



Leicester Central Development Area

Residential
Capacity Study

The information in this document has been used to support the preparation of the Local Plan. If you need assistance reading this document, or require it in a different format, please contact us via [email planning.policy@leicester.gov.uk](mailto:planning.policy@leicester.gov.uk) or call on 0116 454 0085.

Contents

Introduction	4	Capacity Testing	61
Background	5	City Area One	62
Aims and Purpose	5	City Area Two	70
Planning Policy Guidance	5	City Area Three	80
Vision	5	City Area Four	88
Capacity Testing	5	City Area Five	96
City Centre Context	9	Conclusion	105
The City Health Check	10	City Capacity Summary	106
Strategic Considerations	12	Appendices	111
Public Space and Pedestrian/Cycling Connections	14	Heritage and Townscape Considerations	113
Primary, Secondary and Higher Education	16	Neighbourhood Review and Recommendations	116
Social Infrastructure	18		
Transport Infrastructure	20		
Housing Considerations	22		
Defining Leicester's Central Area Neighbourhoods	24		
LCC Planning Objectives Review and Recommendations	26		
Assessment Methodology	31		
Assessing The Sites	32		
CDA Areas	38		
Site Coding	40		
Introducing A Density Led Approach To Capacity Testing	41		
Defining Best Practice Density Study	42		
Appropriate Housing Typologies and Uses	44		
Applying A Density Led Approach To Capacity Testing	48		
Defining Appropriate Building Footprints	51		
Defining Appropriate Building Heights	52		
Housing Mix Scenarios	54		
Capacity for Residential Development Key Variables	56		

Introduction



Aims and Purpose

The purpose of this report is to provide a well evidenced capacity for new homes within Leicester's Central Development Area for the Local Plan Period 2020-2036. The report presents an estimated quantum of residential development for the Central Development Area (Hereinafter referred to as CDA) based on a density led approach to capacity testing, creating flexibility through the provision of minimum, maximum and average unit numbers.

The capacity presented in this report is expected to inform the next version of Leicester's Local Plan. This report does not allocate land for housing or economic development, it does not make policy decisions on which sites should be developed, and nor does it pre-judge the strategic approach that the Leicester Local Plan will eventually take.

Both the approach and methodology for capacity testing are explained within the report as well as the rationale for undertaking a density-led capacity study. In short, a density-led approach provides flexibility through the provision of multiple tenure scenarios and is underpinned by both quantitative and qualitative analysis.

The methodology takes account of site constraints and tests built form options to ensure a realistic and context-sensitive representation of site capacity.

The approach enables the calculation of residential capacity without prescribing any specific design outcome to any of the identified sites.

Capacity Testing

A comprehensive assessment of residential capacity within the Central Area has been undertaken. This evidence has been produced to directly support the emerging Local Plan and has informed this study. The Capacity Study demonstrates that there is capacity to accommodate 14,993 homes within the Central Development Area.

The Study has been informed by townscape character analysis undertaken by Leicester City Council, further detail is provided within the Appendix. The townscape character identifies character areas within the Leicester Central Development Area. Following a review of the character areas, additional character areas have been identified, further detail is provided in the City Centre Context chapter.

Leicester's CDA includes 15 neighbourhoods, which have been grouped into 5 city areas for the purposes of handling and presenting data efficiently. The capacity study has applied a range of residential densities to these neighbourhood. The value of identifying Leicester's neighbourhoods, and using them as spatial units to measure residential capacity is also explained within the report in the Assessment Methodology chapter.

Neighbourhood Led Approach

The study has adopted a neighbourhood led approach which provides many benefits, responding to the physical, environmental and social context of the Central Development Area.

Details of the benefits and factors to summarise the rationale behind undertaking a neighbourhood led approach is provided on page 13.

Evidence Gathering

The recommended figures in the Capacity Study have been based on the evidence that has been gathered and analysed which make up the core foundations of the Strategy.

In addition to the consultation evidence the following baseline evidence has been compiled:

- A literature review including work undertaken by Leicester City Council.
- An analysis of stalled sites, recently delivered schemes and planning permissions.
- Research into the current residential market trends in Leicester city centre.
- Density and capacity testing of available city sites.

Planning Policy Guidance

The research undertaken for this piece of work has considered adopted National and Local Plan policy and guidance as part of wider evidence gathering. Documentation has been reviewed and interpreted to respond to the city strategy and future growth.

- City of Leicester Draft Local Plan 2020 to 2036.
- Leicester Core Strategy 2014.
- Leicester Green Infrastructure Strategy 2015-2025.
- Leicester Climate Emergency Strategy April 2020 – March 2023.
- Leicester’s Joint Health and Wellbeing Strategy.
- Leicester Waterside Supplementary Planning Document (SPD).
- Leicester Abbey Meadows Supplementary Planning Document (SPD).
- Residential Amenity Supplementary Planning Document (SPD).
- Tall Buildings Supplementary Planning Document (SPD).
- City Centre Parking Supplementary Planning Document (SPD).
- Connected Leicester Hub and Spoke Plan.
- Leicester City Local Housing Needs Assessment: Update February 2022.
- Strategic Housing and Economic Land Availability Assessment (SHELAA).
- Character Area Townscape Analysis and Design Guidance.
- Tall Development in Leicester Evidence Document 2020.

The strategic vision for the city is outlined through the draft local plan, core strategy, and strategy documents listed above. These documents set out the aspiration and ambition for the future growth of the city. The principles of this strategic vision have been tested and assimilated into this capacity study.

Limitations of the Study

The role of the Capacity Study within the wider evidence base will be used in conjunction and alongside other evidence, for example, viability appraisals, employment land reviews, strategic housing market assessments, area specific regeneration objectives, and spatial priorities set out in the Local Plan.

As part of the Capacity Study, a review of the townscape character study, tall buildings and heritage recommendations by Leicester City Council were undertaken. The proposed building heights and total general external floor areas (GEA) that are set out within the development capacity schedules, within the Capacity Testing section of this document, are based on recommendations following the independent review of Leicester City Councils work. There are instances where the recommended building heights differ to building heights set out within Leicester City Council's Townscape Character Study and Tall buildings report. This is to allow for consideration of future strategic development, for example, at gateway locations to the city.

Consideration of pre-planning application proposals that are in development and have been discussed with Leicester City Council have also been taken into consideration as part of this study.

This assessment does not pre-empt or pre-judge LCC future design guidance assessment.

Variables

A number of key variables have been used to inform the capacity study. The key variables are summarised below. Details of the assumptions and limitations are within the Assessment Methodology chapter.

- Environment;
- Mixed use;
- Car parking;
- Tall buildings;
- Private amenity and
- Open space.

Building Heights

The Building heights recommended within the capacity study allow for a minimum and maximum range to allow for future flexibility of development as sites come forward at planning stages. Building heights and densities suggested are influenced by the surrounding townscape character and future growth potential. It is important to note that if the surrounding context changes around sites, building heights will need to be reassessed and discussed with Leicester City Council.

Housing Typologies

A range of housing mix scenarios have been developed to allow for flexibility of residential tenure and typology for proposed schemes at the planning stage, whilst also avoiding a 'blanket' approach to testing residential development capacity. This approach allows for a range and variation of homes without the need to draw each individual plot, this is because it is not known when or how development will come forward at the time of writing this study.

Understanding the fabric of the city and its profile are crucial to the Capacity Study.

The baseline analysis is summarised in this chapter outlining the challenges and opportunities that will need to be addressed to deliver a successful future growth strategy for the Central Development Area.

Full details on the evidence base and literature review that has informed our understanding of the City can be found in the appendices to the document.

City Centre Context

The City Health Check

The healthy city principles gauge the performance of the city against 14 objectives, helping to identify the city's strengths and areas for improvement.

The City Health Check has been used to help develop an understanding of the baseline situation in Leicester, has informed the suggested placemaking principles, and the recommended development priorities.

The City Health Check is also considered to be an appropriate assessment tool against which future initiatives, investment decisions, and frameworks can be considered. Whilst individual projects will not necessarily be able to fully address all components, the Health Check can help encourage a consistent holistic approach to establishing regeneration objectives and assessing outcome. In practice, it seeks to facilitate discussions to challenge the status quo in order to deliver the best outcomes for the city's sustainable future.

The 14 Healthy City Objectives



Facilities and Amenities

Accessibility to a holistic range of services to support a total living place within a compact core. Including health, education, civic, retail and leisure.



Lifelong Learning and Self Development

Able to realise full potential and be intellectually, and creatively stimulated. Including local provision of primary, secondary, and skills / vocational training.



Meaningful Work and Thriving Local Economy

Good provision of workspaces and nurturing of key industries to support an innovative employment sector with quality jobs and fair work for everyone.



Moving Around Easily and Sustainability

Should be well connected with public transport, easily walkable, and cycle friendly. Routes that are safe and pleasurable.



Eliminated Traffic and Parking Issues

Provide infrastructure that reduces traffic, its impacts, and reliance upon cars, whilst ensuring adequate and well situated provision to meet need.



Attractive and Active Streets and Spaces

An appealing legible townscape that celebrates and protects positive landmarks with adequate care, maintenance, and activity to feel safe and inviting.



Play, Recreation and Leisure

Spaces and places to have fun and which bring joy for all ages and demographics. Active body, active mind.



Housing and Community

The right mix of typologies and tenure to promote balanced communities and critical mass density to support local facilities, amenities, and services within mixed neighbourhoods.



Social Contact and Connection

Places to meet and spend time that bring people together, build social capital and foster a sense of community, and tackle isolation and loneliness.



Culture, Identity and Belonging

Celebrate cultural heritage. Nurture vibrant and diverse cultures that are expressed and enjoyed widely. A place for self-expression and to encounter art and culture.



Influence and Sense of Control

Opportunities to be involved in shaping the city's future, and infrastructure to enable active citizenship and communities to lead change.

Looking After Yourself

Opportunities to live a healthy lifestyle and good access to health services.

Natural Space

Green and blue infrastructure to provide ecosystem services and a living landscape. Opportunities to experience and connect with the natural world for leisure / recreation and wellbeing. Delivery of Biodiversity Net Gain.

Sustainable Living and Resilience

Gives opportunity to live more sustainably, and protect and enhance our environment. Mitigate threats from climate breakdown and ensure town is future proofed.

Strategic Considerations

A strategic analysis was undertaken as part of the Capacity Study to assess, on a city-wide scale, the existing accessibility to amenity and open spaces, pedestrian and cycle connections, education, social infrastructure, and public transport.

This analysis influences the development capacity, highlighting gaps or inefficiencies within the cities neighbourhoods. The city wide analysis has been divided into the following categories:

- Public space and pedestrian connections;
- Education;
- Social infrastructure;
- Transport Infrastructure;
- Views Considerations and
- Heritage.

Evidence and data to inform the city-wide analysis has been provided by Leicester City Council.

Liveable and vibrant neighbourhoods need more than housing, they need easy access to local / community facilities, green space, play, recreation, social, and transport infrastructure.



Vibrant public realm, New Walk



Active streets and neighbourhood amenities, Market Street

Whilst the scope of this study is limited to testing residential capacity within the CDA, there are a number of influencing factors that need to be considered as part of the future growth of the CDA.

Development capacity for residential use within the city cannot be considered in isolation. Liveable and vibrant communities need more than housing, they need easy access to local / community facilities, green space, play, recreation, social, and transport infrastructure.

It is recommended that the repopulation of the city centre is through the creation of distinctive new mixed-use neighbourhoods to make it the place to live, work and play. The neighbourhood approach puts people first, creating an ecosystem that relates to all roles a city centre needs to play, including residential, employment, retail, leisure, culture, education, supporting amenities, and social infrastructure. A collaborative approach involving all stakeholders is required to realise this ambition.

It is recommended that all future development should come forward in a comprehensive way and consider the social and environmental context around it.

Ultimately the intention is to create a series of differentiated neighbourhoods and communities, which meet the needs of those that will be living, working, and playing there in the future.

This report has drawn heavily on the Character Area Townscape Analysis and Design Guidance work prepared in 2020, and will feed into the updated guidance currently being prepared. Future regeneration projects should utilise this valuable insight to achieve the objectives set out above.

Neighbourhood Led Approach

The study has adopted a neighbourhood led approach which provides many benefits, responding to the physical, environmental and social context of the Central Area.

The below list of factors summarises the rationale behind undertaking a neighbourhood led approach.

- Deliverability - offering short term, medium term and long-term strategies.
- Manageable with a planned approach for sites considering their context.
- Realigning strategic focus but informed by the range of work already done across the Central Development Area.
- To help identify the gaps within each neighbourhood with regards to facility and amenity provision, highlighting the 'missing' elements that contribute to a successful neighbourhood.
- To define an appropriate density and mix of housing tenures for each neighbourhood, considering Leicester today and its future vision.
- To consider appropriate land use, including employment growth for now and the future.
- To inform 'Capacity for Change' by location within the city to inform a priority led strategy for the city centre, informing investment opportunities
- To identify the key urban features that help structure a neighbourhood, such as, key road corridors, key heritage features, or urban nodes.

Public Space and Pedestrian/Cycling Connections

Pedestrian/ Cycle Connections



Through the Connecting Leicester initiative, LCC has delivered an ongoing programme of major sustainable transport improvements to enhance connections between key buildings, places and facilities in the city. Additionally, LCC have successfully secured Transforming Cities Funding to support and deliver the programme, with the aim of creating a well-connected, safe and family friendly city centre.

Pedestrianised routes are located primarily in the city centre, with New Walk, Grand Union Canal towpath, and the River Soar footpath acting as a longer-range sustainable movement corridors.

National Cycle Network route 6 traverses the CDA, connecting to route 63 in the north through Stokeswood Park and to the east via Victoria Park. Supplementary off road/on road cycle connections exist in the city. Strategic pedestrian and cycling corridors have been proposed on a city wide scale along key routes.



Applegate - Pedestrian priority streets in the city centre, featuring block paving and planting

Public Space



Surrounded by green wedges to the north and south of the Central Development Area (CDA), Leicester benefits from the proximity of Aylestone Meadows Local Nature Reserve, a riverside green open space featuring wildlife, play areas, and foot/cycling paths.

Several public spaces are located within 5 minutes walking distance from the area boundary, such as Stokeswood Park, Fosse Recreation Ground, Victoria Park, Nelson Mandela Park, Belgrave Gardens, The Rally City Park, Bede Waterfront Park, and Cossington Recreation Ground.

Within the CDA boundary there are fewer large green areas, Abbey Park being the main key space providing the city core with 36 ha of green open space. Fewer pocket parks exist in the CDA, and most are located within the city core. Planit have calculated total greenspace as 47,5 ha, which accounts for roughly 9.8% of the CDA total area.

The city centre benefits from several pedestrianised and balanced corridors branching out from the Clock Tower and into the Market place and shopping areas.

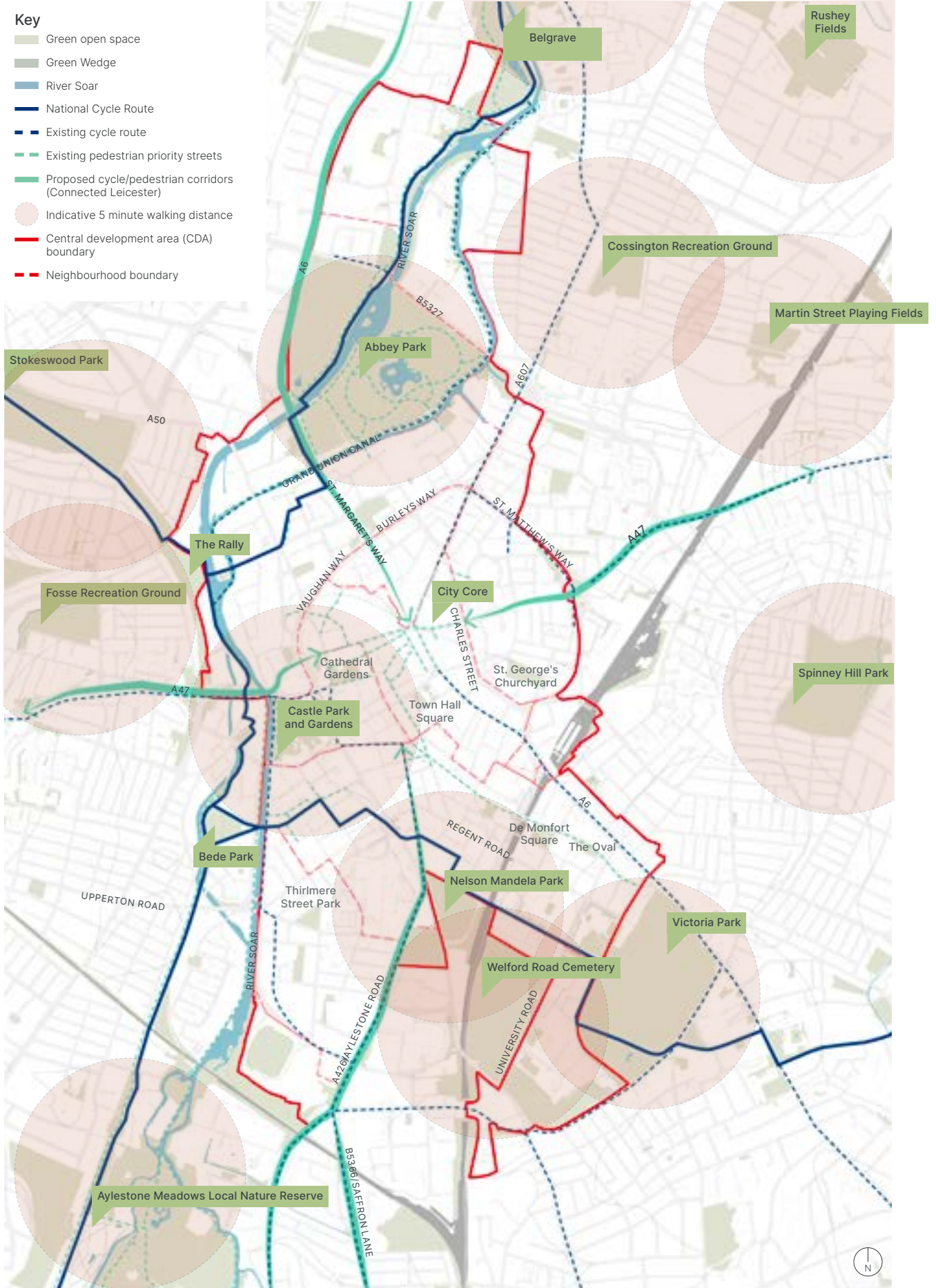


New Walk - a green pedestrian corridor through the south east of the city

Key Considerations



- Green space and nature reserve within close distance of the city centre.
- Existing and established pedestrian/cycling routes should be enhanced or extended.
- Gaps in open space will inform the land use and proposals within the neighbourhoods and available sites.
- Play areas and facilities should be incorporated to promote family living in the city.
- Greenspace provision should be expanded in the CDA, and within walking distance of new residential development.
- S106 Policy will seek to extend, enhance and improve this provision.



