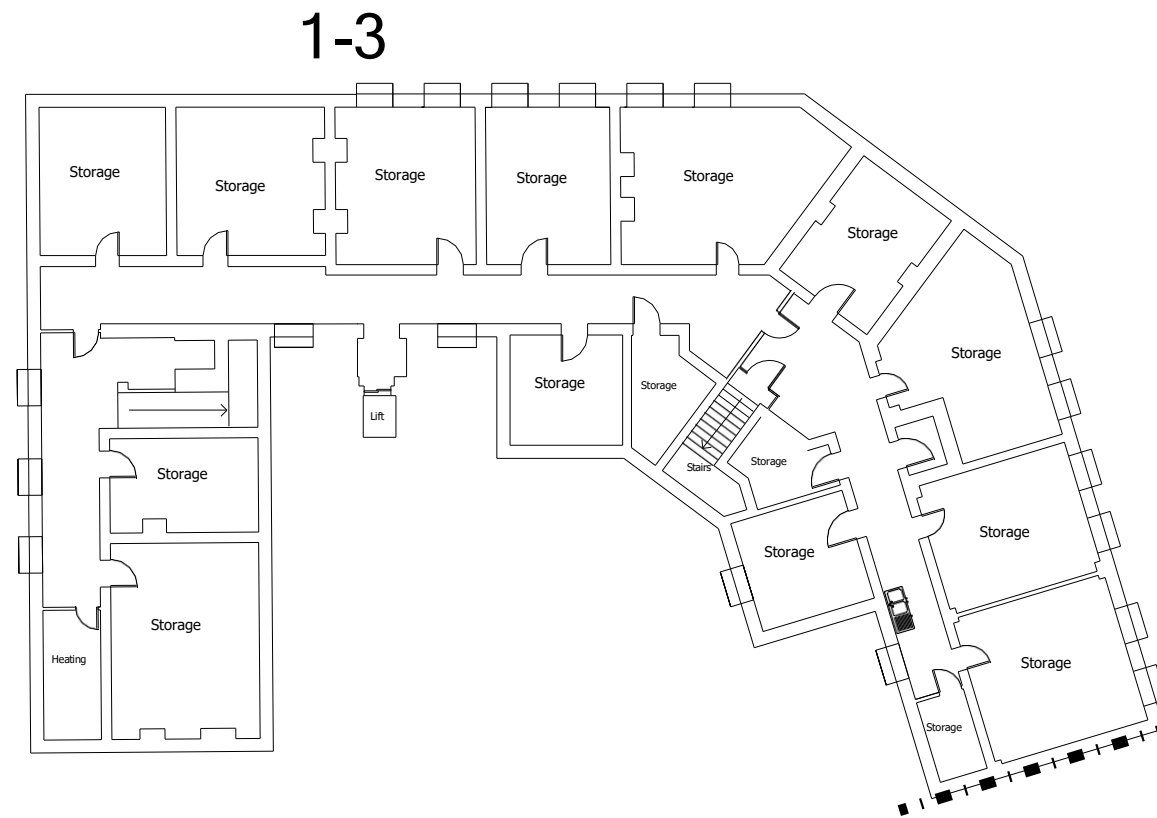
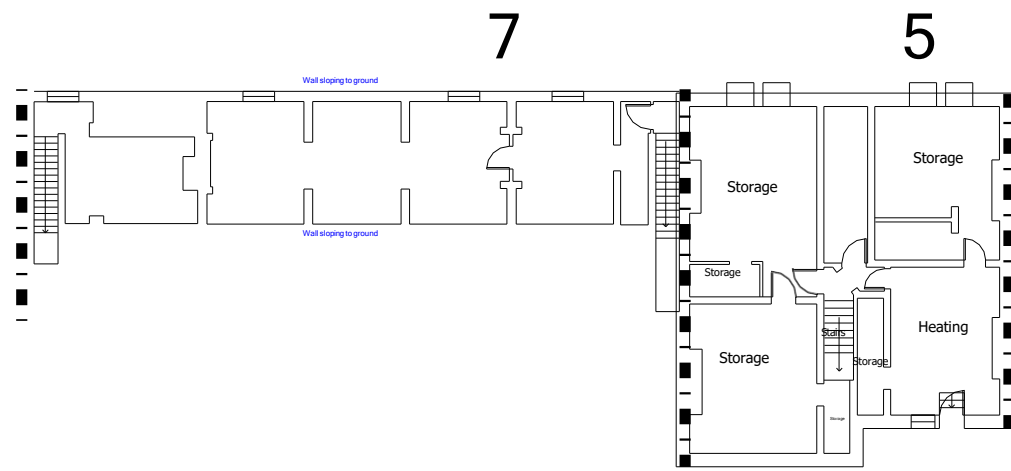
Existing Second Floor Plan 3.4



Existing Third Floor Plan 3.5



Existing Basement Plan 3.6



## Feasibility Study Options

4.0

### Option Introduction 4.1

#### Layout Options

In the next stage of the assessment we consider possible layout options for different use types.

For each option we have provided a summary of the layout and the pros and cons for each option.

#### Assumptions

In preparing these options a number of assumptions have been made. These include but are not limited to:

- Where possible units have been sized to align with the [Technical Housing Standards - Nationally Described Space Standards](#) for all residential accommodation - to ensure a good quality living environment
- The ground identified as the Scheduled Ancient Monument is not built upon
- All buildings are in a sound structural condition
- Existing lifts/ shafts are suitable for the proposed uses



## Feasibility Study Options

4.0

Option A 4.2

### Option A - Apartment Scheme with larger Commercial Unit

#### Key Points

- No increase in building footprint of No 1-3 however 4 storey extension added to west wing to increase upper floor area
- Increase in building height with 4th floor extension into roof zone on No. 1-3
- Large commercial unit to ground floors encompassing Nos. 5 and 7
- Demolition of existing extensions to the rear of No. 5
- New single and 2-storey extensions at the rear of No. 5 with flat roofs
- Demolition of all the lean-to extensions within courtyard of No. 7
- New 3-storey extension within the courtyard of No. 7 with a flat roof
- Possible additional 1B2P unit at Second and Third Floors over courtyard between 1-3 and 5, however it would make the pedestrian route at GF level dark and unattractive (not shown on plans)
  - Separate entrances to each building
  - Commercial Unit serviced from Grey Friars
  - Utilises existing lifts -capacity / functionality unknown at this stage