Primary, Secondary and Higher Education

Education

- The council have managed a £60m school building investment programme to provide thousands of new primary and secondary school places across Leicester, meaning that a large proportion of school preferences in the city are met.
- Provision is well distributed within residential areas outside of the CDA, however there is a low provision within the CDA boundary.
- There are a number of primary and secondary schools in proximity to the CDA boundary, including the planned new Brookmead School, which could support the sustainable delivery of some family housing towards the edges of the city core.
- If CDA neighbourhoods were to densify in accordance with housing provision targets and brownfield regeneration policies, then this low provision would need to be addressed in order to meet increased local need and support mixed communities with family living and walkable neighbourhoods in the CDA.



De Montfort University riverside campus in the LRI and DMU neighbourhood.



Slater Primary School - one of only two primary education institutions located within the CDA boundary, in the Waterside

Universities

- Two major higher education institutions are located within the CDA: The University of Leicester (UoL) and De Monfort University (DMU). The UoL campus is located in the University of Leicester and New Walk neighbourhoods, DMU campus is in Old Town and LRI and DMU neighbourhoods.
- There is a market pressure for student housing development both in proximity to the campuses, and across CDA neighbourhoods, due to the profitability of this model against marginal viability of other development models.
- Students make up a disproportionately large percentage of the residential population in the CDA as compared with the city as a whole, due to student housing provision being high and concentrated within this area.
- An over-provision and lack of flexibility of use / ability for retrofit is a concern for this student housing stock. Further provision precludes other forms of development, and the delivery of more balanced communities in the CDA.

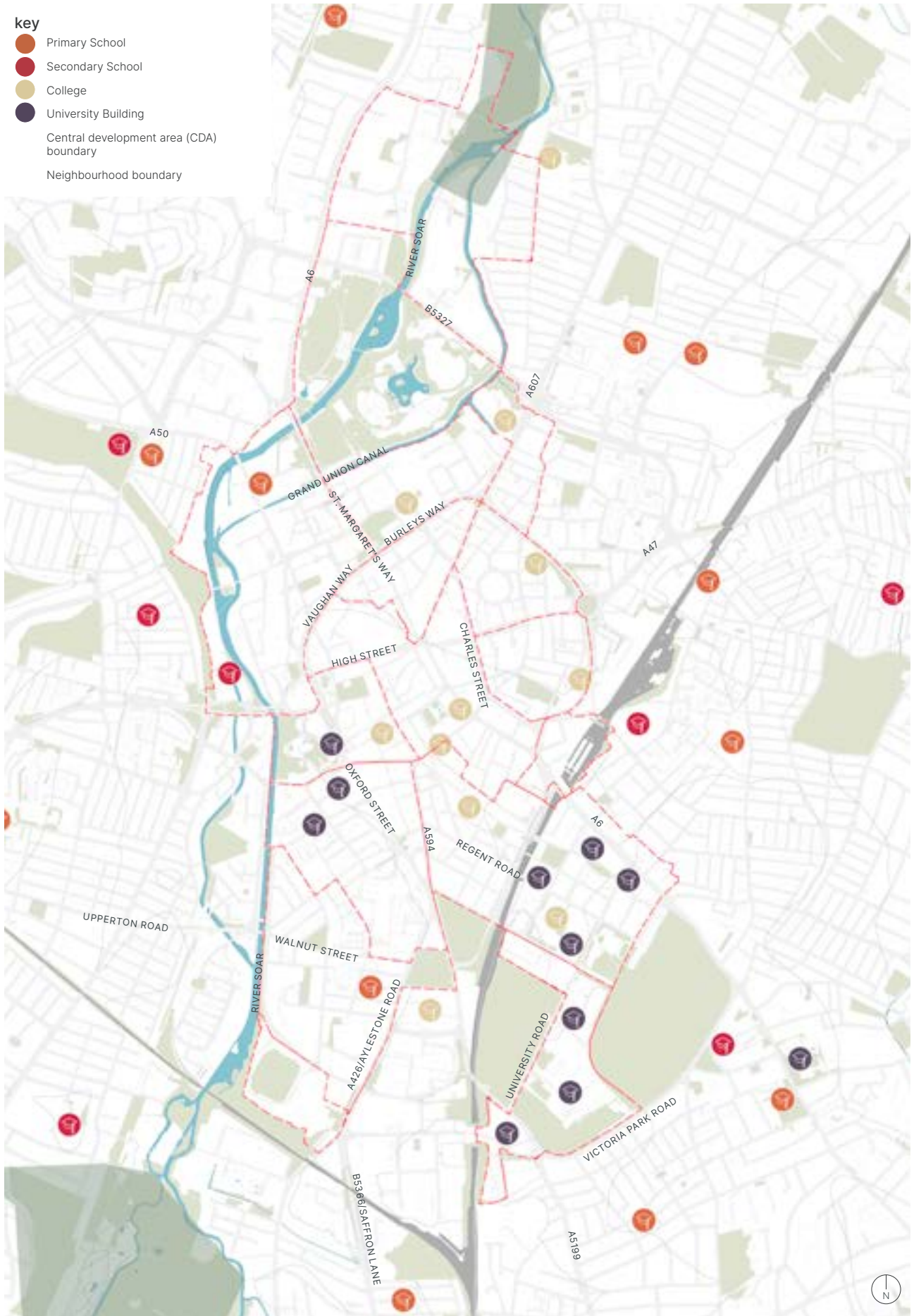
Key Considerations



Increased local provision of primary and secondary schools within CDA neighbourhoods would better support mixed, walkable, family-friendly communities in the city core.

The presence of University of Leicester and De Monfort University along with high land values creates a market pressure for student housing development in the CDA. This should be balanced with delivery of other housing types and tenure to ensure mixed communities in line with the National Design Code.

- key**
- Primary School
 - Secondary School
 - College
 - University Building
 - Central development area (CDA) boundary
 - Neighbourhood boundary



Education Plan

Social Infrastructure

Community



Community centres offer the residents of a neighbourhood a variety of cultural and social activities, and events for people of all ages including, adult skills and learning services.

Playgrounds



Children's playgrounds are scattered around the CDA boundary, often as part of a bigger greenspace or within the more residential neighbourhoods. A provision gap exists within the core of the CDA. A programme of new city-centre play provision seeks to address this, however residential development in the CDA would be expected to cater for increased local need and S106 Policy will seek to extend, enhance and improve this provision.

Sport and Recreation



Few sport facilities are located within the CDA, generally to the south and east. Outdoor sports pitches in the Central Area are usually part of greenspaces and residential developments. King Power Stadium is located within the boundaries of the site, home to Leicester City Football Club.

Health Care



The CDA benefits from the proximity to Leicester Royal Infirmary located in the LRI and DMU neighbourhood.

Provision of GP surgeries within the Central Development Area is limited, and the northern neighbourhoods are completely under provided.

Leisure



The city core provides for several cultural, educational and historic leisure destinations.

Social Considerations



The introduction of new dwellings and inhabitants to the city requires a neighbourhood heart in each neighbourhood area within the CDA, to foster community, belonging, and social wellbeing.



The Royal Leicester Infirmary hospital grounds

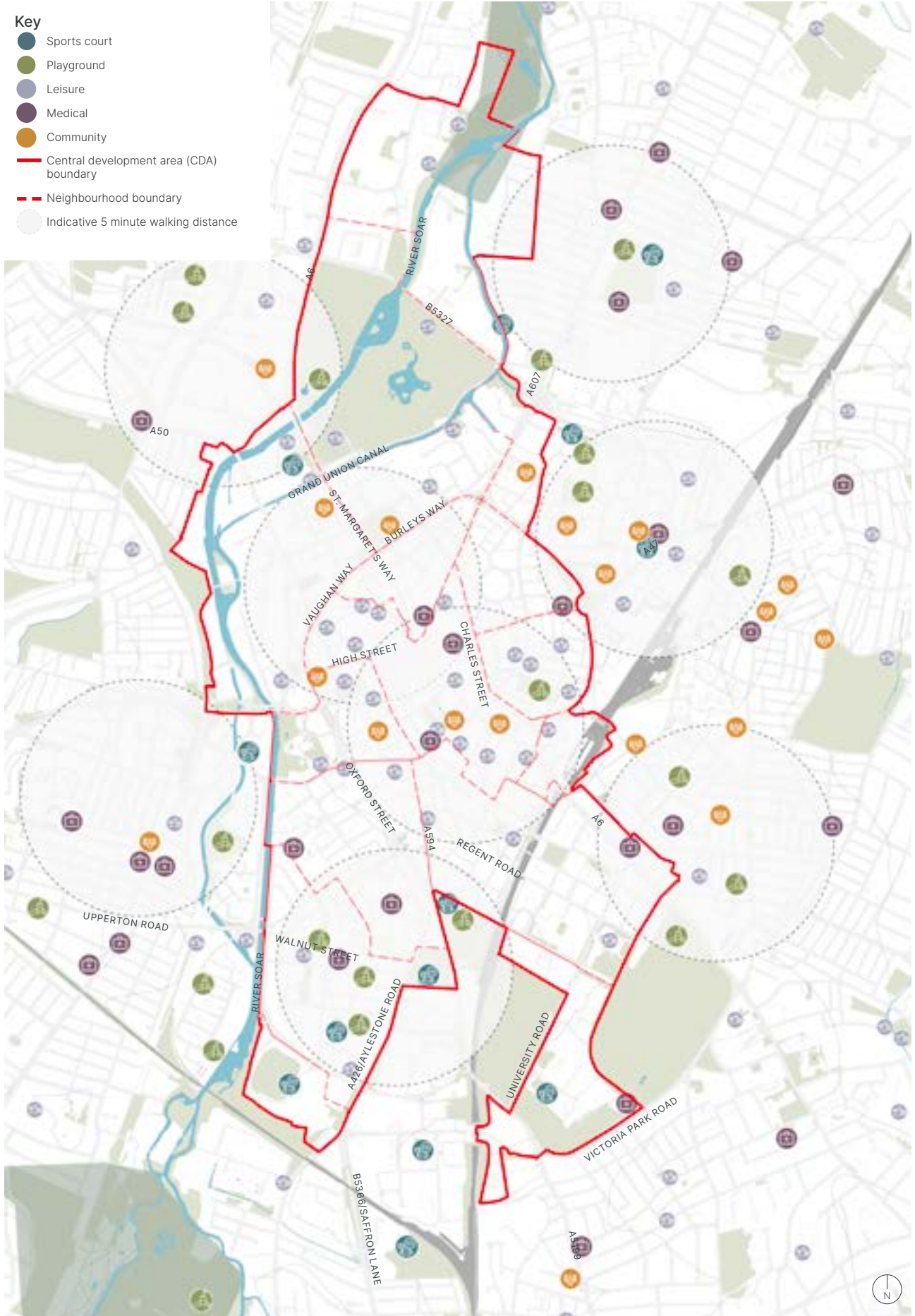


St. George's Church children's play area

Key Considerations



- Walkable neighbourhoods with easy access to facilities and amenity are essential for high quality city living.
- Planit's analysis has identified gaps within each neighbourhood, to inform neighbourhood concept plans, and identify potential locations for new neighbourhood services and open space. This analysis has been shared with LCC and considered as part of the capacity assessment.
- Health care needs to be evenly distributed to ensure all neighbourhoods are within walking distance to health care facilities, as planned in partnership with Leicester City Clinical Commissioning Group (NHS).



Transport Infrastructure

Cycling



Leicester benefits from a rather flat topography with adequate conditions for promoting cycling in the city. Some good cycle networks exist, and some National Cycle Routes are accessible at several points within the CDA. Major improvements to the city centre streets have been delivered through the Connecting Leicester programme in recent years.

During the first lockdown in 2020, Leicester succeeded in delivering 11 miles of pop up cycle routes. Where possible, successful pop-up routes will be made permanent. The council intends to accelerate cycling and walking improvements in the city, as a key part of the transport strategy.

Bus



The Draft Transport Plan proposes a 'Leicester Bus Services Improvement Plan' (BSIP) as a key part of its commitment to delivering quality mass public transit in the city. The BSIP also sets out how it will radically transform bus travel, and reduce congestion in a sustainable and accessible way.

St Margaret's Bus Station is now under redevelopment, with the previous building being demolished and replaced by a new, energy efficient bus station.

Rail



Access to and from the station from neighbourhoods within the CDA is in need of improvement. Plans under development as part of the Draft Transport Strategy and the Council's programme of street improvement schemes look to address this as part of the wider strategic movement network.

There are proposals to improve Leicester's rail connectivity including new and improved direct train services and a major transformation of the station entrance area and ticket hall through the successful bid to the Government's Levelling Up Fund.

The City Council is working with partners through Midlands Connect to promote the reintroduction of direct trains between Coventry and Leicester and onto Nottingham, as well as an improved train service between Birmingham and Leicester. The Government's Integrated Rail Plan includes upgrades



Leicester Railway station

for the Midland Mainline which serves Leicester. All of this will improve connections to regional cities and economic opportunities. Development decisions should consider how to plan for these opportunities.

Key Considerations

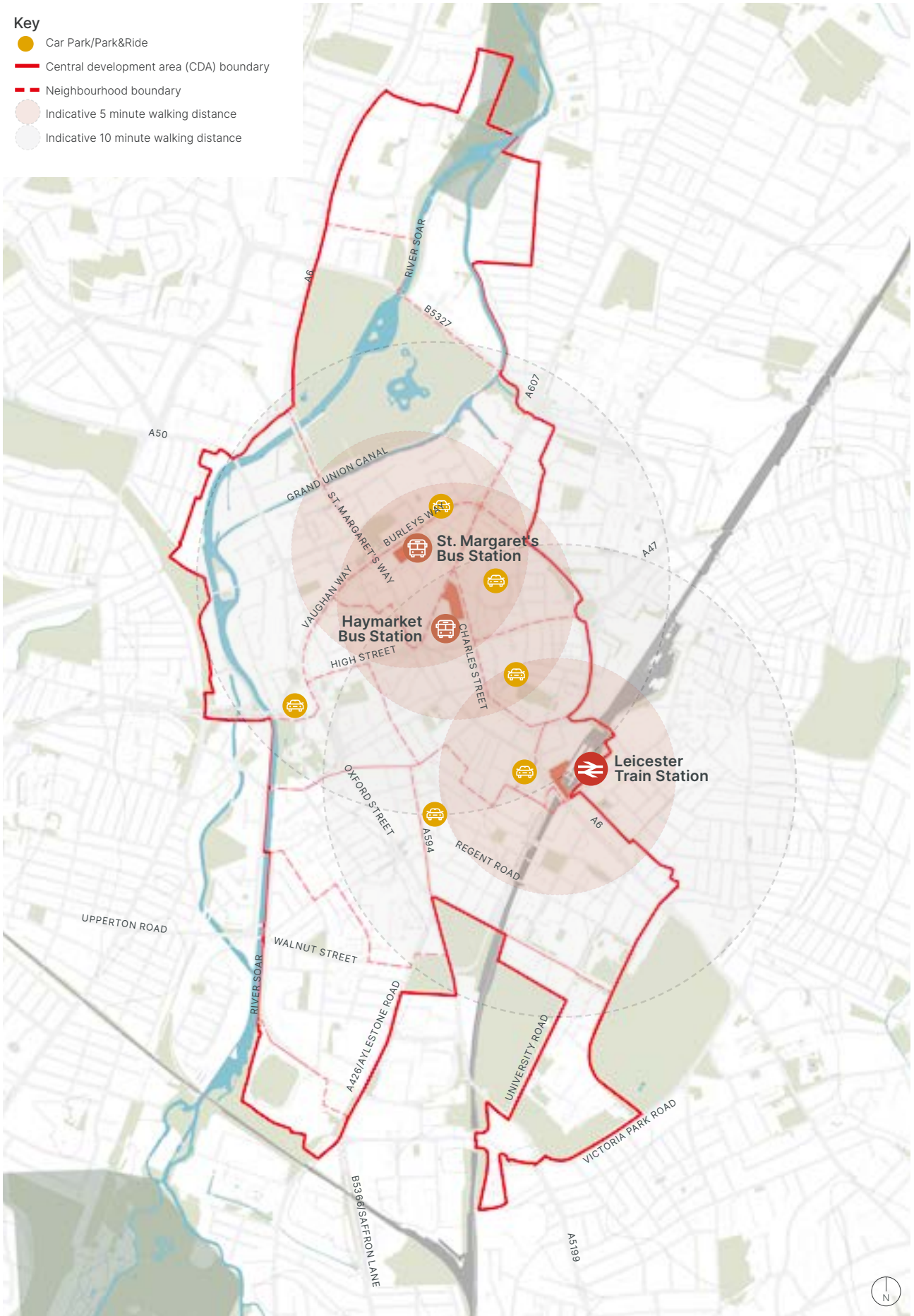


The Draft Transport Plan has been prepared and is expected to go to Full Council Summer 2022 for adoption. This should be considered as part of the development of neighbourhoods and new sites within the CDA. It sets out transport ambitions up to 2036:

- 100% zero emission vehicles
- Introduction of a Workplace Parking Levy
- More people regularly working from home and more responsible use of cars for necessary trips only
- Public transport, Park & Ride, cycling or personal e-mobility as first transport choice for most people (longer journeys)
- Active transport, cycling and walking as first transport choice for most people (shorter journeys)
- A thriving, accessible city centre that is easy to move around in and which supports economic growth in the whole city
- Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment
- A rush-hour free city, gradually managing traffic to reduce peak hour demands

Key

- Car Park/Park&Ride
- Central development area (CDA) boundary
- Neighbourhood boundary
- Indicative 5 minute walking distance
- Indicative 10 minute walking distance



Housing Considerations



Lumis, Southgate



The Arches, Waterside

Influence of Market Forces on Future Housing Stock within the CDA

At the time of writing, the housing market in Leicester is favouring Build-to-Rent (BtR) / Private Rented Sector (PRS) developments of predominantly 1 and 2 bed flats, as they deliver maximum returns. It is prudent to assume that this model will constitute a large proportion of applications and remain a primary driver for development across the regeneration sites in the CDA during this plan period.

The BtR/PRS model delivers housing of a typology and tenure that is geared towards particular demographics within the CDA and does not cater for the diverse housing need that exists in Leicester.

Influence of Planning Objectives on Future Housing Stock within the CDA

A primary planning objective for LCC is to deliver inclusive and diverse communities across the city's neighbourhoods, and to support the delivery of family housing within the CDA and wider city area. This also supports the NPPF position of well balanced communities as outlined in the National Design Guide.

In light of this, a proportion of 3 and 4 bed types will be promoted by planning officers through the planning process for appropriate sites within the CDA.

Consideration has also been given to townscape character as set out within LCC planning guidance documents. Accordingly, sites have been assessed with a view as to appropriate forms of development to support and enhance townscape character, or to develop the identity of a neighbourhood.

There are several key development sites that have been identified within the CDA as appropriate for the delivery of housing led schemes to support 'family housing', although schemes within the core area will be a higher density.



Keepmoat, Waterside



The Wullcombe, Waterside

Viability and Proactive Interventions

Market insights attained by the project team through consultation suggest that some sites and forms of development are currently suppressed by marginal viability. Supplementary public funding mechanisms will be required to unlock sites, and to enable the delivery of a housing mix that supports core planning objectives for a liveable, thriving and futureproof city.

There are likely to be instances where housing led schemes would require supplementary funding to enable development. This capacity study supports the principle of, and aspiration for a diversity of housing type and tenure, and accounts for this planning objective within capacity calculations through the use of housing mix scenarios.

Accounting for Market Forces and Planning Objectives within Capacity Calculations through the use of Housing Mix Scenarios

The recommended housing mix used in this capacity study takes account of current development trends and market drivers to ensure a realistic picture of regeneration is presented, and high degree of accuracy is achieved in capacity calculations, whilst also factoring in projected impact of core planning objectives.

Within housing mix scenario 1, the inclusion of 3 bed apartments (5%) and duplexes (5%) allows for the delivery of house types that may be suitable for families within schemes that are apartment led.

Housing mix scenario 2 includes a range of housetypes to support the creation of multigenerational communities on those sites identified as appropriate for housing led schemes.

Defining Leicester's Central Development Area Neighbourhoods

Neighbourhoods are informed by the historical development and morphology of the city over time and are associated with different periods of urban development and transformation. Their boundaries are often defined by a clearly delineated urban edge, such as a major movement corridor or distinct change in townscape character.

Leicester City Centre Council's Townscape Character Study identified 13 distinct areas including 9 Character Areas, and 4 other Regeneration Areas to recognise the individual context of each area and for future policy to be based on the area's defining characteristics as below and illustrated in figure x:

Character Areas

- Railway Station;
- Mansfield Street;
- St. Margaret's;
- Wharf Street;
- Belgrave Gateway;
- LRI and DMU;
- St. Georges Cultural Quarter;
- Old Town; and
- New Walk.

Other Regeneration Areas

- Abbey Meadows and Pioneer Park;
- Waterside;
- Leicester City Football Club; and
- University of Leicester.

This study doesn't challenge these character areas, rather it seeks to provide approximate boundaries to facilitate capacity calculations. Following review of the character areas, a new character area has been identified to complete the CDA area, this character area is named 'Walnut Street'. Following this study it is recommended that a townscape character assessment is undertaken for this area. For the purposes of this report, the Abbey Park area has been included within the Abbey Meadows neighbourhood. The City Core, referred to as the Central Shopping Area in other policy documents, is also included as a neighbourhood.



Figure 1.21 Draft Local Plan Central Development Area and Character Areas

As part of this study a review of the townscape character study by LCC has been undertaken. The elements within each character area study has influenced development capacity, however the study does not limit or restrict the development capacity set out within this report. Recommendations have been identified throughout the review, full details of recommendation are within the Appendix.

Elements that influence development capacity are:

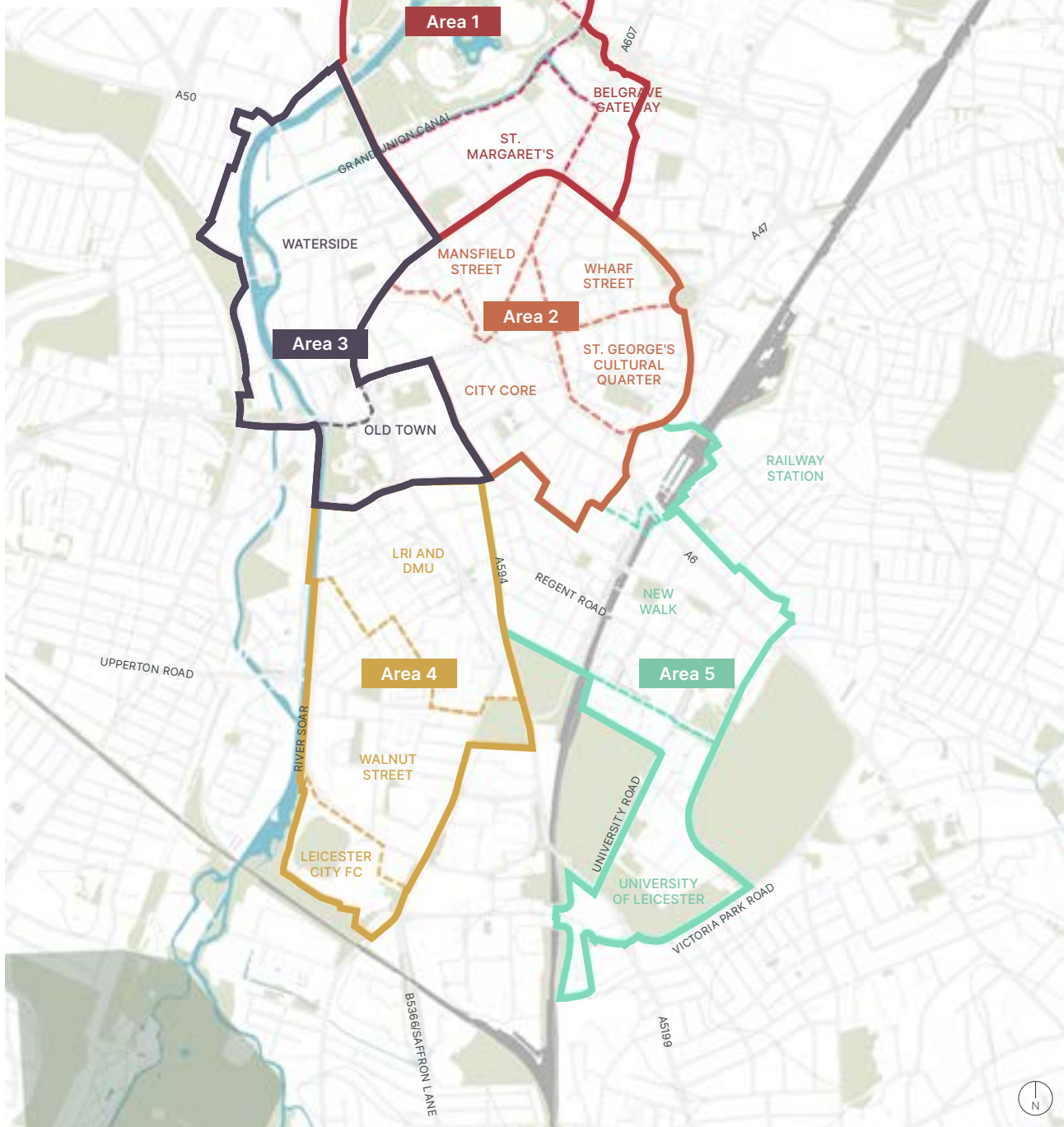
- Location;
- Existing Land Use;
- Built Environment Scale, Massing and Density;
- Heritage and History; and
- Architectural Character and Appearance.



City Areas

For the purposes of the Capacity Study, neighbourhoods have been grouped into five overarching City Centre Areas. This allows the city to be broken down into rational spatial units within which residential capacity can be calculated.

The Areas are formed by clustering neighbourhoods:



LCC Planning Objectives Review and Recommendations

Leicester's Urban Character and Morphology

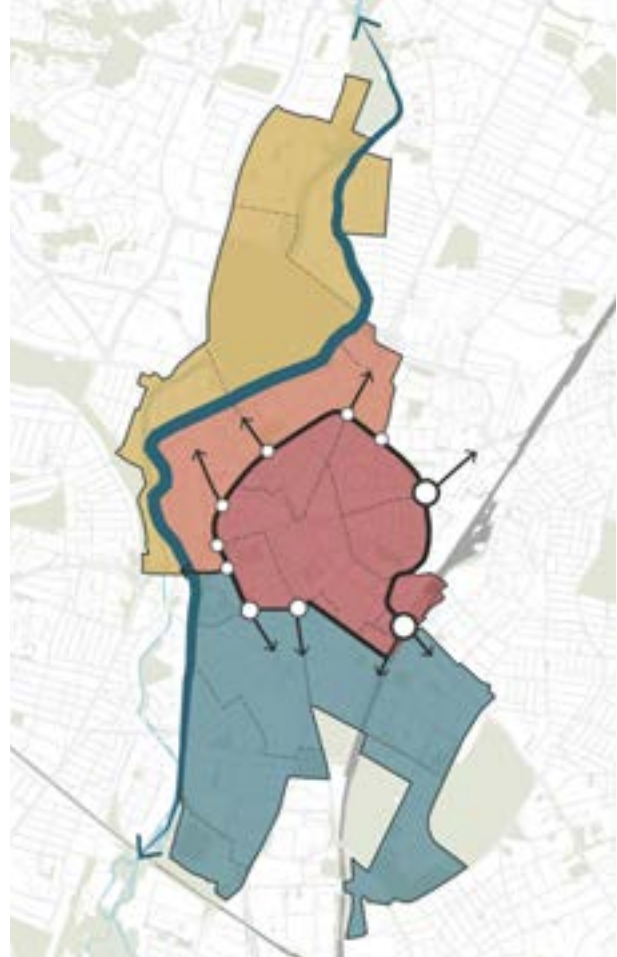
As a baseline, the capacity study sought to understand the defining characteristics and image of Leicester at a city-scale.

Review:

- There are a range of landmark features that define and distinguish the Central Development Area. It is composed of heterogeneous zones of differing morphological character, resultant of historical development patterns and in response to geography.
- Can be broken down into distinct urban morphological zones.
 1. City Core - within the A594 and key gateways
 2. City Centre Fringe - defined by the Grand Union Canal to the north and A594 to the south.
 3. Residential area to the north and west of the Grand Union Canal
 4. Residential / Institutional Transition Zone south of the City Core to the extents of the LCFC and University of Leicester campuses
- The River Soar and Grand Union Canal act as clear boundary features, defining the edge of the city centre.
- The A594 defines the city core, with greater massing and density within. It acts as a barrier - Leicester's 'concrete collar' - with the effect of severing portions of the central area into discreet zones. Gateways are generally not well defined.
- Clearly the northern and eastern portions of the city have greater capacity and need for regeneration, due to the history of slum clearance, industrialisation, and post-industrial decline.

Recommendation:

- There is an opportunity to break down the severance effect of the A594 and better define gateways to the city core with landmark buildings.
- There is an opportunity to redefine the city centre through regeneration and intensification along the River Soar and Grand Union Canal, to curate a new identity for these neighbourhoods.



CDA Morphology Diagram

Key

- City Core
- City Centre Fringe
- Residential CDA
- Residential / Institutional Transition Zone

- Diverse typologies and tenure should be delivered within the CDA, including family housing, to support mixed communities. Neighbourhoods within the City Centre Fringe, Residential CDA, and Residential / Institutional Transition Zone are particularly suited to this.

Tall Development in Leicester

- We support the findings of the LCC assessment regarding impact of poor design quality and mal-located tall development on the character of the city and its skyline, and that tall development of high design quality and in the right place can make positive contributions to the townscape and life within a city.
- There has been some significant development since the completion of the tall buildings document. This work takes account of the changed context and updates/develops recommendations in response.
- In addition to the stated aims of the Tall Development Strategy, we wanted to assess whether the strategy:
 1. sufficiently protected areas and views of significance and value;
 2. Sufficiently encourages placemaking and positive contribution to the existing townscape;
 3. Adequately highlights areas with potential for tall development and doesn't miss opportunities;
 4. Sufficiently supports the potential to stimulate local regeneration.
- Our overall assessment is that LCC's policy appropriately takes a cautious position on future building heights in the most sensitive areas, and is geared towards the protection of existing assets and townscape character, generally taking the existing height datum as a guide for appropriate future development.
- Further detailed consideration is required both on a city and neighbourhood scale to create a coherent townscape and skyline as the city evolves, and on a site by site basis to identify opportunities for the creation of new landmarks and development of a neighbourhood's identity.
- The considerations above have been taken into account through our capacity testing process and in close collaboration with LCC's project team. This has ensured a robust and even-handed assessment of capacity on known sites.



Leicester's Transport and Climate Emergency Strategies, and implications for housing capacity in the CDA

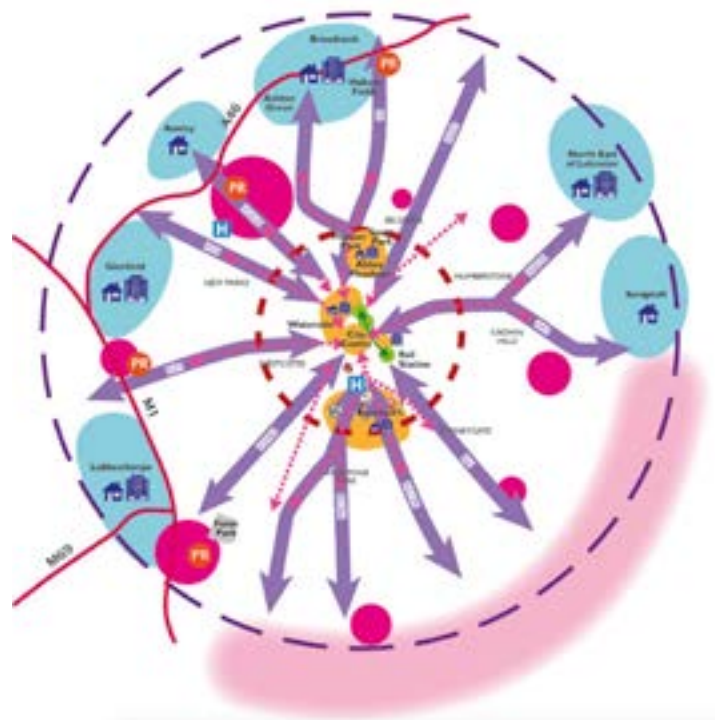
Review

The Draft Leicester Transport Plan sets out an ambitious programme of transport improvements for the next decade including transforming the railway station to provide an impressive new gateway into Leicester, implementing the Leicester Enhanced Bus Partnership and Workplace Parking Levy, delivering an exciting new Greenlines electric express bus network and establishing a world class city wide network of cycleways and paths, aiming for a '15 minute' city where people can access a large range of facilities in 15 minutes using sustainable transport.

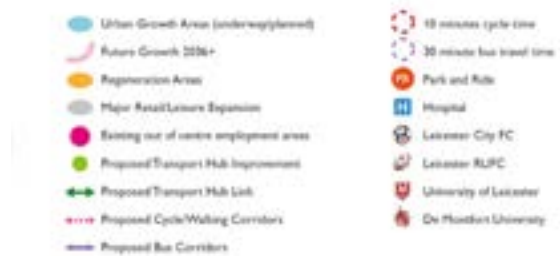
Leicester City Council declared a climate emergency in February 2019, and has made commitments for Leicester to become 'carbon neutral' by 2030 or sooner. Objectives from the Climate Emergency Strategy relating to transport include:

1. Increase the percentage of journeys made by walking and cycling through improvements to infrastructure and services, and through promotion.
2. Work with the bus companies to increase the percentage of journeys made by public transport through improvements to services and infrastructure, and through promotion.
3. Develop or support car and bike sharing schemes, including car clubs, where they can reduce carbon and air pollution emissions from travel.
4. Enforce planning policies to support provision of essential services near to where people live and work, along with good access to walking, cycling and public transport routes from new development.
5. Address our Climate Emergency aims in our policies for, and management of, car parking and the highway network.