#### Pros

1. Maximises the potential of the site
2. No increase in building footprint leaving Scheduled Monument relatively undisturbed

#### Cons

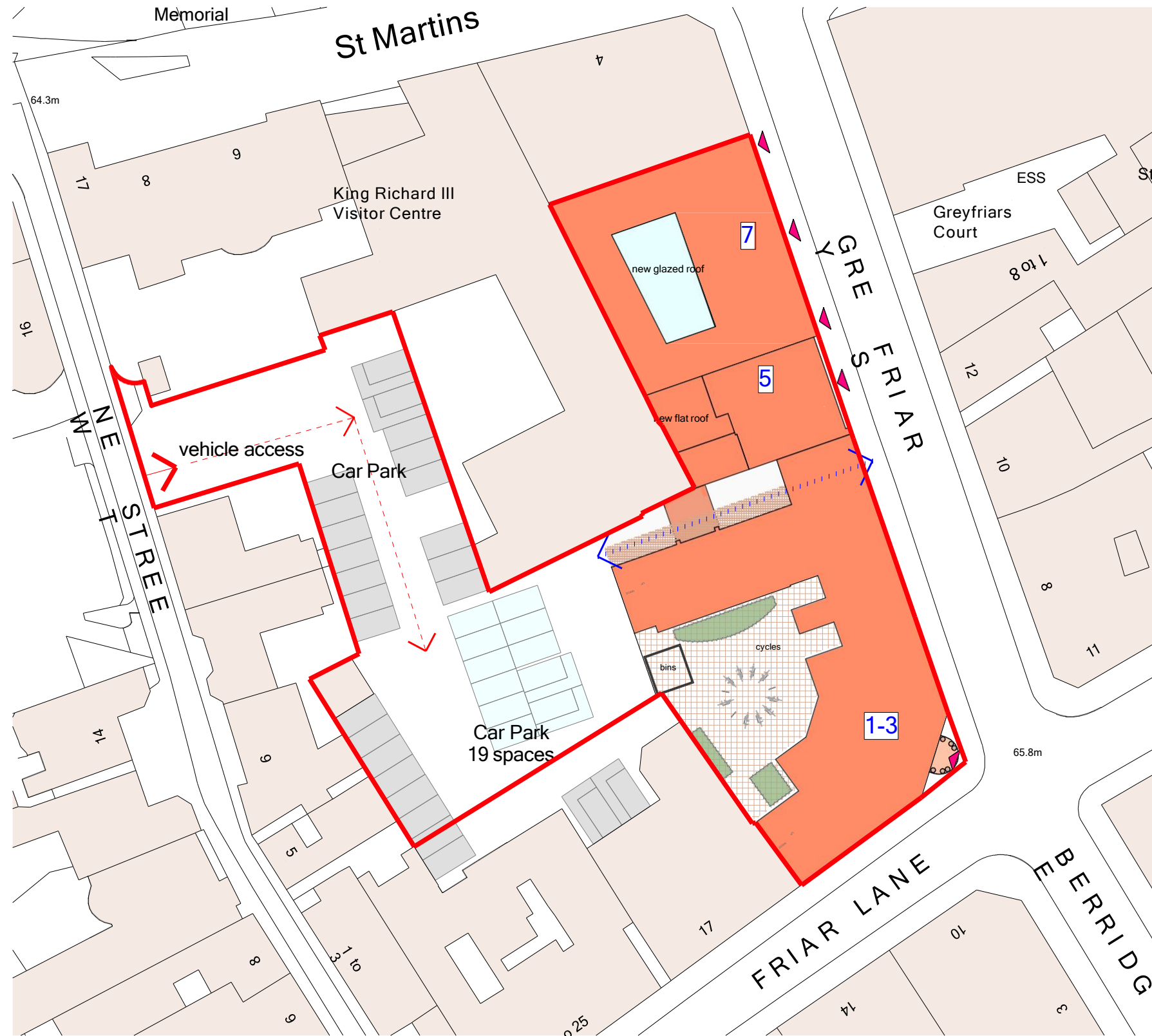
3. Listed Buildings to be extended -planning / conservation risk
4. Some destructive works internally to Listed buildings -conservation risk
5. Some residential units below Nationally Described Space Standards

#### Option A

Total 58 Units

Commercial Unit 240m<sup>2</sup> exc. kitchen and BOH

Could gain an extra 1-2 apartments if  
Commercial Unit reduced unit 7 only



Proposed Basement Plan 4.4





Proposed First Floor Plan 4.6



Proposed Second Floor Plan 4.7



Proposed Third Floor Plan 4.8



Proposed Fourth Floor / Roof Plan 4.9

1-3





Apartments - Summary of Unit Types	
Type	Quantity
1B1P	16
1B1P*	7
1B2P	14
1B2P*	8
2B3P	5
2B3P*	4
2B4P	2
2B4P*	1
3B4P*	1
	<b>58</b>

\* denotes units below Nationally Described Space Standard area

- 1 Bed 1 Person - 23no. = 39.6%
- 1 Bed 2 Person - 22no. = 37.9%
- 2 Bed 3 Person - 9no. = 15.5%
- 3 Bed 4 Person - 3no. = 5.1%
- 4 Bed 4 Person - 1no. = 1.7%

Apartment Amenity Totals		
Storey		Area
Ground Floor		
	Amekity/ Poct	21.12
	Amekity/Poct	25.82
	Ouce/ Poct	14.58
First Floor		
	Amekity	73.95
		<b>135.47 m<sup>2</sup></b>

Commercial Space - No. 7 Grey Friars		
Storey		Area
Ground Floor		
	Commercial	240.47
		<b>240.47 m<sup>2</sup></b>