This describes a move away from car-oriented regeneration, which has multiple significant implications for how the city is developed over the next plan period, and the capacity for new homes that can be achieved.



Hub and Spoke Plan -LCC Transport Strategy



Policy for a parking strategy and SPD are still under development, but consideration of the emerging policy was made in the production of this work.

Recommendation

In light of emerging policy and delivery of a more futureproof transport infrastructure, as well as consideration of what the market is currently delivering, the CDA should generally be considered a 'car-lite' zone, with minimal parking requirements.

Delivery of standard parking ratios at the CDA scale would be extremely space-hungry and would significantly reduce housing capacity.

Neighbourhoods within the city core should be active/sustainable transport-led development. A focus should be on high quality public realm and amenity spaces to establish a market for sustainable city-centre living and justify existing higher house prices through increased design value.

Some parking provision may be required to support family housing, though alternative approaches (such as mobility centres) should be pursued to unlock wider placemaking benefits.

Character Area Development and Management

Review

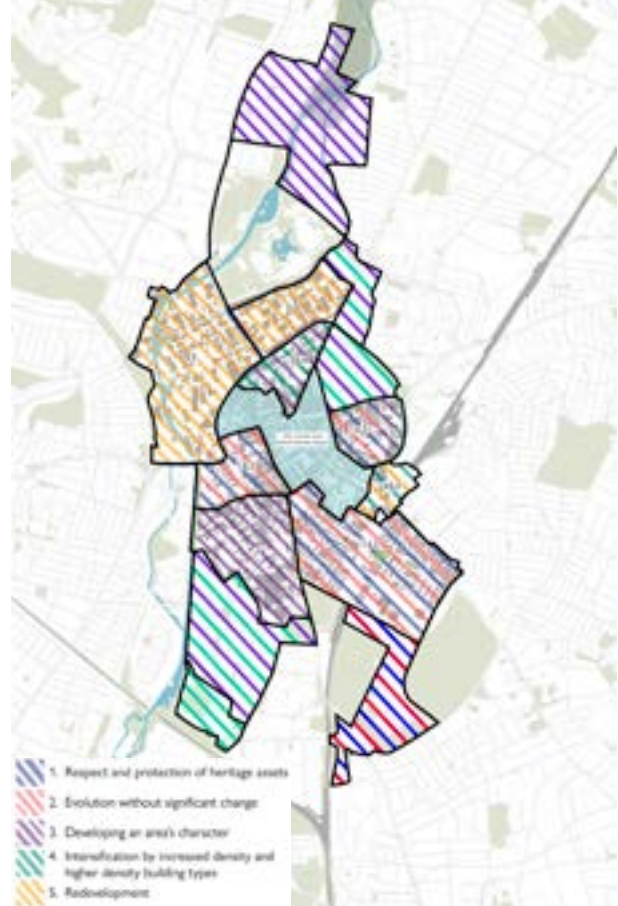
The Character Area Development and Management Strategy set out in the draft Local Plan is a robust and thorough analysis informed by the Townscape Analysis and Design Guidance for the Character Areas.

This study broadly supports LCC's character area development and management approach, and has utilised this thinking in our capacity testing, extending it to cover those neighbourhoods within the CDA study area that were not previously assessed using this methodology; and some suggestions of adjustment to management approach for certain neighbourhoods have been made, illustrated on the plan to the right.

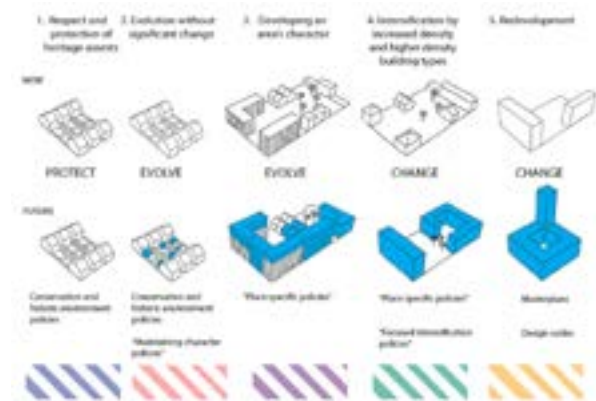
We support the judgement that areas of greater heritage value and characterised by lower-rise and residential architecture can support limited change, and that protection of heritage assets and reinforcement of the existing character are primary planning objectives.

Recommendation

Our townscape assessment led to the conclusion that Belgrave Gate and Wharf Street are key regeneration areas that could accommodate significant change and intensification. These neighbourhoods form a larger belt of regeneration to the north of the city centre but still within the city core, as defined by key gateways and landmark features. Whilst there are key features of heritage, cultural and townscape value within these neighbourhoods, there are substantial urban blocks that present significant opportunities for comprehensive regeneration. As such, our updated Character Area Development and Management Plan designates category 3 and 4 approaches to these character areas - to develop the areas characters, building on the existing townscape assets, but to also change and intensify built form within key portions of those neighbourhoods.



Updated Character Area Development and Management Plan



LCC Character Area Development and Management Categories

Assessment Methodology

Assessing The Sites

A thorough assessment of the sites identified within the city has been completed. Sites have been categorised by their planning status, availability and potential for future development.

Multiple sources of information have informed the site categorisation element of the Capacity Study. This information has been collated, mapped and categorised in order to provide a logical structure with each site being assigned its own unique identification code. The following categories have been created to organise the sites.

Known Sites

These sites are the known development sites and include:

- Known Sites (SHLAA / Brownfield / Call for Sites/Pre-Apps)
- Known Sites (Council Ownership)
- Known Sites (Non-residential Allocation)

Planning Applications

Submitted or known major development sites are assessed to establish the residential quantum of planning permissions currently in the Planning System.

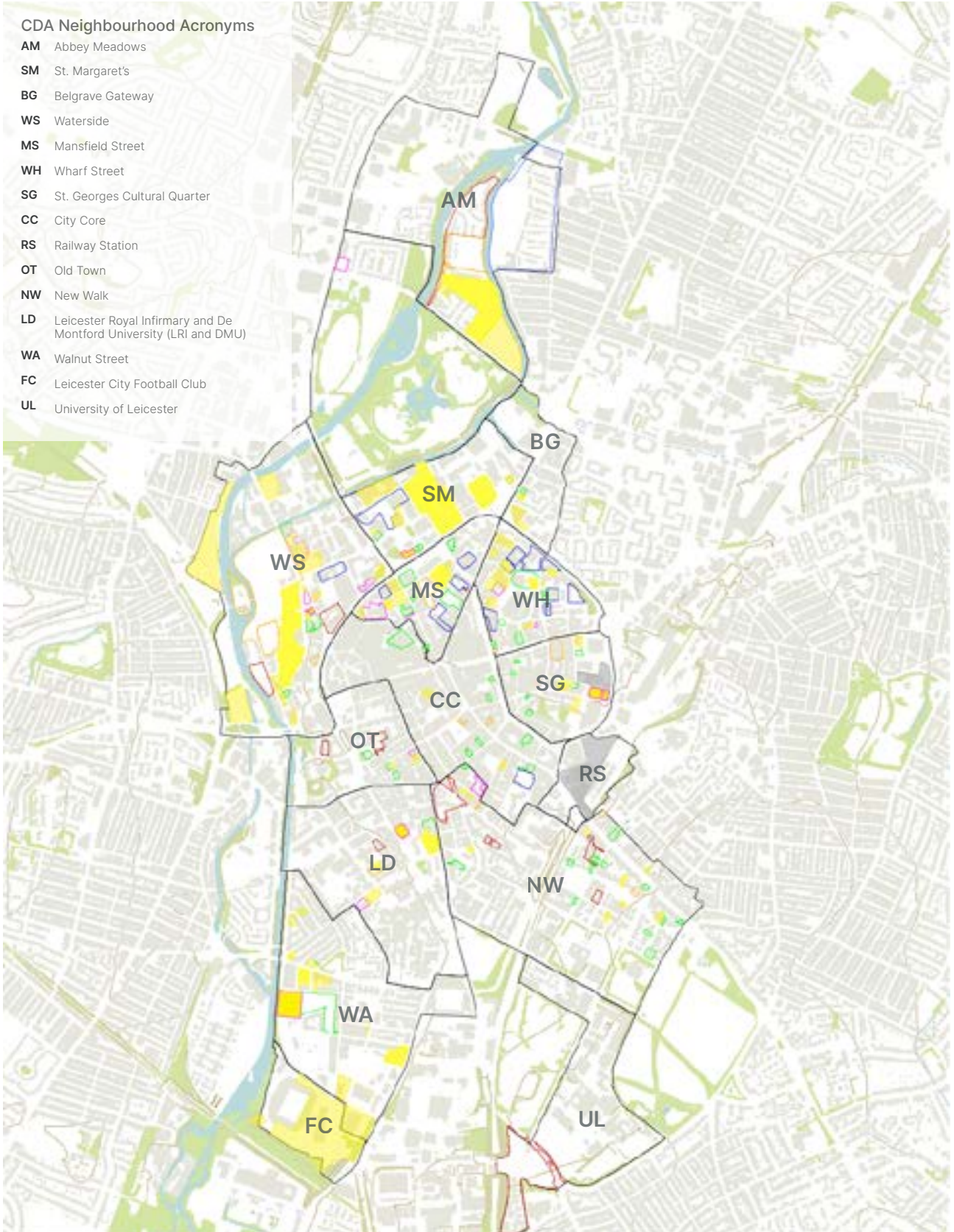
- Full Planning Permission - (not determined up to 01.04.2021)
- Outline Planning Permission (up to 01.04.2021)
- Full Planning Permission (up to 01.04.2021)
- Full Planning Permission - Under Construction
- Recently Completed (up to 01.04.2021)

□ Future Potential Sites

Identified through a site walk around assessment and the engagement process, there are a series of sites that do not have existing planning applications or current development proposals, but have been identified as potential future development sites:

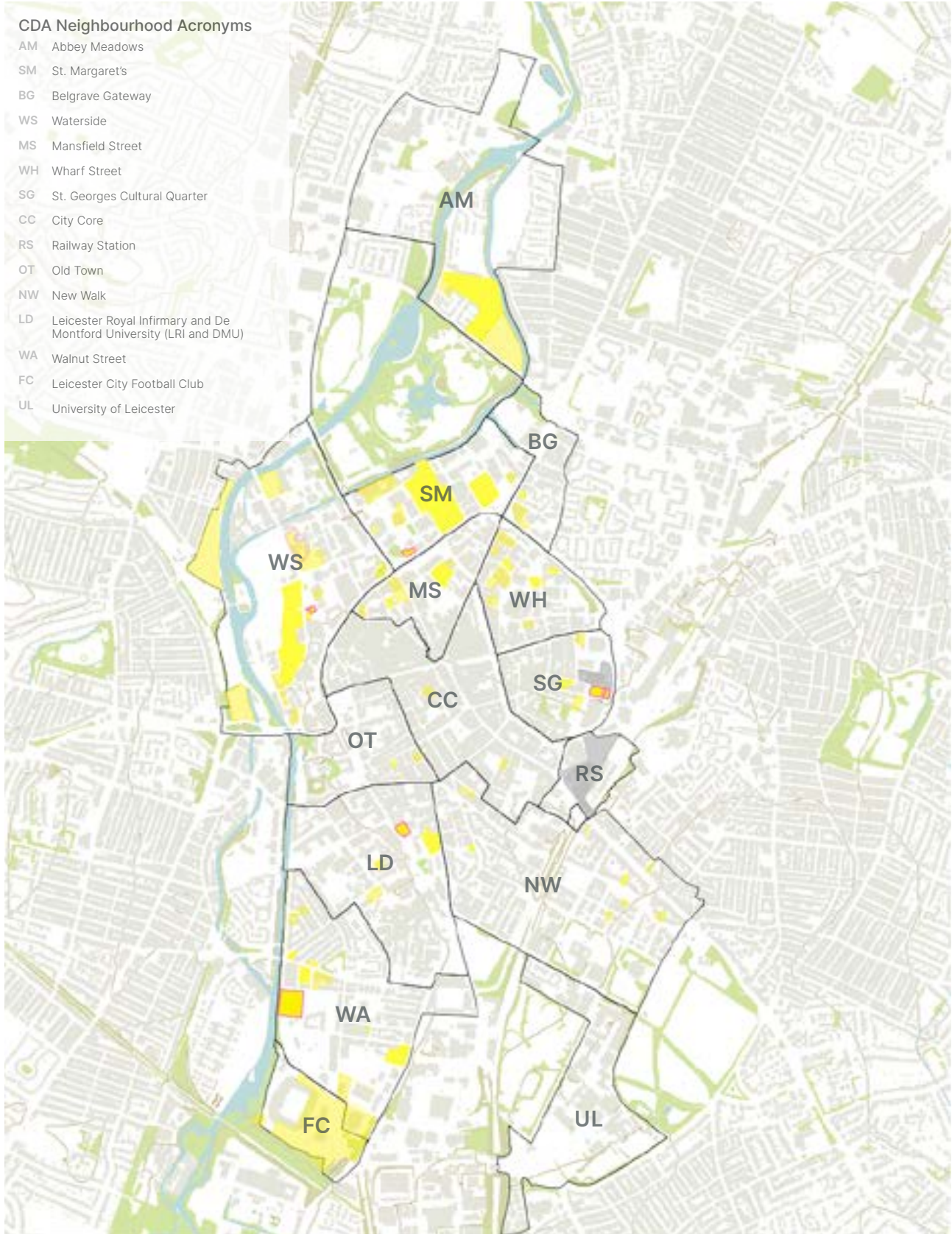
- Existing uses incompatible with city centre vision.
- Clusters of future potential development sites with no existing allocation. Together these sites present strategic future development opportunities.
- Sites without an existing allocation included in existing, area-specific Regeneration Strategy documents.

N.B. Future Potential Sites are not anticipated to come forward within the Local Plan period, and have therefore not been tested for capacity and are not included in the capacity figures.