Net Area - excludes all back of house and toilets etc

Residential Apartments - No. of Units				
Storey	Type	Building Number	Measured Area	Quantity
Ground Floor				
	1B 1P Studio	1-3	41.62	1
	1B 2P Apartment	1-3	154.22	3
	2B 3P Apartment	1-3	56.46	1
	3B 4P Apartment	1-3	73.30	1
First Floor				
	1B 1P Studio	1-3	76.28	2
	1B 1P Studio	7	120.96	3
	1B 2P Apartment	1-3	264.73	5
	1B 2P Apartment	5	48.47	1
	1B 2P Apartment	7	59.28	1
	2B 3P Apartment	1-3	56.60	1
	2B 4P Apartment	5	69.80	1
	2B 4P Apartment	7	75.60	1
Second Floor				
	1B 1P Studio	1-3	113.81	3
	1B 1P Studio	5	45.93	1
	1B 1P Studio	7	83.22	2
	1B 2P Apartment	1-3	209.91	4
	1B 2P Apartment	5	48.31	1
	2B 3P Apartment	1-3	120.35	2
	2B 3P Apartment	7	123.03	2
	2B 4P Apartment	7	73.13	1
Third Floor				
	1B 1P Studio	1-3	116.97	3
	1B 1P Studio	5	40.83	1
	1B 2P Apartment	1-3	209.46	4
	1B 2P Apartment	5	48.26	1
	2B 3P Apartment	1-3	120.35	2
Roof				
	1B 1P Studio	1-3	271.17	7
	1B 2P Apartment	1-3	99.40	2
	2B 3P Apartment	1-3	64.15	1
			<b>2,885.60 m<sup>2</sup></b>	<b>58</b>

## Feasibility Study Options

4.0

Option B 4.11

### Option B - Hotel Scheme with larger Commercial Unit

#### Option B

Total 69 bedrooms

Commercial Unit 256m<sup>2</sup> exc. kitchen and BOHSpa Facility 118m<sup>2</sup> exc. BOH

#### Key Points

- No increase in building footprint
- Alternative commercial unit layout compared to option B
- Spa accommodation within basement of No. 1-3
- New flat roof over courtyard at first floor level of No. 1-3
- Increase in building height with extension into roof zone on No. 1-3
- Demolition of existing extensions to the rear of No. 5
- New single and 2-storey extensions at the rear of No. 5 with flat roofs
- Demolition of all the lean-to extensions within courtyard of No. 7
- New 3-storey extension within the courtyard of No. 7 with a flat roof
- New lift to access to bedrooms in no.7. Second entrance from Grey Friars
- New glazed roof over courtyard to no.7

#### Pros

1. Maximises the potential of the site providing use within basement
2. Minimal demolition of internal partitions
3. Circular extension to No. 1-3 retained
4. No increase in building footprint leaving Scheduled Monument relatively undisturbed

#### Cons

1. Listed buildings to be extended -planning / conservation risk
2. Some destructive works internally to Listed buildings -conservation risk
3. No link between no.5 and 7 at first floor level. Access to bedrooms in no.7 either from front door off Grey Friars or from no.5 at second floor
4. Infill to existing passageway

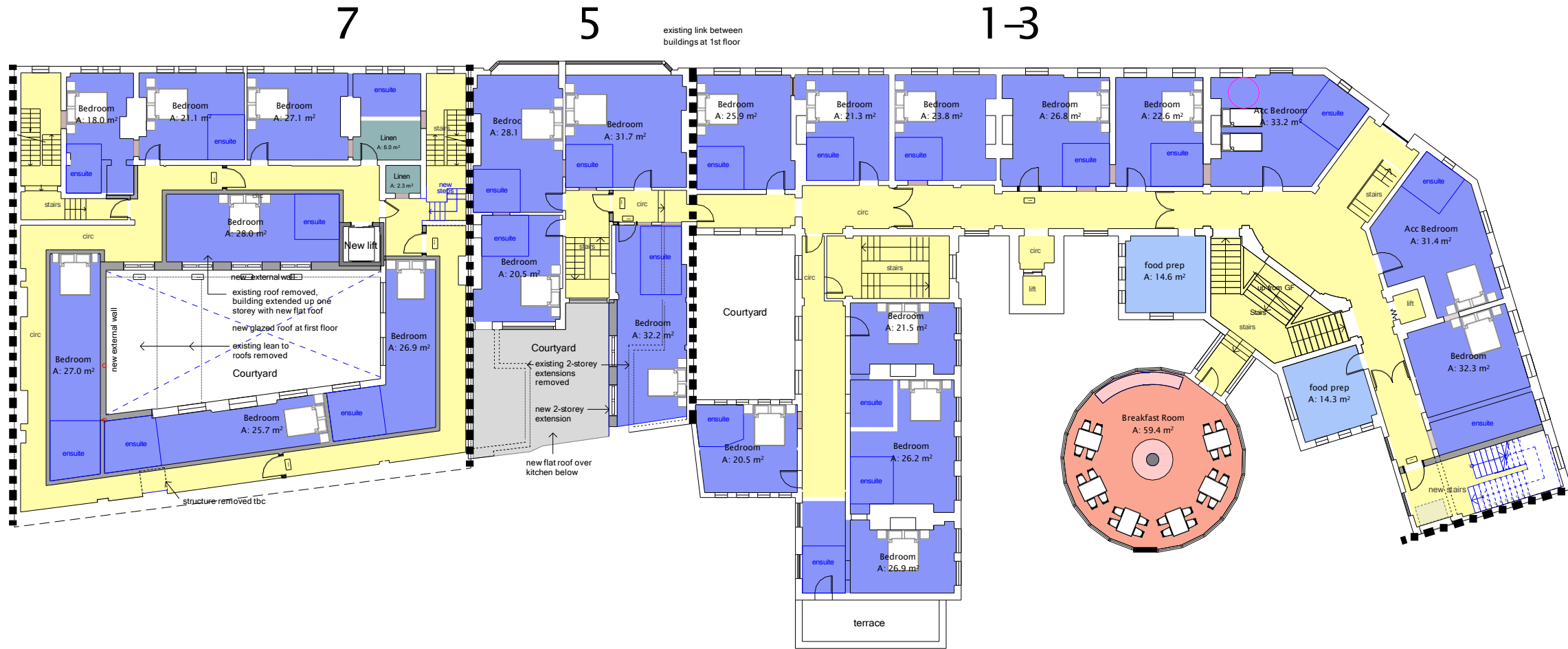


Proposed Basement Plan 4.13





Proposed First Floor Plan 4.15



Proposed Second Floor Plan 4.16



Proposed Third Floor Plan 4.17





Accommodation Schedule 4.18

Hotel Bedroom Totals	
Unit	Quantity
Acc Bedroom	4
Bedroom	63
Single Bedroom	2
	<b>69</b>

Commercial Space - No. 7 Grey Friars		
Storey		Area
Ground Floor		
	Rectaurakt/ Bar	201.46
	Seatkg	54.55
		<b>256.01 m<sup>2</sup></b>

Net Area - excludes all back of house and toilets etc

Hotel Bedrooms			
Storey	Bedroom Type	Quantity	Measured Area
Ground Floor			
	Acc Bedroom	1	32.31
	Bedroom	3	71.49
First Floor			
	Acc Bedroom	2	64.59
	Bedroom	21	534.02
Second Floor			
	Acc Bedroom	1	33.21
	Bedroom	23	588.25
	Single Bedroom	1	15.63
Third Floor			
	Bedroom	16	438.32
	Single Bedroom	1	21.02
		<b>69</b>	<b>1,798.84 m<sup>2</sup></b>

21 Hotel Spa Totals		
Storey		Area
B1 - Basement 1		
	Spa Receptiok	10.67
	Spa Treatmekt	107.42
		<b>118.09 m<sup>2</sup></b>

Net Area - excludes all back of house, storage and toilets etc

## Feasibility Study Options

4.0

Option C 4.19

### Option C - Apartment Scheme with reduced Commercial Unit

#### Key Points

- No increase in building footprint however No. 1-3 treated as a facade retention scheme requiring removal of all internal walls floors, staircases, lifts, circulation, etc. to maximise efficiency
- Increase in building height with extension into roof zone on No. 1-3
- Demolition of circular extension to rear of No. 1-3
- Demolition of lean to at GF level to no. 7 courtyard
- New glazed roof over courtyard to no.7
- Separate entrances to each building
- Commercial Unit serviced from Grey Friars
- Bins for commercial unit and apartments for no.s 5 and 7 Grey Friars within no. 1-3 Grey Friars
- Cycle store for apartments in no.s 5 and 7 Grey Friars within no. 1-3 Grey Friars
- Pedestrian link from rear car park to Grey Friars
- Possible additional 1B1P unit at GF of no. 5 instead of amenity and post (not drawn on plans)

#### Pros

1. Facade retention of No. 1-3 creates a highly efficient layout
2. No increase in building footprint leaving Scheduled Monument relatively undisturbed

#### Cons

3. Highly destructive of internal features of No. 1-3 (requires further structural analysis)
4. Some destructive works internally to Listed buildings -conservation risk
5. Does not utilise space within passageway for accommodation
6. Significant number of units below Nationally Described Space Standards

#### Option C

Total 72 Residential Units  
 Commercial Unit ~204m<sup>2</sup> exc. kitchen and BOH to  
 No. 7 only



Proposed Basement Plan 4.21





Proposed First Floor Plan 4.23



Proposed Second Floor Plan 4.24



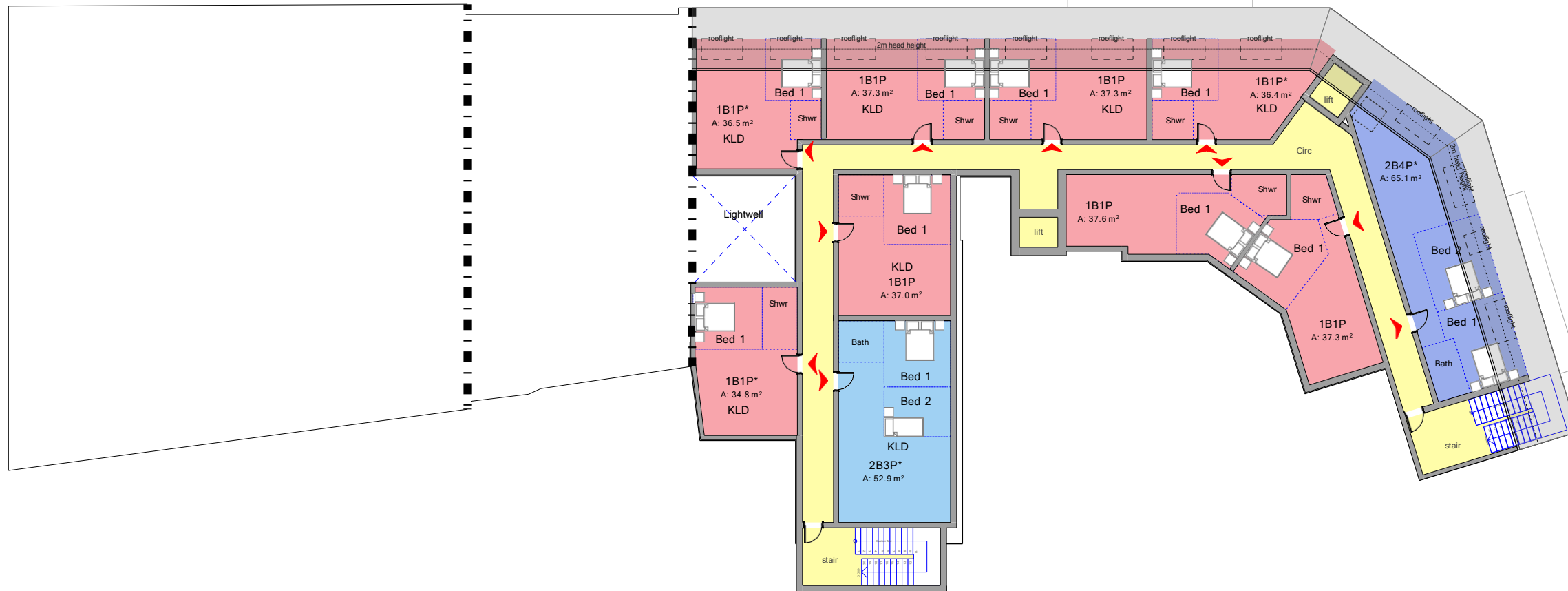
Proposed Third Floor Plan 4.25





Proposed Fourth Floor / Roof Plan 4.26

1-3



## Accommodation Schedule 4.27

Apartments – Summary of Unit Types	
Type	Quantity
1B1P	30
1B1P*	22
1B2P	3
1B2P*	6
2B3P	3
2B3P*	6
2B4P	1
2B4P*	1
	<b>72</b>

\* denotes units below Nationally Described Space Standard area

- 1 Bed 1 Person - 52no. = 72.2%
- 1 Bed 2 Person - 9no. = 12.5%
- 2 Bed 3 Person - 9no. = 12.5%
- 2 Bed 4 Person - 2no. = 2.8%

Apartment Amenity Totals		
Storey		Area
B1 - Basement 1		
	Amekity	60.35
Ground Floor		
	Amekity	21.12
	Amekity/Poet	25.82
	Ouce/ Poet	14.16
	Poet/Amekity	12.80
		<b>134.25 m<sup>2</sup></b>