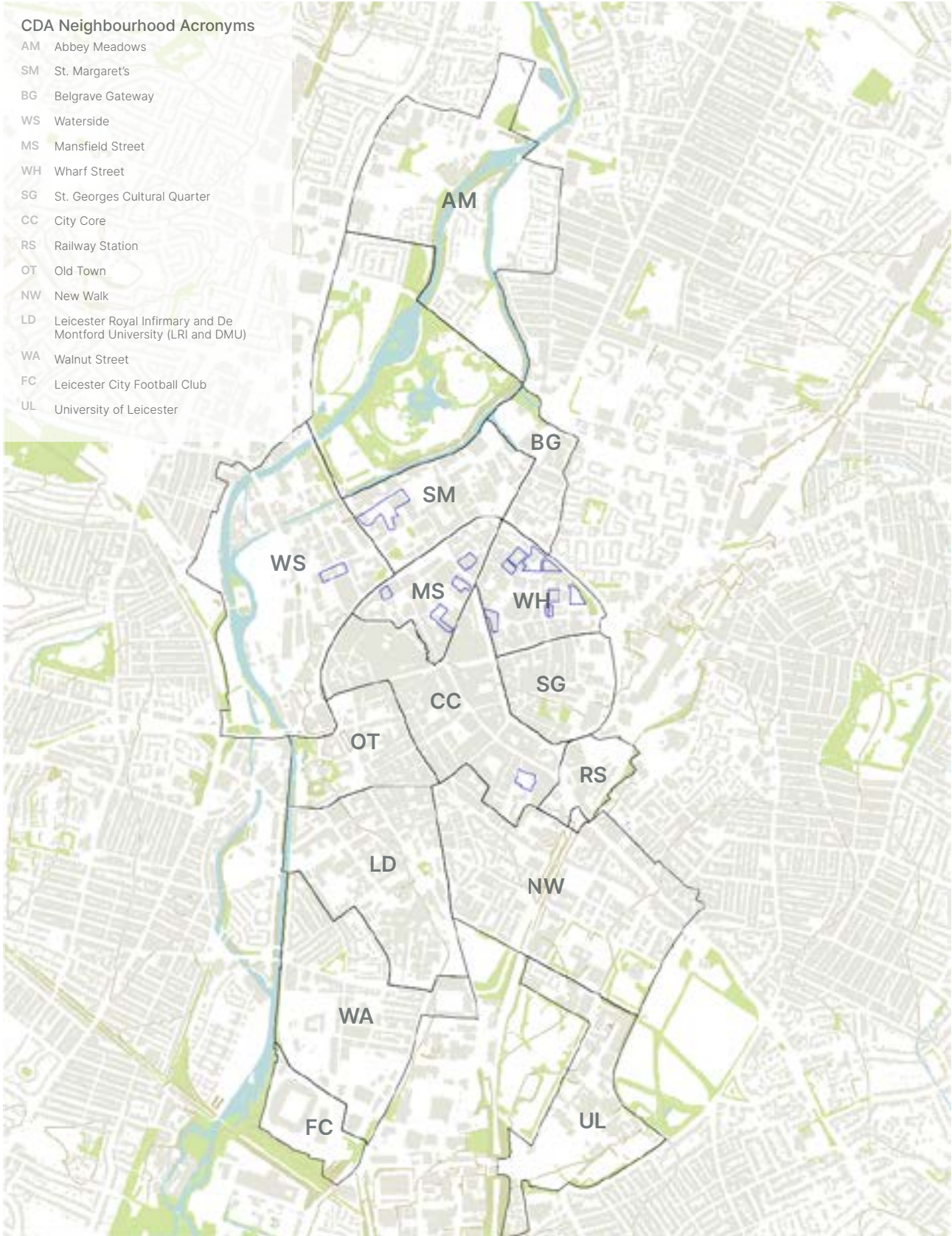


Cumulative Full Sites Breakdown Plan





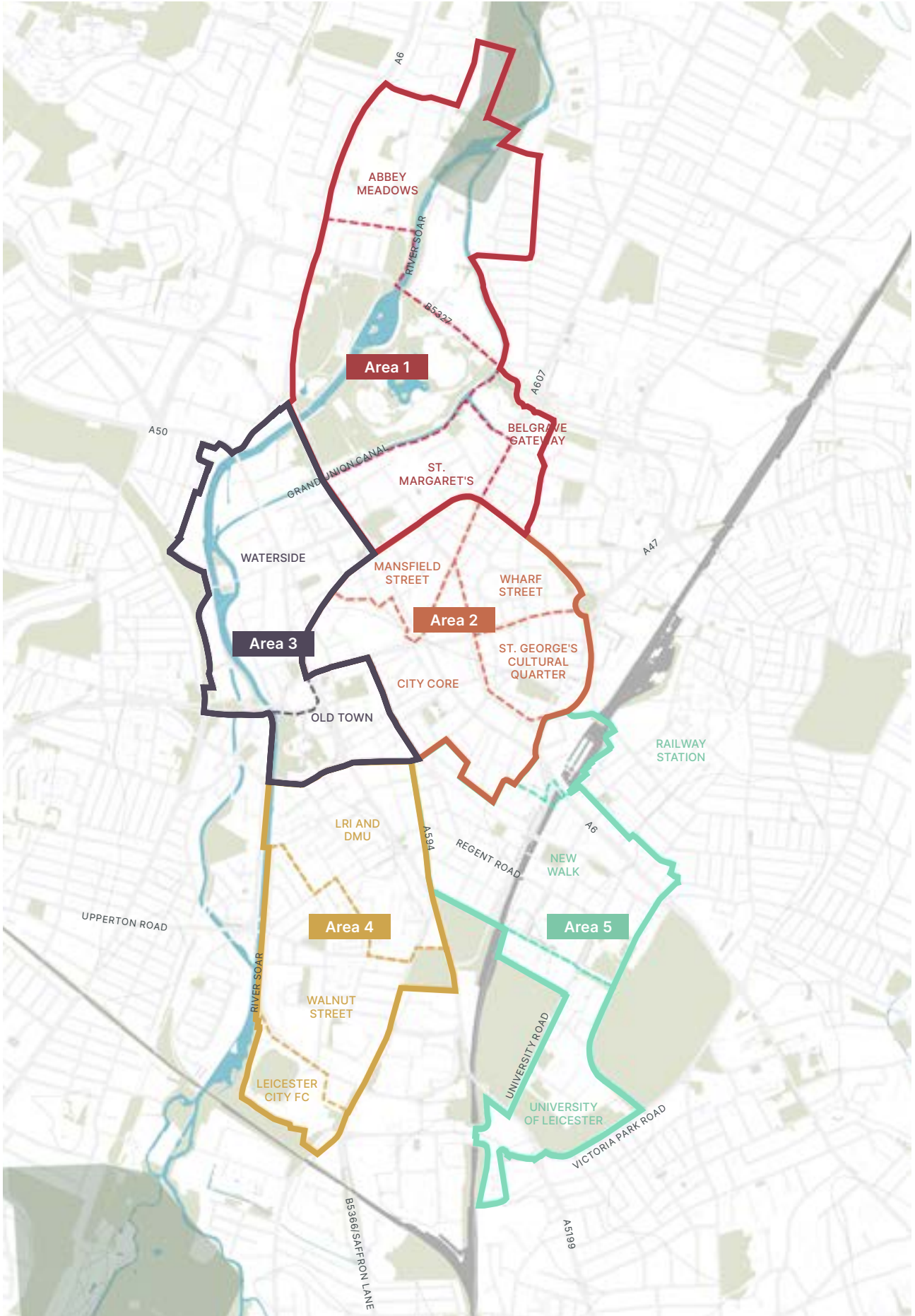
Known Sites Breakdown Plan



CDA Areas

In order to manage and present data effectively in this report, CDA neighbourhoods have been grouped together into 5 larger areas, as described in the Defining Leicester's Neighbourhoods section earlier in the document, and presented in the plan opposite.

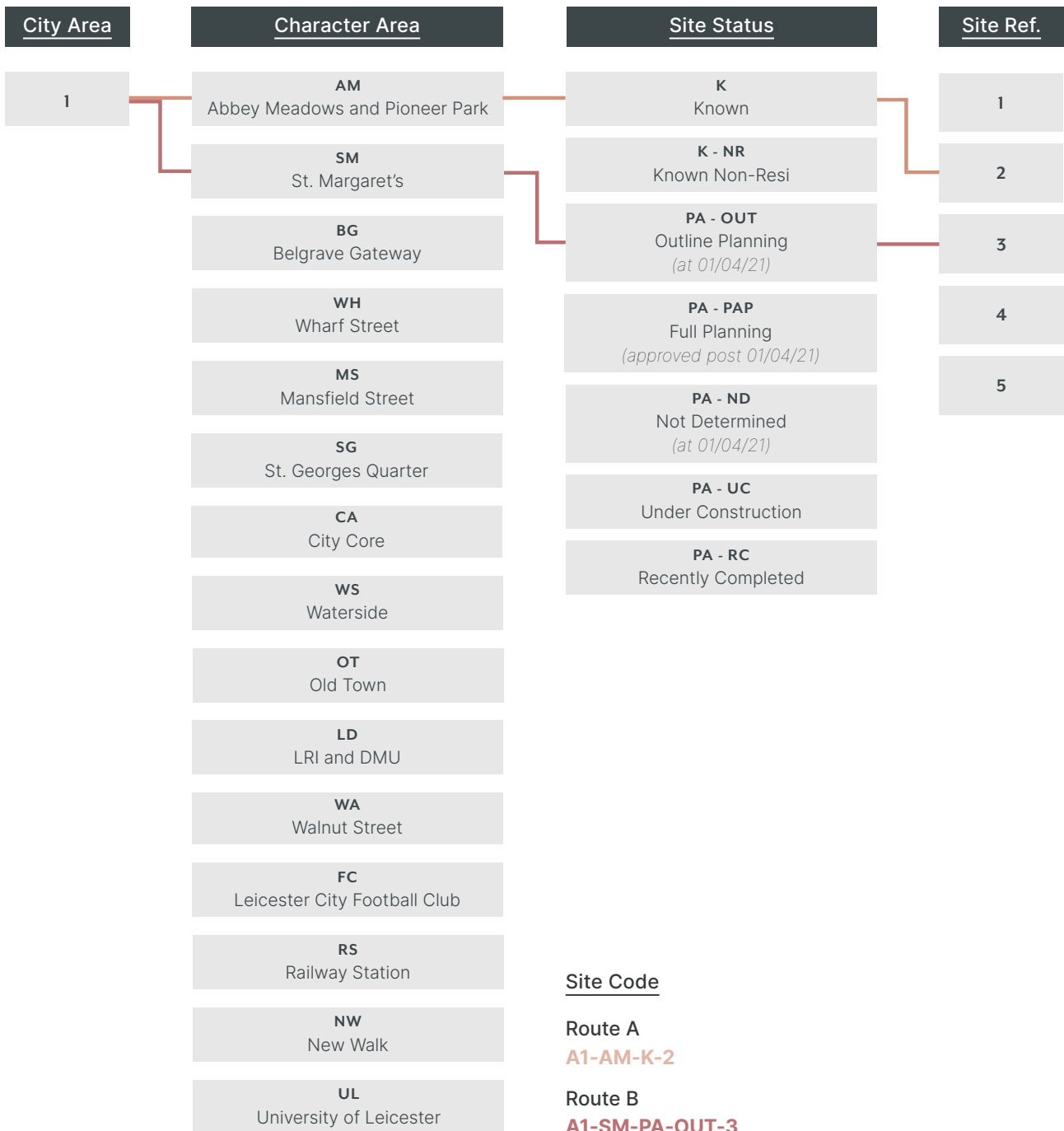
The capacity testing section displays proposed building heights and potential future housing capacity in this format.



Site Coding

A coding system has been developed in order to provide each site with a unique reference number. The codes are stored within a master schedule and inputted into the capacity calculator (explained on page), which generates a capacity for each site.

The coding system allows us to identify sites by both neighbourhood and city area. This in turn allows for an appropriate mix of residential tenures to be applied to the site based on its context and location in the city, as well as being able to summarise capacity by city area or neighbourhood.



Introducing A Density Led Approach To Capacity Testing

Density brings with it opportunities to mitigate constraints. An example of this is lower density housing nestled within steeply sloping topography, or high density terraced housing and apartments proposed to mitigate noise from railway lines or industrial uses.

Increased density provides support for non residential uses and increased footfall to community hubs. Density and increased amounts of people activates and provides purpose for open space, it can help to animate the water edges and key movement corridors. New developments allows reframing of our views and connection with nature in a positive way.

The challenge is to intensify the city, whilst maintaining characteristics which make Leicester unique. The methodology to testing capacity has been developed to sensitively integrate into the city and its environment, and facilitate/direct taller buildings where appropriate.

Why Use Dwellings Per Hectare to Test Residential Capacity?

Density can be measured in a number of different ways, the most common of which is dwellings per hectare (dph).

A dph calculation provides a quick total of residential capacity by applying an appropriate density range. The following pages set out how an appropriate density range has been calculated which has been further tested around the city through more detailed site drawings. A dph calculation ensures residential numbers can be totalled without requiring a detailed masterplan, and is also not predicated on a single drawing, ensuring residential capacity is still valid if alternative schemes are proposed.

Defining Best Practice Density Study

Following an analysis of best practice block typologies from different cities, appropriate benchmark density ranges have been developed and applied to each city area / neighbourhood.

Low-Medium Blocks (~70 dph)

Irwell Riverside, Salford

55dph
Density



- Approx. Block Area 1.3 ha.
- Unit No and Dwelling Mix 72 units.
- Average Building Height 3 storeys.
- Street Width 5.8 m.
- Communal External Space 0.02 ha.

Wolsey Island, Leicester

55dph
Density



- Approx. Block Area 2.9 ha.
- Unit No and Dwelling Mix 93 houses and 95 apartments.
- Average Building Height 2-6 storeys.
- Street Width 17 m.
- Communal External Space 0.46 ha.

Medium Density Blocks (100-200 dph)

Vimto Gardens, Salford

154dph
Density



- Approx. Block Area 0.63 ha.
- Unit No and Dwelling Mix 83 apartments and 14 townhouses.
- Average Building Height 3-6 storeys.
- Street Width 9.6 m.
- Communal External Space 0.08 ha, podium.

Little Kelham, Sheffield

150dph
Density



- Approx. Block Area 1.19 ha.
- Average Building Height 2-4 storeys.
- Street Width 6.8 m.

Further consideration of the constraints, opportunities, and townscape characteristics of each neighbourhood / framework area have helped to refine these ranges, ensuring the proposed range is both appropriate and achievable within the different townscape contexts.

Medium-High Density Blocks (200+ dph)

Royal Wharf, London

220dph
Density



- Approx. Block Area 15 ha.
- Unit No and Dwelling Mix 3300 units.
- Average Building Height 3-19 storeys.
- Street Width 20 m.

Nordhavn, Copenhagen

250dph
Density



- Approx. Block Area 0.28 ha.
- Average Building Height 4-6 storeys.
- Street Width 12 m.
- Communal External Space 0.044 ha.

High Density Blocks

Camden Courtyards, London

400dph
Density



- Approx. Block Area 0.41 ha.
- Unit No and Dwelling Mix 164 units, 48x1-bed, 97x3-bed, 3x4-bed.
- Average Building Height 5-7 storeys.
- Street Width 6.6m, 15.6m, 21.5m.
- Communal External Space Courtyard and rooftop.

Alexandria House, Leicester

450dph
Density



- Approx. Block Area 0.48 ha.
- Unit No 220 apartments conversion.
- Average Building Height 6 - 9 storeys.
- Street Width 9 m.
- Communal External Space 0.056 ha, courtyard and roof.

Understanding Appropriate Housing Typologies and Uses

A range of residential typologies should be proposed and designed to ensure that each neighbourhood is a place for everyone.

Creating Mixed Use Communities

The regeneration of the city centre will need to consider a suitable approach for a mix of uses, with a growing residential population.

A mix of uses such commercial, food and beverage, retail and community uses will be encouraged. A mix of accommodation will be appropriate, including family accommodation and a mix of for sale and for rent.

Community facilities and infrastructure, particularly access to schools and GP surgeries. The growing residential population will need to be supported by an improvement to the existing community infrastructure, new schools, and GP surgeries to support housing.

When detailed proposals come forward for development they will need to be supported by an assessment of need for community facilities, including primary and secondary schools and GP surgeries.

Where a need is identified, subject to site by site viability assessments, LCC will expect developments to provide a contribution towards improvement to community facilities through planning obligations to allow delivery of the required infrastructure in the long term. In low viability scenarios other sources of funding such as City Council and government funding may be required to support critical community facilities.

With this in mind, 10% of the capacity area calculated for each site has been reserved for non-residential uses and amenity areas. This rises to 15% for retained heritage buildings to allow for additional unknowns and inefficiencies associated with these historic building structures.

Residential Development

As set out in the housing scenarios on page 46, a range of housing typologies are recommended within the CDA including apartments, duplexes, and larger urban family homes.

Appropriate typologies should take into consideration the site constraints identified at detailed planning stages, for example, flooding risk, topography, heritage buildings, and monuments.

Private amenity should be accommodated through recessed balconies and roof terraces, set back to maximise views as well as providing a secure and private environment.

Variation and articulation of the built form and roofscape will need to be sensitively considered, to mitigate views into the site from the surrounding context, to avoid a wall of development along the river edge.



Angel Gardens, Manchester. High density urban apartments.



Circle Square, Manchester



Apartments

Apartments ensure a range of unit sizes, types, and tenure can be delivered, and can successfully mix with a range of different uses at the plot and building scale.

Apartments are likely to be provided with communal courtyard amenity spaces, whilst also benefiting from the new areas of public open space within the neighbourhood.

More traditional 1 and 2 bedroom apartments, with a smaller amount of 3 bedroom apartments are anticipated across the neighbourhood.

Further housing mix policy development will be applied in line with the findings of the Local Housing Market Demand Assessment.



Sugar House Island, London

Duplex

Duplex typologies provided at the ground and first floor of apartments buildings provide a mix of homes similar to a town-house, however, wrapped into the apartment block. They allow for regular front doors onto streets; can wrap car parking podiums, cycle storage, or other inactive uses within a perimeter block; and provide larger homes for families.



Ground floor mixed use creates active streets in an apartment block complex. Battersea, London.



Regular front doors activating the streets. Battersea, London.



Maisonettes providing regular doors onto the street at Lockgate Mews, Manchester.



Duplexes providing regular doors onto the street at Middlewood Locks, Salford.

Townhouses

The opportunity exists to mix townhouses into the neighbourhood. At 2-4 storeys, townhouses will provide more variety of homes for different demographics and help respond to the steep topography and create character by reflecting the rich roofscape that currently exists.



Townhouses also provide regular front doors onto streets, therefore aiding street animation. These can be mixed into perimeter blocks or provide distinct streets themselves. Townhouses provide the largest internal area and external area, therefore are typically associated with lower development densities.



Townhouses in an urban setting. Copenhagen, Denmark.



Grouping and receding of units creates varied and distinct streets. Vimto Gardens, Salford.



Boundary treatment allows for ground floor privacy at the Gables in Crosby



Regular front doors onto streets. Timekeepers Square, Salford.

Applying A Density Led Approach To Capacity Testing

Introducing the Capacity Calculation Methodology

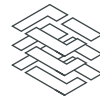
To explain the calculation methodology the key steps are presented below to provide an overview, before breaking down the individual elements over the following pages for more clarity.

Residential development capacity within the Central Development Area is calculated using a master schedule (spreadsheet) known as the 'Capacity Calculator'. The spreadsheet is an information management system to calculate and test development capacity. The capacity calculator includes the final capacity figures included in this document.

Step 1

Site testing to determine appropriate density range

A series of urban design appraisals and spatial calculations are conducted to establish an appropriate density range for each site.



A

Building Footprints (sqm)



Building Heights (max. / min.)



Total GEA (max. / min.)

Building footprint is the area of the building(s) at the ground floor, including external walls and measured in square metres. See page 51 for more detail.

The footprint is multiplied by number of stories at both the minimum and maximum appropriate heights. See page 52 for more detail.

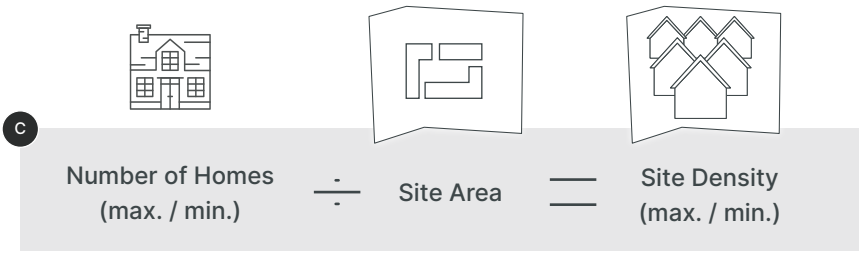
This provides min. and max. heights for the overall building area (Gross External Area - sqm), within the site area (Hectares).

N.B. All inputs labelled with (max. / min.) are tested at minimum and maximum heights to provide a feasible capacity range.