Commercial Space – No. 7 Grey Friars		
Storey		Area
Ground Floor		
	Commercial	203.84
		<b>203.84 m<sup>2</sup></b>

Net Area - excludes all back of house and toilets etc

Residential Apartments – No. of Units				
Storey	Type	Building Number	Measured Area	Quantity
Ground Floor				
	1B 1P Studio	1-3	256.75	7
	1B 2P Apartment	1-3	50.65	1
	2B 3P Apartment	1-3	55.27	1
	2B 3P Apartment	5	63.61	1
First Floor				
	1B 1P Studio	1-3	404.30	11
	1B 1P Studio	7	72.25	2
	1B 2P Apartment	1-3	46.76	1
	1B 2P Apartment	7	166.92	3
	2B 3P Apartment	1-3	55.27	1
	2B 3P Apartment	5	121.03	2
Second Floor				
	1B 1P Studio	1-3	365.73	10
	1B 1P Studio	5	45.43	1
	1B 1P Studio	7	83.24	2
	1B 2P Apartment	1-3	46.76	1
	1B 2P Apartment	5	48.64	1
	2B 3P Apartment	1-3	55.27	1
	2B 3P Apartment	7	61.50	1
	2B 4P Apartment	7	73.13	1
Third Floor				
	1B 1P Studio	1-3	366.50	10
	1B 1P Studio	5	40.83	1
	1B 2P Apartment	1-3	46.99	1
	1B 2P Apartment	5	48.26	1
	2B 3P Apartment	1-3	55.27	1
Roof				
	1B 1P Studio	1-3	294.12	8
	2B 3P Apartment	1-3	52.93	1
	2B 4P Apartment	1-3	65.11	1
			<b>3,042.52 m<sup>2</sup></b>	<b>72</b>

**Summary****5.0****Option A****Residential Apartment Scheme with larger Commercial Unit**

Total 58 Units

Commercial Unit 240m<sup>2</sup> exc. kitchen and BOH

Includes Roof Extension to No. 1-3

Could gain an extra apartment if Commercial Unit as Opt C

Includes roof extension to No. 1-3

**Option B****Hotel Scheme with larger Commercial Unit**

Total 69 bedrooms

Commercial Unit 256m<sup>2</sup> exc. kitchen and BOH

Hotel Spa 118m<sup>2</sup> exc. BOH

New lift within No. 7

**Option C****Residential Apartment Scheme with reduced Commercial Unit**

Total 72 Apartments

Commercial Unit 204m<sup>2</sup> exc. kitchen and BOH in No. 7 only

Includes roof extension to No. 1-3

## Summary

Maber architects have undertaken a high level assessment of the 3 properties and based on this preliminary assessment the existing buildings appear to be well suited to residential / commercial and hotel conversion.

Options B appears to be the least risky option as it is the least intrusive to the listed buildings and retains the circular extension to the rear of No. 1-3

Both options A and C include some further alterations to the rear of the Listed premises Nos 5 and 7 which increases planning risk. Option A also includes a 4 storey extension to No 1-3 as well as the reduction of the lightwell above the passageway to provide more habitable floor space on the upper floors.

Option C goes much further with an increased level of internal alteration within No. 1-3 retaining the facade only and providing a higher proportion of residential units smaller than those recommended in the Nationally Described Space Standards. In addition to being a potential planning issue due to quality of living environment, this may present other challenges to conversion such the requirement for significant structural remediation.

The options presented are not exhaustive and alternative proposals or combinations of what has been presented within this report may also be achievable.

## Next steps

1. Undertake discussion / negotiations with statutory authorities (planning / building control and conservation) to confirm assumptions in the form of formal pre-app submission
2. Obtain detailed level information - Level information required to determine floor level differences between the three buildings and how they can be linked
3. Undertake asbestos survey
4. Undertake M+E services review
5. Undertake building condition survey
6. Cost and commercial viability to be assessed.
7. Preferred layouts to be reviewed by Fire Consultant

**Great to work with.**

**Great to work for.**

**architecture / interiors / landscape / masterplanning**

3rd Floor • Silver Arcade • Leicester • LE1 5FA  
Tel • +44 (0)116 249 2919 • Email • [info@maber.co.uk](mailto:info@maber.co.uk)

Nottingham • Derby • Leicester • Birmingham • London

**[maber.co.uk](http://maber.co.uk)**

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# APPENDIX – PRE-APP RESPONSE

1

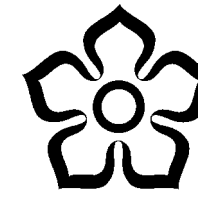


**1-7 GREY FRIARS – FEASIBILITY OPTIONS**

SALES PACK SUPPORT INFORMATION | JAN 2024

CAPITAL PROJECTS

Please ask for: Mrs A Smith  
Telephone: (0116) 454 3019  
Email: [planning@leicester.gov.uk](mailto:planning@leicester.gov.uk)  
Our ref: PL/AS/202390466P  
Date: 18 January 2024



Leicester  
City Council

Planning  
City Hall  
115 Charles Street  
Leicester LE1 1FZ

[www.leicester.gov.uk/planning](http://www.leicester.gov.uk/planning)

Glen Coltman  
City Hall

Dear Glen,

**PLANNING APPLICATION: 202390466P**

**Applicant:** Glen Coltman  
**Location:** 1-7 Grey Friars, Leicester, LE1 5PH  
**Proposal:**

**Option A - Change of use to commercial/F&B and Residential. Additional floor added to the non-listed 1-3 and limited fabric alterations and extensions to the listed buildings of 5&7.**

**Option B - Change of use to commercial/F&B and Hotel. Limited fabric alterations and extensions to the listed buildings of 5&7. Development of 1-3 limited to existing structure.**

**Option C - Change of use to commercial/F&B and Residential. Additional floor added to the non-listed 1-3 with reordering of the internal layout to optimise the development. Limited fabric alterations and extensions to the listed buildings of 5&7. - Additional information including layout plans and accommodation schedules can be found in the accompanying feasibility report.**

Thank you for your enquiry on early stage options for the potential use of this building. It is understood that these are being used to help illustrate options and that ultimately a detailed scheme would be expected and submitted initially to the local planning authority as a pre-application enquiry following sale of the property.

The comments for all options are contained within each consultee response below.

**Policy**

*Options A and C*

It is accepted that these buildings in their present form do not provide offices capable of meeting the modern occupier requirements for flexible and energy efficient working environments. Bringing back into use these large, empty listed buildings, means that the redevelopment for residential and commercial uses is acceptable in principle.