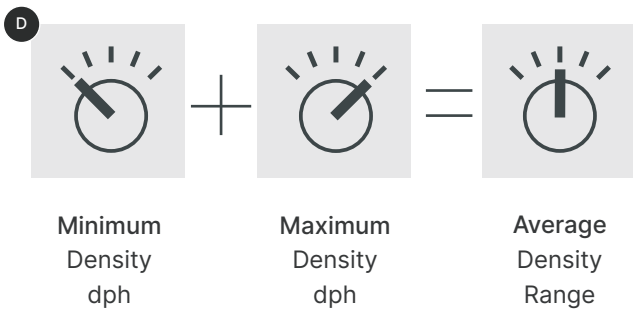
10% of the GEA for each site has been reserved for non-residential uses and amenity areas. This rises to 15% for retained heritage buildings to allow for additional unknowns and inefficiencies associated with these historic building structures. This non-residential assumption is deducted from the total GEA to give the Residential GEA. See page 56 for more detail on the non-residential assumption.

The Residential GEA is divided by an average dwelling size (dwelling GEA) to determine the number of homes contained within the building(s). See page 54 for more detail.



The number of homes at the minimum as well as the maximum height are divided by the site area to determine the min. and max. number of dwellings per hectare (DPH). An appropriate density range for the site is extrapolated from these figures.

Density Range

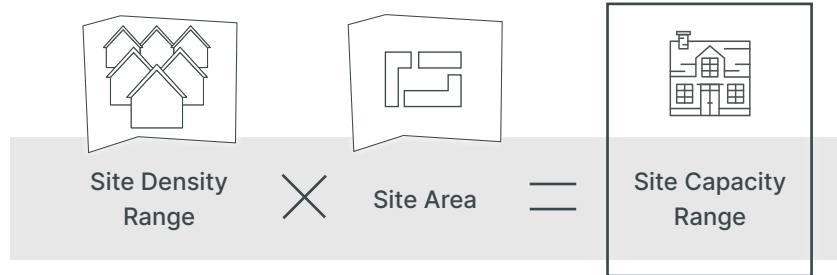


N.B. This methodology is a robust and flexible approach to determining appropriate site-specific density, informed by the contextual townscape character, avoiding applying a general density across multiple sites or city areas.

Step 2

Applying the density range to generate site capacity

The site-specific density range is then re-applied to each site area by multiplying the site area by the lower and upper numbers of the density range, providing a minimum and maximum number of units for each site. From these figures, the average number of units can be calculated.



Step 3

Aggregating site capacities to determine overall capacity

The individual site capacities calculated with this methodology are then aggregated with planned housing numbers from sites in progress (taken from planning application records) to establish area and city capacity totals.



A Flexible Approach

The calculator provides flexibility in a number of ways.

- Firstly, it requires a minimum and maximum building height to be applied to each site.
- It also allows sites to be tested based on different housing mix scenarios.
- Both of these elements help to define a flexible density range used to generate the site capacity.
- Finally, capacity is provided using a minimum, maximum and average number of units.
- The recommended range of development allows for informed decision making based on housing need and demand.

Defining Appropriate Building Footprints

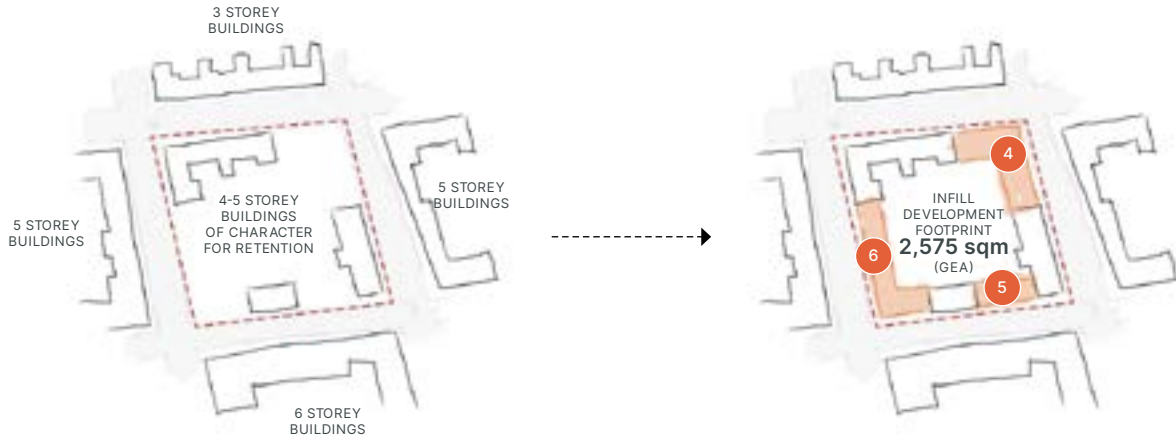
The building footprint areas or 'Sketch GEAs' are based on a sketch layout assuming building depths suitable for residential uses (12m for housing and 15m for apartments). Indicative site layouts have been drawn to determine a representative total building footprint figure for each site, which is used as an input into the calculator.

These footprints are indicative and not published here as the exact designs of building footprints will be determined through further analysis and detailed design.

Environmental considerations, constraints and surrounding context inform the arrangement, however this is a high-level study to inform indicative development capacity only.

The examples below are a simplified illustrative representation of how footprints are drawn in response to site context to provide a realistic capacity figure.

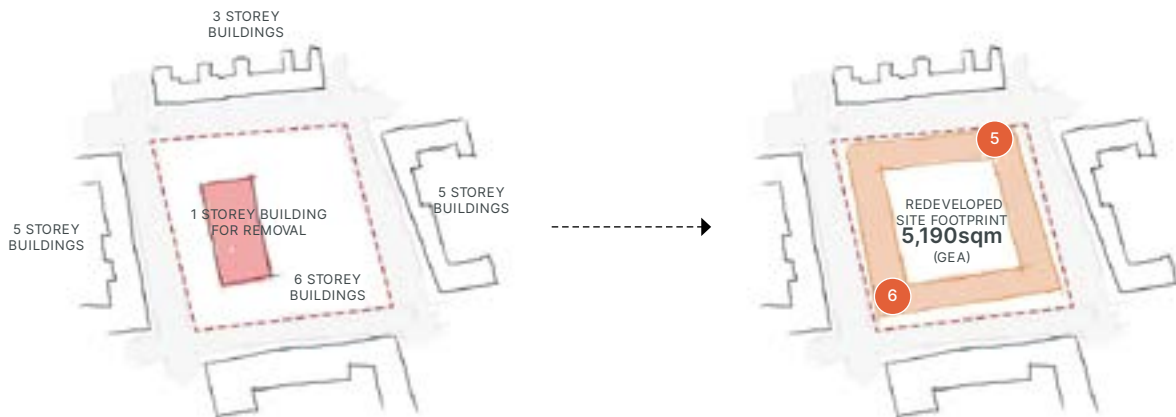
Typical indicative layout of infill development with retained buildings



Key

- Existing Buildings
- Existing Buildings For Removal
- Known Site
- Indicative Development Footprint
- Appropriate Storey Height

Typical indicative layout of cleared site redevelopment



Defining Appropriate Building Heights

The Capacity Study includes an assessment of the existing building heights in the Central Area. The existing heights inform height datums set out in the capacity calculator within each priority location. The height datums directly inform the overall residential development capacity for each neighbourhood.

The recommended height datums inform a range of building heights including; minimum, average and maximum density for each development parcel. These density ranges are applied to calculate the capacity measured in 'total residential units' for each site. The suggested height ranges for the sites are illustrated on the 'Appropriate Heights Plans', in the following area chapters of this document.

Building height ranges are influenced by the following key variables:

- Existing height datums.
- Primary movement corridors.
- Key urban nodes.
- Primary City Centre gateways.
- Heritage.
- Topography.
- Under construction planning permissions.

Building heights are recommended and informed by townscape character and environment for appropriate heights. The building heights ranges applied to the total GEA's are:

- Under 3 storey.
- 3 - 5 storey.
- 4 - 6 storey.
- 6-8 storey.
- 8-10 storey.
- 10 - 12 storey.

There are instances where proposed buildings could potentially go above the recommended height datum set out in this document, for instance, where there is a strategic reason to create impact at key gateways or prominent positions in the city.

Further interrogation, in terms of viability, deliverability, and impact on views and setting will need to be tested at later stages in the planning process.

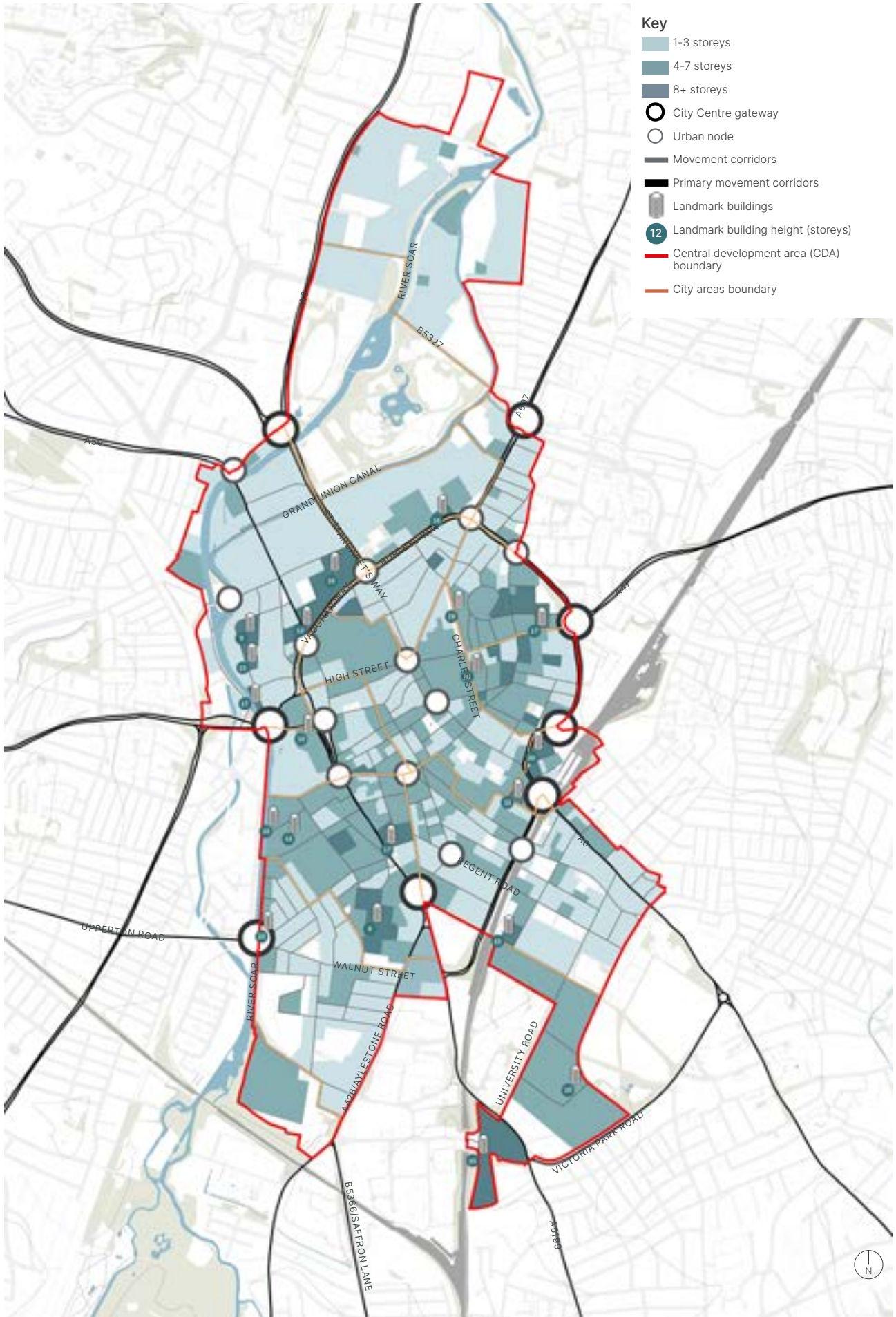


LCC Constraints and Areas Offering Potential for Tall Development Plan

Key Considerations for Tall Buildings



- Development proposals that come forward that differ or exceed the maximum height ranges provided within this guidance will need to be further considered.
- Sites that exceed the maximum heights range will need to be justified on the basis of a detailed townscape analysis, design assessment, and viability consideration assessment.
- LCC will sense check and agree all principles provided if deemed necessary, this will be assessed on a site by site basis.
- LCC will determine which sites will need to fulfil these requirements.
- LCC have adopted a Tall Buildings Strategy for the city centre. As development is taken forward to detail planning stages the Tall Building Strategy will need to be considered.



Applying Appropriate Housing Mix Scenarios

Housing Mix scenarios have been developed and applied to the total Gross External Area (GEA) within each of the 'known sites' tested for development capacity. The purpose of using housing mix scenarios is to allow for a variety and range of housing typologies to inform development capacity without drawing each individual unit. This approach allows for flexibility of design within proposals for sites at detailed planning stages. At the time of writing this report it is not possible to predict the exact housing mix that will be proposed for each site by future developers.

The application of the housing scenarios are informed by townscape, existing building heights, and the location within the city. High density increased building height locations in the core of the city are

defined as scenario 1, apartment's only, because this location of the city would not be appropriate for family housing. Equally, areas located on the edge of the city would be more suitable for family housing with lower densities and reduced building heights.

This mix is underpinned by the nationally described space standard. As the capacity study is exploring such a large area on a density basis, the nationally described space standard has been extrapolated into gross external area to keep all calculations in GEA. The assumption utilised for this is GIA at 80% of GEA, however, this is flexible in the table to change if required. An additional 5% over minimum space standards is applied throughout, however the total is provided without this flexibility if required.

Gross External Area (GEA)

An average 5% increase in GEA ensures capacity proposals are above minimum standards

GEA to GIA Assumption	80%
-----------------------	-----

Flexibility above minimum standards	5%
-------------------------------------	----

Nationally Described Space Standard Minimum gross internal floor areas and storage (m²)

Number of Bedrooms	Number of bed spaces (persons)	1 Storey Dwellings	2 Storey Dwellings	3 Storey Dwellings	Built in Storage
1 Bedroom	1p	39 (37)			1.0
	2p	50	58		1.5
2 Bedrooms	3p	61	70		2.0
	4p	70	79		
3 Bedrooms	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4 Bedrooms	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	132	
	8p	117	124	130	
5 Bedrooms	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6 Bedrooms	7p	116	123	129	4.0
	8p	125	132	138	

Housing mix can be changed according to the neighbourhood - this will alter the average GEA.

Developing Housing Mix Scenarios

Scenario 1 consists of a high to very high density housing including, 1, 2 with occasional large 3 bedroom apartments and duplexes (5%) allows for the delivery of homes that may be suitable for families within schemes that are apartment led and within locations that are suitable for high density development.

Scenario 2 consists of family housing mixed with apartments provides a medium density mix. The housing mix supports the creation of multi-generational communities on those sites identified as appropriate for housing-led schemes, these sites are typically larger site's that need to deliver a variety of homes and sites that are towards the edges of the CDA.

Scenario 1 (Apartments)

House/Flat Type	Average GIA Floorspace (sqm)	Proposed Mix	Weighted Average (sqm)
1 Bed Apartment	50	40%	20.0
2 Bed Apartment	70	50%	35.0
3 Bed Apartment	86	5%	4.3
3 Bed Duplex	95	5%	4.8
			64.1
			76.86
			80.7
			GIA
			GEA
			GEA + Flex



80.7 m2 is the average GEA used to allow for flex.

Scenario 2 (Apartments/Houses)

House Type	Average Townhouse GIA (sqm)	Proposed Mix	Weighted Average (sqm)
1 Bed Apartment	50	25%	12.5
2 Bed Apartment	70	25%	17.5
2 Bed House	79	10%	7.9
3 Bed Apartment	86	5%	4.3
3 Bed Duplex	95	5%	4.8
3 Bed Townhouse	108	20%	21.6
4 Bed Townhouse	130	10%	13.0
			81.6
			97.86
			102.8
			GIA
			GEA
			GEA + Flex



Housing mix can be changed according to the neighbourhood, this will alter the average GEA.

Capacity for Residential Development

Key Variables

A number of key variables have been used to inform the capacity study - which are summarised below.

Environment



Environmental factors have been assessed through the townscape character study produced by LCC. A review of the site constraints within the townscape character study documents have informed the development capacity. The environmental factors considered are:

- Topography and views.
- Landmarks and City Centre gateways.
- Movement and connections.
- Railway and transport.
- Heritage.
- Scale, massing and height.
- Density.
- River edge.
- Landscape and open space.

Mixed Use



The capacity study assumes 10% of the sites total GEA to be non residential. This provides flexibility, and allows for the inclusion of a mix of land uses at ground floor level where this approach may be deemed appropriate.

The percentage of non residential uses can be altered in accordance with requirements to respond to the sites location within the city. Further consideration will need to be given to where mixed use or non residential uses are appropriate, and to the type and amount of use. It is recommended that the location of amenities and facilities are considered at a city wide and neighbourhood scale for the CDA, The type and amount would need to be defined in more detail.



Example of active street with mixed use ground floor, Copenhagen.



Multistorey car park integrated into the street with roof play area to maximise amenity, Northern Harbour, Copenhagen

Car Parking



The capacity study approaches car parking in a pragmatic manner, appreciating private car ownership is still relied on by many as a primary means of transport. A cultural shift away from the use of private cars as a primary method of transport is ongoing but slow.

That said, the study envisions a future where private cars are few and far between, especially within a city centre context. The approach to car parking must respond to Leicester City Centre's future Transport Strategy and the City's climate change objectives, and as such must be designed to assume a major reduction in private car ownership over the course of the next 30 years.