### *Option B*

The redevelopment for a hotel, with a commercial use is accepted in principle.

#### **Archaeology**

I have put the City Archaeologists' comments in full due to the sensitivity of the site.

#### *Option A comments also cover options B and C*

This proposal relates to the conversion of listed building and construction of new extensions over the car park located to the rear of the property.

The following comments are restricted to areas relating directly to below-ground archaeological remains and the Greyfriars Scheduled Monument (National Heritage List for England record number 1442955: Greyfriars, Leicester, Non Civil Parish - 1442955 | Historic England).

#### Internal works:

Any intrusive internal works (e.g. new services, lift shafts) within the footprint of the listed building will require archaeological excavation and or monitoring adhering to an archaeological Written Scheme of Investigation, following the submission of an appropriate archaeological and desk-based assessment as per para 200 of the NPPF. This assessment should also consider the development in relation to paras 8(c), 20 (c) of the NPPF and footnote 72 due to the immediate proximity of the Greyfriars Scheduled Monument. This footnote states:

Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

#### *Greyfriars Scheduled Monument (Car Park)/External works:*

The former Social Services Car Park, New Street and car park between 14 and 16 New Street were nationally designated by the Secretary of State for Department for Digital, Culture, Media & Sport (DCMS) as a Scheduled Monument on 13th December 2017 under the Ancient Monuments and Archaeological Areas Act 1979 on the advice of Historic England (HE).

#### Reasons for designation are:

Greyfriars, Leicester the early-C13 Franciscan friary, later the burial place of Richard III, is scheduled for the following principal reasons:

Historic interest: as a good example of a Franciscan friary, a post-conquest monastic site which played an important role in the social and economic evolution of Leicester's medieval landscape. Also, as the burial place of Richard III, the last Plantagenet king of England. An event in history which impacted both nationally and internationally;

Potential: for the proven high level of archaeological potential retained within the unencumbered areas of the friary precinct;

Documentation: the history and evolution of the friary and its associated precinct is well documented both historically and archaeologically which adds considerably to the sites' interest;

Rarity: as a Franciscan friary in an urban context which remains relatively unencumbered by post-medieval development;



Group value: for its spatial and historic relationship with numerous listed buildings and scheduled monuments which together form a cohesive group capable of contributing further to the knowledge and understanding of the social, economic, religious and secular evolution of Leicester.

Designation as a scheduled monument affords the highest level of legal protection to heritage assets (any unauthorised works within or causing harm to a scheduled monument is a criminal offence).

Para 206 of the NPPF is states that any harm to a designated heritage asset 'should require clear and convincing justification.'. Para 207 outlines that LPAs should refuse consent where a proposal will lead to harm to a designated heritage asset unless 'the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.'

With respect to the Greyfriars Scheduled Monument, the design of any upward extensions may affect the setting of the monument but will not have any direct implication for below-ground heritage assets within the scheduled area.

Any development affecting or harming a scheduled monument will require pre-determination advice from Historic England and or the submission of an application for Scheduled Monument Consent (SMC; Scheduled Monument Consent | Historic England).

Any external and or intrusive works such as landscaping, new service runs, bike sheds, will also be subject to the requirements of any SMC after authority has been sought and issued by the Secretary of State for the DCMS acting on the advice of Historic England.

The presence or requirement for external contractors' facilities may also necessitate advice from HE and SMC in respect of temporary works.

#### *Recommendations*

1. The applicant commissions a suitably experienced heritage company to undertake and complete an archaeological and heritage desk-based assessment as required by the NPPF.

2. The applicant seeks pre-application advice from Historic England, submitting as much technical detail as possible, e.g. formation levels, invert levels and location and depth of services. HE may charge for this advice.

I anticipate HE will issue their advice and comments in due course, but in the absence of these I am unable to advise what their requirements for any archaeological investigations, excavation, recording and reporting will be for any external works and proposed construction within the Greyfriars Scheduled Monument.

Following the submission of the archaeological and heritage assessment further, detailed advice will be issued in respect of archaeological excavation and recording for any proposed internal works.

#### **Building Conservation**

Due to the location and constraints of the site I have included the full comments of the Senior Building Conservation Officer.

*Option A*

There are no objections in principle to the conversion from office use to residential use and part commercial use, subject to the related works not being harmful to the significance of the heritage asset.

The scheme proposed would involve very limited changes to the street facing elevations and the appearance from the public realm would potentially be largely as it currently is. The rear facing aspects that relate more to the Scheduled Monument would have more significant changes, but these would be subservient in scale to the host buildings. The addition of additional floorspace above the small single storey element on the longer wing at the rear of 1-3 Grey Friars would be acceptable subject to an appropriately high quality architectural treatment; ideally this would be a contemporary style that takes inspiration from the existing historic elevations, in terms of its detailing and materials. The proposed roof extension to the rear of 1-3 Grey Friars would also be acceptable subject to the caveats on detailed design above.

In terms of the two listed buildings, the proposal to fill in more of the internal courtyard space to number 7 would involve limited loss of historic material, with changes primarily removing more modern stud walls. Subject to appropriate detailed design, the harm from this intervention has the potential to be modest. Aspects of the open gap that reflect the former courtyard arrangement would be retained with the upper floor layouts. The proposed demolition of the rear outriggers to number 5 would be more harmful, resulting in the loss of contemporary historic material and structures from when the Victorian property was originally constructed. Although the current floorplan is quite inefficient, it does have some character and a relationship with the former school building adjacent. Indicative landscape design to the rear of 1-3 would be acceptable and the retention of the later circular extension would retain an aspect of the later development of the site that is of some interest. In general, the internal layouts proposed retain most of the historic material and are sympathetically designed in terms of considering extant features, such as fireplaces. The focus on retaining historic floorplans can potentially be considered as a balancing point where units are more challenging in terms of internal space standards.

#### *Option B*

There are no objections in principle to the conversion from office use to hotel use and part commercial use, subject to the related works not being harmful to the significance of the heritage asset.

The scheme proposed would involve very limited changes to the street facing elevations and the appearance from the public realm would potentially be largely as it currently is. The infilling of the carriageway between numbers 3 and 5 would change the character of part of the vista, albeit the use as a cycle store and potential retention of the existing gates would limit the visual impact. The rear facing aspects that relate more to the Scheduled Monument would have limited changes, with the extensions omitted from Option A.

In terms of the two listed buildings, the proposal to fill in more of the internal courtyard space to number 7 would involve limited loss of historic material, with changes primarily removing more modern stud walls. Subject to appropriate detailed design, the harm from this intervention has the potential to be modest. Aspects of the open gap that reflect the former courtyard arrangement would be retained with the upper floor layouts. The proposed demolition of the rear outriggers to number 5 would be more harmful, resulting in the loss of contemporary historic material and structures from when the Victorian property was originally constructed. Although the current floorplan is quite inefficient, it does have some character and a relationship with the former school building adjacent. Indicative landscape design to the rear of 1-3 would be acceptable and the retention of the later circular extension would retain an aspect of the later

development of the site that is of some interest. In general, the internal layouts proposed retain most of the historic material and are sympathetically designed in terms of considering extant features, such as fireplaces. The focus on retaining historic floorplans can potentially be considered as a balancing point where units are more challenging in terms of internal space standards.

### *Option C*

There are no objections in principle to the conversion from office use to residential use and part commercial use, subject to the related works not being harmful to the significance of the heritage asset.

The scheme proposed would involve very limited changes to the street facing elevations and the appearance from the public realm would potentially be largely as it currently is. The rear facing aspects that relate more to the Scheduled Monument would have more significant changes. Although the later circular extension is of lower heritage significant, it is of some interest and its demolition would provide challenges in terms of the consent regime relating to the Scheduled Monument. As with option A, the other changes would be subservient in scale to the host buildings. The addition of additional floorspace above the small single storey element on the longer wing at the rear of 1-3 Grey Friars would be acceptable subject to an appropriately high quality architectural treatment; ideally this would be a contemporary style that takes inspiration from the existing historic elevations, in terms of its detailing and materials. The proposed roof extension to the rear of 1-3 Grey Friars would also be acceptable subject to the caveats on detailed design above.

In terms of the two listed buildings, the proposal to fill in more of the internal courtyard space to number 7 would involve limited loss of historic material, with changes primarily removing more modern stud walls. Subject to appropriate detailed design, the harm from this intervention has the potential to be modest. Aspects of the open gap that reflect the former courtyard arrangement would be retained with the upper floor layouts. Unlike options A and B, option C does not include the demolition of the rear outriggers to number 5 - which would be positive. Indicative landscape design to the rear of 1-3 would be acceptable.

In general, the internal layouts proposed for the two listed buildings retain most of the historic material and are sympathetically designed in terms of considering extant features, such as fireplaces. The focus here on retaining historic floorplans can potentially be considered as a balancing point where units are more challenging in terms of internal space standards. However, with the layouts proposed for 1-3, the current internal features would be all demolished and this would create harm to the significance of the heritage asset, present some potentially significant costs for reconfiguration and would not give a balancing factor in terms of not meeting internal space standards. However, as the building is not listed and the works are internal, the changes would not have direct impacts on the special significance of the listed buildings or on the character and appearance of the Conservation Area.

All the options contain some positive design aspects and have the potential for further development, albeit they all contain localised aspects that would cause harm. If these matters were not amended then a balanced assessment would need to weigh up whether the harm is outweighed by other public benefits.

### **Urban Design**

These comments are provided on these early stage options acknowledging that further detail will be provided for consideration as part of a formal pre-application submission.

#### 1. Scale: Height & Massing

In principle, the proposed scale (height and massing) in all options is acceptable. However, no elevational or 3D information has been submitted to be able to evaluate the proposals properly. Especially when the 5th storey is introduced (proposals A and C), the provided plans do not clearly show how the extension will be integrated within the existing mansard roof of No 1-3. The submission of the appropriate elevations is important in assessing a planning application and will be required with any pre-application and formal planning application submission.

2. Layout: Connections (ease of movement, legibility), Urban Grain (arrangement of blocks, continuity and enclosure, frontages and thresholds, delineation of public and private space, legibility)

#### General Comments

The provided plans are not scaled; therefore, it is difficult to measure and assess the proposed dimensions properly. Accurately scaled plans showing the internal layout of the building and the internal arrangement of flats would be required with any pre-application and planning application submission.

As shown, the plan proposals demonstrate that a significant number of units may not have an acceptable level of outlook, privacy and daylight. The submitted plans show flats which do not have windows to principal rooms. Whilst acknowledging that the plans are not fully detailed this is a concern and all flats will be expected to achieve acceptable levels of amenity.

The proposed courtyard space at No. 7 is particularly problematic as it does not provide appropriate privacy distances between facing or potentially facing windows of the surrounding residential units. Furthermore, it presents a very poor outlook to the residential units that face a solid wall within a distance of 5m to 7m, which is their only source of outlook, light and ventilation. For those units' daylight / sunlight and ventilation conditions are also an issue. These matters would need to be addressed at the formal pre-application stage.

The description of option B states that there is "an increase in building height with extension into the roof zone on No. 1-3". However, this detail is not depicted within the plans.

On submission of a planning application for residential uses (options A and C) a Building for a Healthy Life assessment will be required.

#### **Nature Conservation**

This response covers all three options.

On submission of a formal planning application ecology surveys are required.

Protected species surveys and assessments (more specifically bat surveys) must be submitted up-front with a planning application.

Act (2021) sets a standard of 10% gain in biodiversity and the applicant should be encouraged to achieve this level on-site and within the confines of the red-line boundary. It is recommended that the applicant clearly demonstrates how a

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biodiversity net gain can be achieved on the site by submitting a BNG Metric (in Excel format) with an accompanying Biodiversity Impact Assessment (BIA). These documents are required upfront with a full planning application should one be submitted DEFRA have released biodiversity net gain calculations (Metric 4.0 and a Small Site Metric), which should be used to confirm whether the requirements of the NPPF have been met. Further information can be found here:

<http://publications.naturalengland.org.uk/publication/6049804846366720> and here  
<http://publications.naturalengland.org.uk/publication/6047259574927360>

### **Landscape**

#### *Option A*

Taking away the newer circular building offers opportunities for good design of the amenity space; but dominating this area with circular bike stands doesn't seem the best option. The cycle storage could go against buildings leaving the central area to create a garden. This would also allow cycles to be covered, and potentially a green roof. Planting could be climbers to the end wall. Bin store needs good design to prevent it detracting from the amenity area.

Green roofed cycle and bin stores.

The dark pedestrian entrance way; cobble could be a feature of this route.