The Council's Transport Strategy seeks to ensure that parking is effectively and efficiently managed. The Parking Strategy will be reviewed regularly to ensure it remains relevant as development in the city, technology, and expectations of these progress.

The capacity study will need to be flexible as the Parking Strategy is reviewed and the Leicester Local Plan is progressed, but at this point in time it assumes the following:

- Family housing will generally be located outside of the ring road, allowing for a potential future car-lite zone in the core of the city. This will incorporate car parking within the footprint of the unit. A separate allowance for parking is therefore not required.
- A series of assumptions have been made when testing sites within the ring road. Higher density apartments within the city core will deliver parking provision through any one of the following approaches:
- A wider strategy that delivers multistorey car parking in strategic city locations. These would serve dwellings located in close proximity:
- The inclusion of mobility hubs and car clubs within proposed development;
- Inclusion of on street parking;
- Where surface level private car parking is deemed a necessity, capacity testing allows for a percentage of each site to be used as either communal amenity space, or parking (on larger sites measured using Gross); or
- A 10% non-residential assumption within the GEA could allow for parking provision within the building footprint.



Car parking integrated within the street



Green walls wrap the exterior of the car park to increase planting within the urban environment.

Tall Buildings



Potential for tall buildings has been considered as part of the analysis of each city area. Existing building heights within the city centre have been assessed and areas that include existing tall buildings have been identified on the diagram on page 45. Sites with potential for tall buildings are highlighted in the schedules, generally building heights included within the capacity testing calculator do not exceed 12 storeys as there are few examples of sites above this height within the city. The suggested heights are in keeping within the surrounding context and are applied for the purposes of this study.



Example The Summit, Leicester

Future tall buildings need to be considered in further detail with consideration to elevational treatment, articulation and design materiality; skyline and topography; as well as deliverability, growth, and viability. This report is a basis to help assist further consideration of tall buildings with a cohesive and holistic approach.



Canning Dock, Liverpool



Dusseldorf, Germany



Leicester

Private Amenity

The Capacity Study does not prescribe any one approach to the provision of private amenity space, allowing future development to address private amenity as a response to the individual considerations of the site. Private amenity could be delivered through any of the below approaches.

- Building footprint (GEA) only covers part of each site where a gross measurement has been used to calculate capacity on larger sites. The rest of the site is dedicated to uncovered private amenity or communal amenity space.
- Additionally, these blocks could also include protruding balconies or roof terraces, providing additional private amenity space for each apartment, as well as any communal amenity space already considered at ground or podium level.
- For any residential blocks that have been drawn using a net calculation on smaller infill sites, the Capacity Study assumes private amenity would be delivered through either balconies that protrude from the building footprint, or elevated roof terraces.
- GEA's allow for an increase of 5% above the national space standards, this flexibility allows for recessed balconies to be delivered within the footprint for apartments.
- Section 106 contributions for further enhancements to public open space within the locality will also be sought.



Roof terrace, Nordhavnen, Copenhagen.



Internal terrace within curtilage of dwelling



Variety of balconies and communal amenity, Tietgen Residences, Amager

Capacity Testing

City Area One

Abbey Meadows,
St. Margaret's,
Belgrave Gateway

St Margaret's and Belgrave Gateway, situated on the northern edge of the city centre, have greater capacity and need for regeneration due to the history of slum clearance, industrialisation, and post-industrial decline.

As neighbourhoods, they lack a coherent identity and essential amenities to support residential liveability.

These neighbourhoods represent the future of the city centre since they have a high capacity for change in form and function as the city evolves. There is potential for widescale regeneration and coherent and holistic planning.

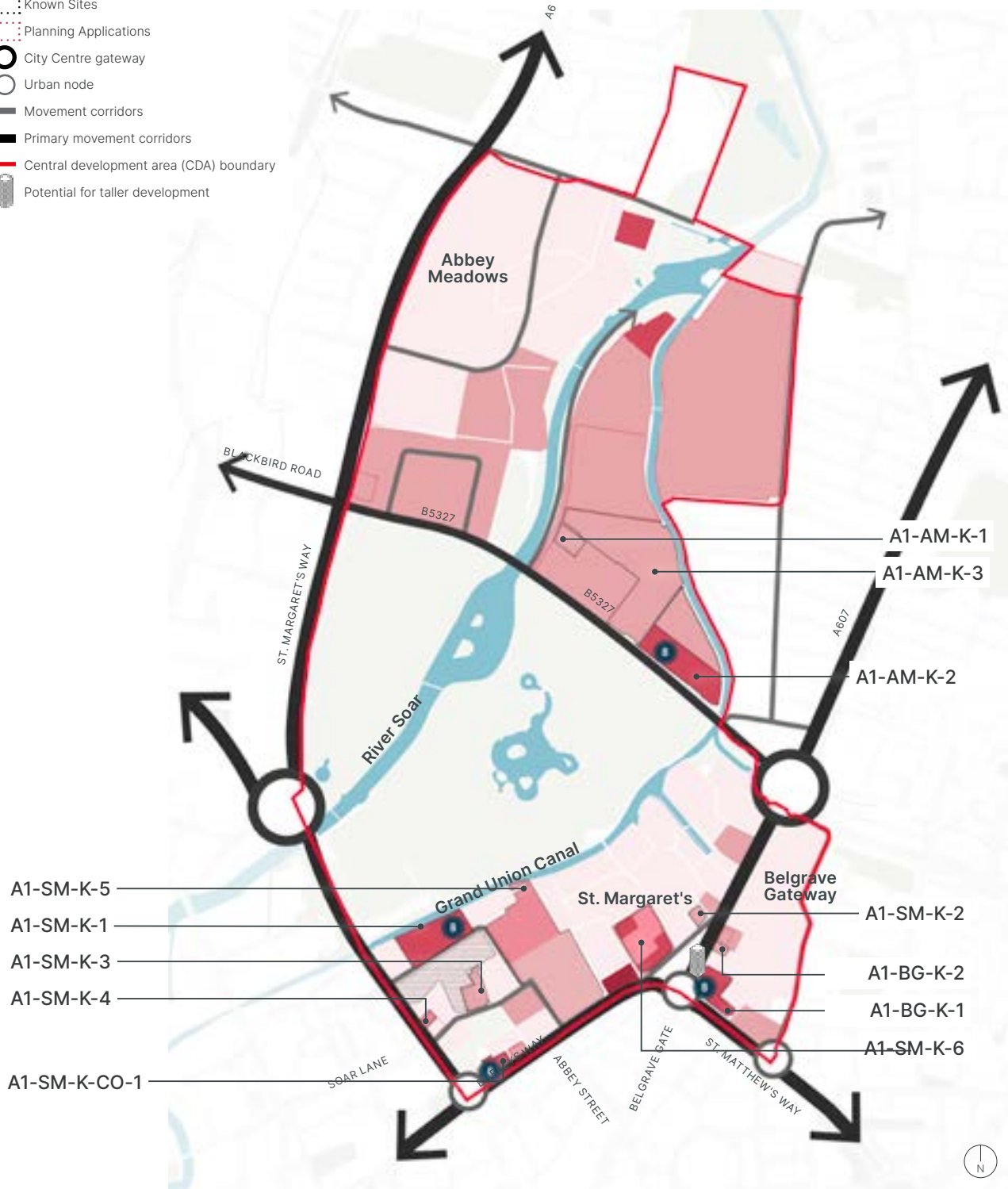
Abbey Meadows is a transitional zone between the city centre and the suburbs, with some key development sites adjoining Abbey Park. There is potential for some family housing led development in this city area to ensure vibrant, mixed and lasting communities within the CDA.



Appropriate Heights

Key

- < 3 storeys
- 3-5 storeys
- 4-6 storeys
- 6-8 storeys
- Known Sites
- Planning Applications
- City Centre gateway
- Urban node
- Movement corridors
- Primary movement corridors
- Central development area (CDA) boundary
- Potential for taller development



Area One - Appropriate Heights Plan

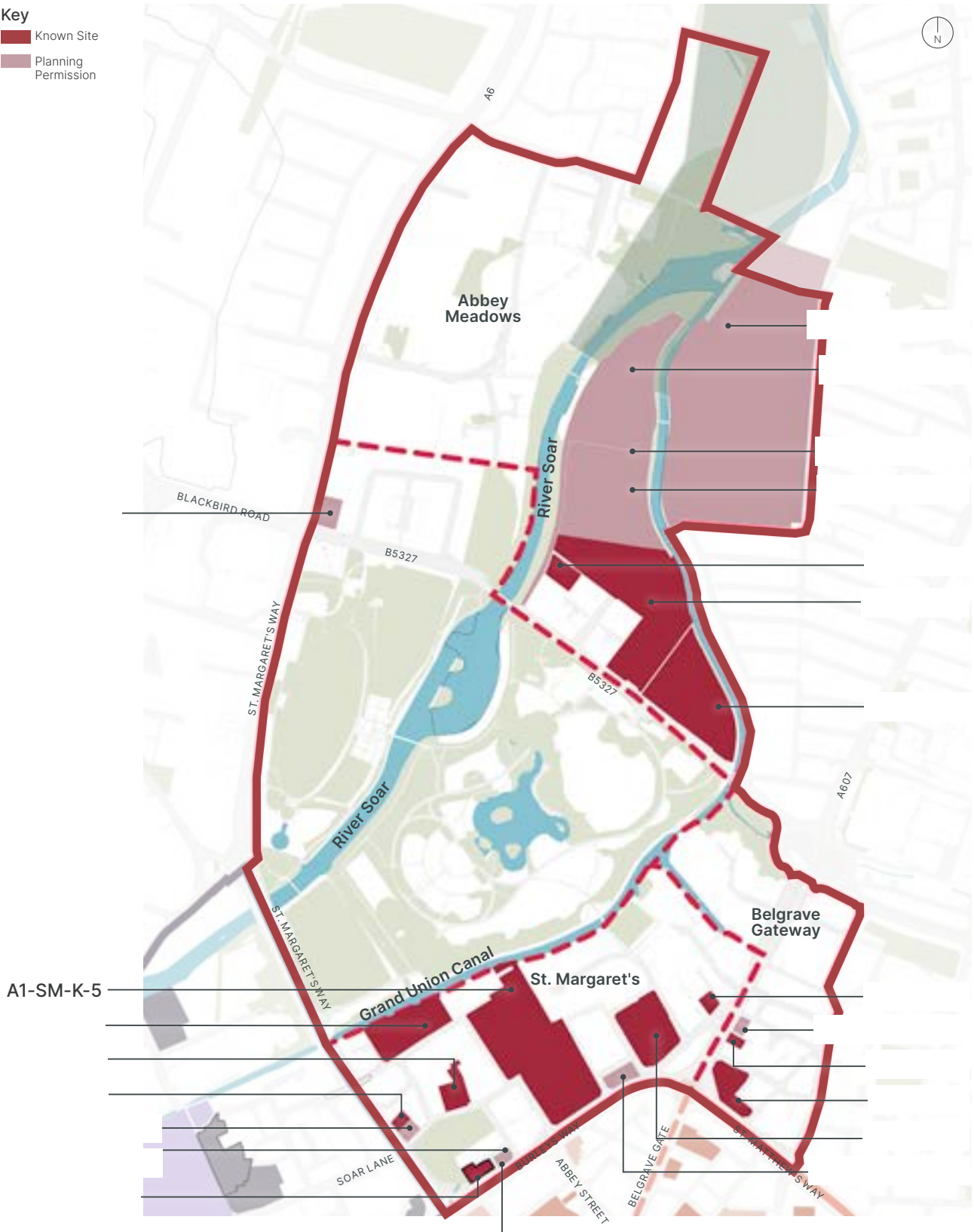




Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A1-AM-PA-OUT-1			630	10.6					
A1-AM-PA-RC-1			188	2.9					
A1-AM-PA-UC-1			41	0.61					
A1-AM-PA-UC-2			82	1.97					
A1-AM-PA-ND-1			72	0.22					
A1-AM-K-1	3	5		0.21	150	300	32	63	47
A1-AM-K-2	3-5	6-8		1.87	150	250	281	468	374
A1-AM-K-3			91	3.06					91
A1-BG-PA-PAP-1			25	0.04					
A1-BG-PA-PAP-2			20	0.022					
A1-BG-K-2			23	0.05					23
A1-BG-K-1	6	8		0.39	350	500	137	195	166
A1-SM-K-1	6	8		0.88	250	350	220	308	264
A1-SM-K-2	3	5		0.08	200	350	16	28	22
A1-SM-K-3	3	5		0.28	150	300	42	84	63
A1-SM-K-4	4	6		0.06	350	550	21	33	27
A1-SM-K-5	3-4	5-6		3.08	150	250	462	770	616
A1-SM-K-6	4-6	6-8		0.89	250	350	223	312	267
A1-SM-PA-PAP1			14	0.03					
A1-SM-PA-PAP-2			56	0.08					
A1-SM-PA-PAP-3			42	0.04					
A1-SM-PA-PAP-4			63	0.157					
A1-SM-K-CO-1	6	8		0.12	500	700	60	84	72

Key

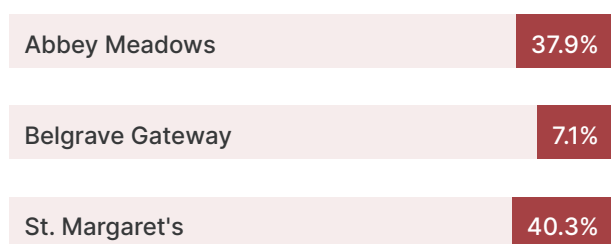
- Known Site
- Planning Permission



Capacity Summary

Area One	Site Status	No. Homes at Min. Density	No. Homes at Max. Density	Avg. No. Homes
Abbey Meadows	Planning Applications	1013		
	Known Sites	312	531	512
St. Margaret's	Planning Applications	175		
	Known Sites	1044	1619	1331
Belgrave Gateway	Planning Applications	45		
	Known Sites	137	195	189
Overall Total Units (Known Sites)		1492	2344	2032
Total Planning Applications		1233		
Total Known Sites (Average)		2032		
Total Capacity (avg. and planning apps)		3265		

Capacity for Change*



*Capacity for Change refers to a city area's ability to incorporate future residential development.

The percentage figure represents the amount of land identified within the study as having future development potential (known sites and planning permissions) as a percentage of the overall hectareage of the city area.

Area One Capacity Summary

30.79 Ha

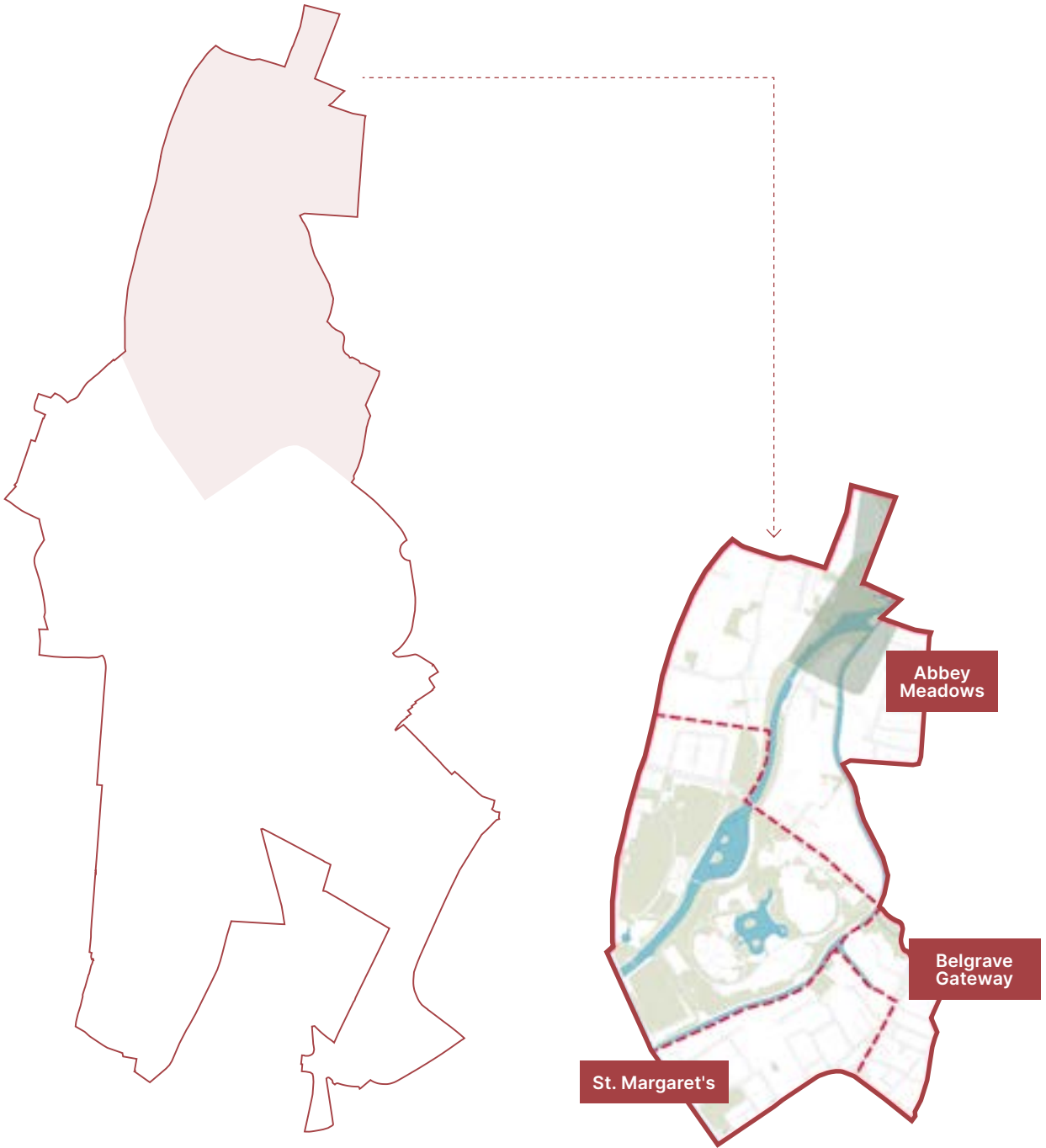
Total Area of Known Sites and Planning Permissions.