Imaginative design of led lighting could be a positive feature along here.

#### *Option B*

Loss of cobbled routeway through to Grey Friars.

Retention of circular building makes design of an amenity space difficult. Attention would need to be given to landscape to create a positive space.

#### *Option C*

Walkway retained.

Amenity area; (as option a)

Taking away the newer circular building offers opportunities for good design of the amenity space; but dominating this area with circular bike stands doesn't seem the best option. Planting could be climbers to the end wall.

Bin store needs good design to prevent it detracting from the amenity area.

### **Sustainability**

These comments apply to all three of the proposed options for these buildings.

A Sustainable Energy Statement would need to be provided when submitting a formal planning application. The Statement needs to evaluate the options and set out the approach and specific measures to be taken to reducing carbon emissions from the development.

The Statement should address opportunities to minimise energy demand for heating, cooling, ventilation and lighting through passive measures and layouts, the thermal performance of the building fabric and the efficiency of mechanical and electrical systems, as well as to reduce carbon emissions through on-site generated renewable or low carbon energy supply and sustainable construction practices. The proposed layout should also maximise daylighting, in order to reduce the need for artificial lighting.

There is further guidance about preparing a Sustainable Energy Statement.

### **Local Highway Authority**

A brief Transport Statement (TS) would be required for a planning application which would identify changes in trip making for all 3 options. The TS would need to cover cycle and walking. It maybe appropriate, for the development to make a financial contribution towards the general enhancement of walking and cycling infrastructure within the City centre.

#### *Option A*

With respect to cycling, every effort will need to be made to meet the Council's current local plan standards for cycle storage. Based on the accommodation schedule for this option (58 apartments and 240sqm of commercial floorspace) this would entail around 66 cycle storage spaces (potentially more, depending on the number of multi-bedroom apartments).

#### *Option B*

With respect to cycling, there is not a specific standard in the Council's current local plan standards for cycle storage. However, there is one for leisure uses, and this calls for 1 space per 10 staff plus 1 per 20 visitors. The TS would therefore need to include an assessment of likely staff and visitor numbers in order to present a credible number of cycle storage spaces to meet this requirement. However, the total number required is unlikely to be onerous with this option.

#### *Option C*

Based on the accommodation schedule for this option (72 residential units apartments and 204sqm of commercial floorspace) this would entail around 80 cycle storage spaces (potentially more, depending on the number of multi-bedroom apartments).

There are no other concerns from a highway point of view.

### **Pollution (noise/ventilation)**

All 3 options would require an acoustic assessment looking at the existing noise climate and the impact of the commercial/F&B use on both the proposed residential accommodation and the existing residential properties in the area. This report should then be used to propose a sound insulation scheme to protect the existing and future residential properties.

It is important that the acoustic report takes full account of the following:

1. The insulation scheme shall ensure that the Indoor ambient noise levels fall within the guideline values as specified in British Standard BS 8233:2014 "Sound insulation and noise reduction for buildings".
2. The scheme shall ensure that the LAmax does not exceed 45dB(A) on more than 15 occasions during any night-time period).
3. The insulation scheme shall ensure that the Noise Rating level within the development does not exceed Noise Rating curve NR30 (If low frequency noise is a concern)
4. With regard to ventilation arrangements (As part of the requirements under part O of the building regulations), it is expected that if a good acoustic design of the development does not allow acceptable internal noise levels with windows open, then an assessment of overheating shall be undertaken. This shall either be by using the simplified method or using a dynamic thermal modelling method (TM59 assessment).
6. Noise from the ventilation system shall not exceed 30dB(A) in bedrooms, and 35dB(A) in living rooms.

In regard to the potential F&B and commercial premises depending on what they are to be used for we would likely look to restrict the hours of use in line with other F&B premises in the area.

It is likely that the F&B/Commercial premises will require ventilation for cooking odours etc and so they must take into account the following:

The ventilation flue shall carry exhausted air from the cooking area to a discharge point which is not less than 1 metre above the highest ridge of the building to which it is attached. Local circumstances, e.g. nearby tall buildings or the proximity of openable windows may dictate that a higher discharge point is necessary to achieve effective dilution and dispersion of odours in the exhausted air.

The termination of the flue shall be plain, with airflow unobstructed by a cowl/bent cowl or rain deflector to maximise the dilution and dispersion of cooking odours.

If this is not possible, we may consider alternative options, such as the use of additional approved odour removal technology design to minimise the likelihood of cooking odours being present in the exhausted air, such as ESP's or Ozone etc.

### **Waste**

I have attached comments for the residential options A and C. For these two options the proposed number of bins is insufficient. Further information / work is required regarding the storage of waste.

Option B is for commercial uses, therefore there are no comments.

### **Concluding Planning Officer comments.**

From a development management point of view, a significant number of flats in options A and C are below the Nationally Described Space Standards (NDSS). It can be accepted in some instances when it is a change of use of a building, and particularly where the retention of historic features and the reuse of the building more generally is a material consideration that flats could be below those standards but this would need to be explained and justified in any planning application submission.

Some of the flats, as indicated on the submitted plans, do not have windows therefore there would be no outlook and natural light. That would lead to an unacceptable living environment for future occupiers of those flats.

With regards to extensions, for new flats they would be expected to meet NDSS standards and to have windows to allow for light and outlook. Therefore, the 5<sup>th</sup> floor extension is unacceptable as submitted.

Option B raises the least concerns. To use the building as a hotel with no upward extension is the better option with regards to planning.

The drawings may be inaccurate as there doesn't appear to be any doors leading into some of the hotel bedrooms to building no.7 to the far side of the courtyard to the 1<sup>st</sup> and 2<sup>nd</sup> floors and as per the Urban Designers comments.

Any external bin or bike store should not be to the front of habitable room windows.

The number of cycles that would be required would need to be addressed in the TS.

Ventilation: please bear in mind that any ventilation requirements will need to take into account the listed buildings and the conservation areas. Further work would be

required to ensure those details are acceptable from a pollution point of view and from a conservation point of view.

Therefore, the actual uses of commercial, hotel and residential are all considered acceptable in principle but as you can see there are a number of issues that have been raised by consultees that will need addressing before a planning application is submitted.

I would suggest any new developer should contact the planning department and submit a formal pre-application enquiry for their proposal, taking into account the above comments.

If I can be of any further assistance then please do not hesitate to contact me.

Yours sincerely

Alison Smith  
Planning Major Developments Team