2,032 Total units

Known Sites (based on average density).

1,233 Total units

Planning Permissions contributing towards the local plan.



Maximum Homes	3671
Average Homes	3359
Minimum Homes	2819

The above totals include planning permissions.

City Area Two

The city core is the well established retail and commerce hub of the city, characterised by a high proportion of heritage buildings and large footprint shopping centres, which establish a limited capacity for change.

The neighbourhoods of Mansfield Street and Wharf Street have a high capacity for change and are significant regeneration areas for the city. They are characterised by heterogenous built form and incoherent place identity, with many tired buildings and defunct land uses.

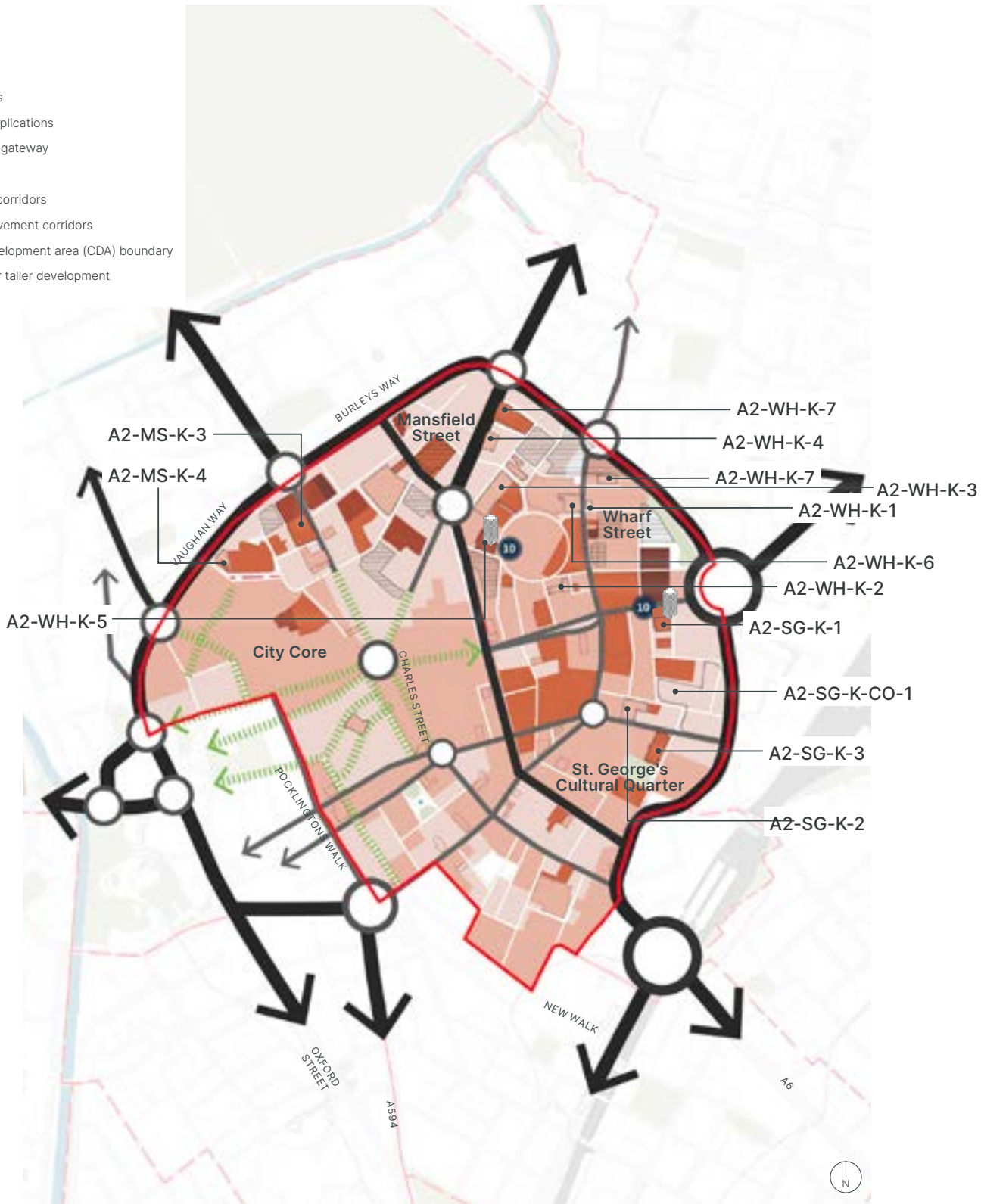
St George's Cultural Quarter encompasses some of the prime townscape in the city, defined by substantial mid-rise industrial and civic architecture. While there is capacity for change within the eastern portion of this neighbourhood and mixed-use development will be encouraged, the strategic vision for this area is for predominantly non-residential, commercial-led development, which is likely to comprise the majority of this neighbourhoods evolution.



Appropriate Heights

key

- < 3 storeys
- 3-5 storeys
- 4-6 storeys
- 6-8 storeys
- 8+ storeys
- Known Sites
- Planning Applications
- City Centre gateway
- Urban node
- Movement corridors
- Primary movement corridors
- Central development area (CDA) boundary
- Potential for taller development



Area Two - Appropriate Heights Plan



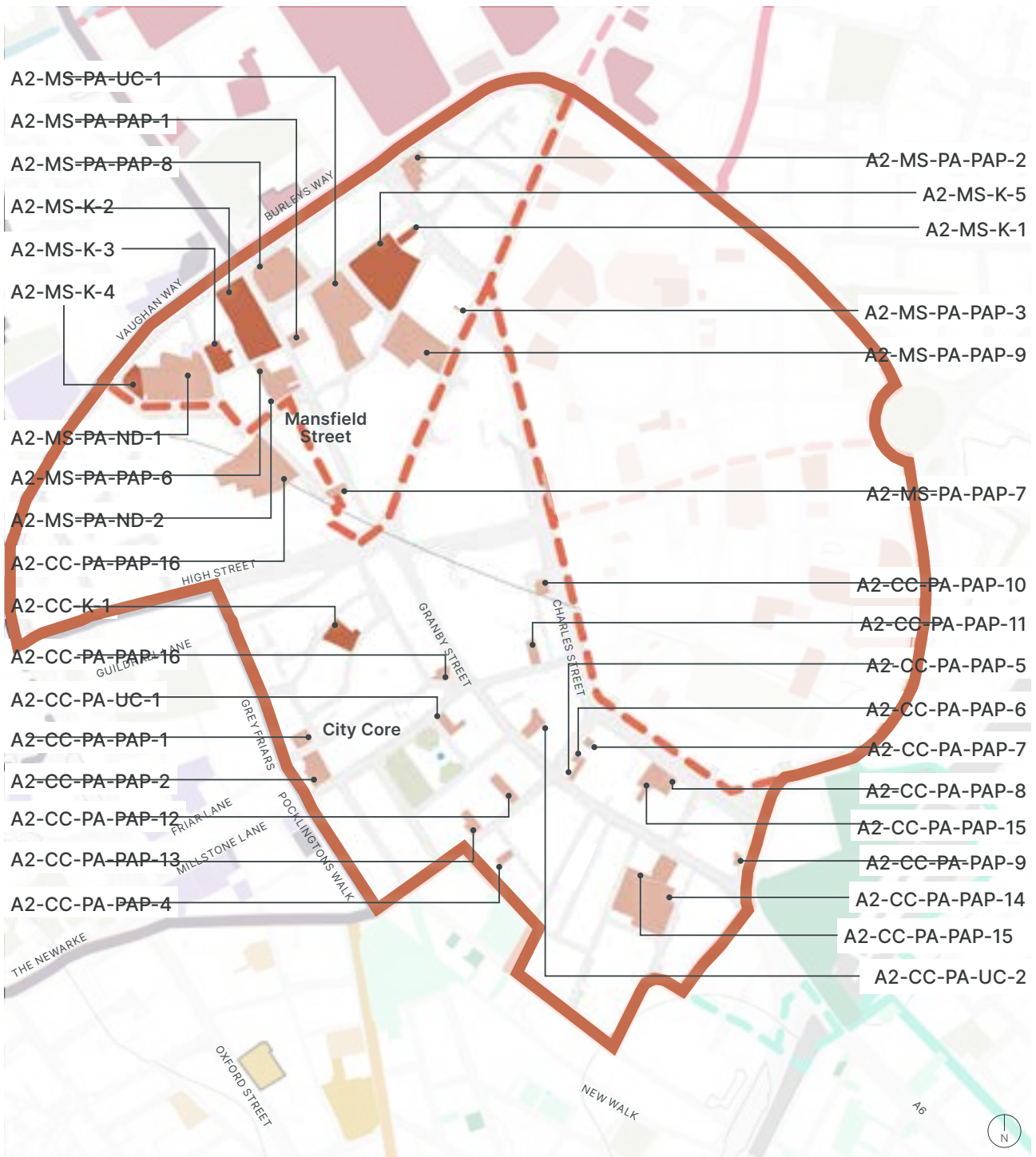


Mansfield Street, City Core

Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A2-MS-PA-UC-1			267	0.49					
A2-MS-PA-PAP-1			14	0.04					
A2-MS-PA-ND-1			120	0.46					
A2-MS-PA-PAP-2			6	0.1					
A2-MS-K-1	6	8		0.04	600	800	24	32	28
A2-MS-PA-PAP-3			1	0.012					
A2-MS-PA-PAP-9			126	0.36					
A2-MS-K-2	4-6	6-8		0.43	300	450	129	194	161
A2-MS-K-3			18	0.1					18
A2-MS-PA-ND-2			9	0.04					
A2-MS-K-5	4	6		0.47	200	300	94	141	118
A2-MS-K-4	3-6	5-8		0.07	400	600	28	42	35
A2-MS-PA-PAP-8			142	0.31					
A2-MS-PA-PAP-6			5	0.13					
A2-MS-PA-PAP-7			8	0.03					
A2-CA-PA-PAP-1			24	0.04					
A2-CA-PA-PAP-2			36	0.1					
A2-CA-PA-PAP-3			14	0.03					
A2-CA-PA-PAP-4			15	0.02					
A2-CA-PA-PAP-5			3	0.03					
A2-CA-PA-PAP-6			4	0.01					
A2-CA-PA-PAP-7			2	0.01					
A2-CA-PA-PAP-8			14	0.03					
A2-CA-PA-PAP-9			6	0.02					
A2-CA-K-1	4	6		0.11	250	400	28	44	36
A2-CA-PA-PAP-10			7	0.03					
A2-CA-PA-PAP-11			8	0.04					
A2-CA-PA-UC-1			14	0.04					
A2-CA-PA-UC-2			27	0.06					
A2-CA-PA-PAP-12			21	0.06					
A2-CA-PA-PAP-13			9	0.04					
A2-CA-PA-PAP-14			54	0.1					
A2-CA-PA-PAP-15			61	0.11					
A2-CA-PA-PAP-16			305	0.47					

Key

- Known Site
- Planning Permission

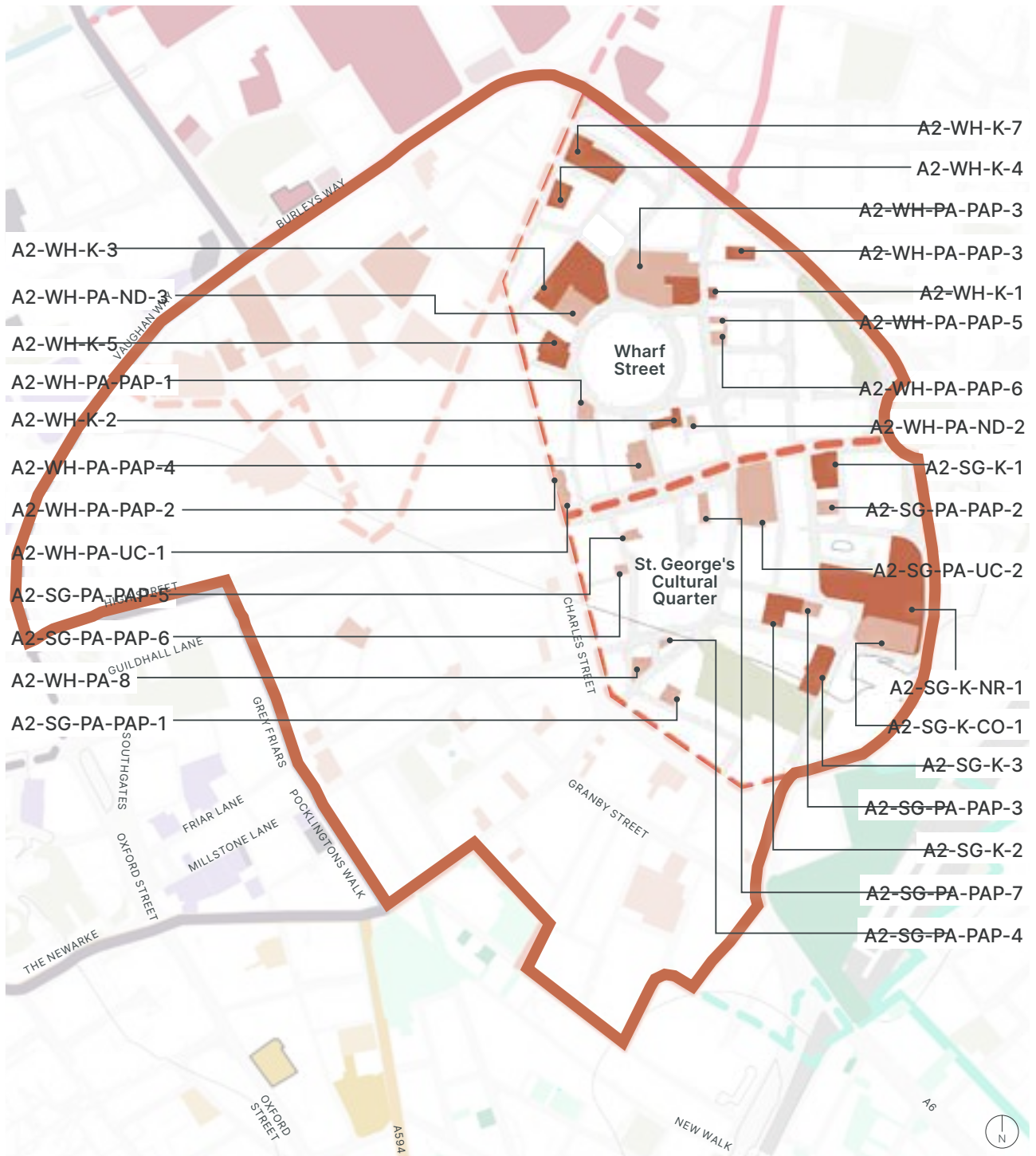


Wharf Street, St. George's Cultural Quarter

Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A2-WH-PA-UC-1			10	0.022					
A2-WH-PA-PAP-2			12	0.044					
A2-WH-PA-PAP-1			47	0.047					
A2-WH-PA-PAP-3			351	0.523					
A2-WH-PA-PAP-6			63	0.04					
A2-WH-PA-ND-2			13	0.017					
A2-WH-PA-PAP-4			42	0.141					
A2-WH-K-6			40	0.142					40
A2-WH-K-5	6-8	8-10		0.14	400	500	56	70	63
A2-WH-K-4	4	6		0.08	300	400	24	32	28
A2-WH-PA-ND-3			93	0.16					
A2-WH-K-2			34						34
A2-WH-K-3	4-6	6-8		0.45	300	400	135	180	158
A2-WH-K-1	3	5		0.02	150	250	3	5	4
A2WH-K-7	6	8		0.25	300	400	75	100	88
A2-WH-PA-PAP-5			11	0.02					
A2-SG-PA-PAP-5			20	0.03					
A2-SG-PA-PAP-6			15	0.02					
A2-SG-PA-PAP-1			20	0.049					
A2-SG-PA-PAP-2			115	0.052					
A2-SG-PA-UC-2			435	0.378					
A2-SG-PA-PAP-3			29	0.045					
A2-SG-K-NR-1				1.18					
A2-SG-K-1	6-8	8-10		0.15	350	500	53	75	64
A2-SG-PA-PAP-4			6	0.014					
A2-SG-K-2	3	5		0.15	80	150	12	22.5	17
A2-SG-K-3	6	8		0.17	300	400	51	68	60

Key

- Known Site
- Planning Permission



Area Two -Sites Plan

Capacity Summary

Area 2	Site Status	No. Homes at Min. Density	No. Homes at Max. Density	Avg. No. Homes
Mansfield Street	Planning Applications	840		
	Known	275	409	360
Wharf Street	Planning Applications	549		
	Known	293	387	414
St. George's Cultural Quarter	Planning Applications	670		
	Known	116	166	141
City Core	Planning Applications	754		
	Known	28	44	36
Overall Total Units (Known Sites)		711	1005	950
Total Planning Applications		2813		
Total Known Sites (Average)		950		
Total Capacity (avg. + planning apps)		3763		

Capacity for Change

Mansfield Street	28.9%
Wharf Street	37.9%
St. George's	15.6%
Central Area City Centre	3.6%

Area Two Capacity Summary

12.09 Ha

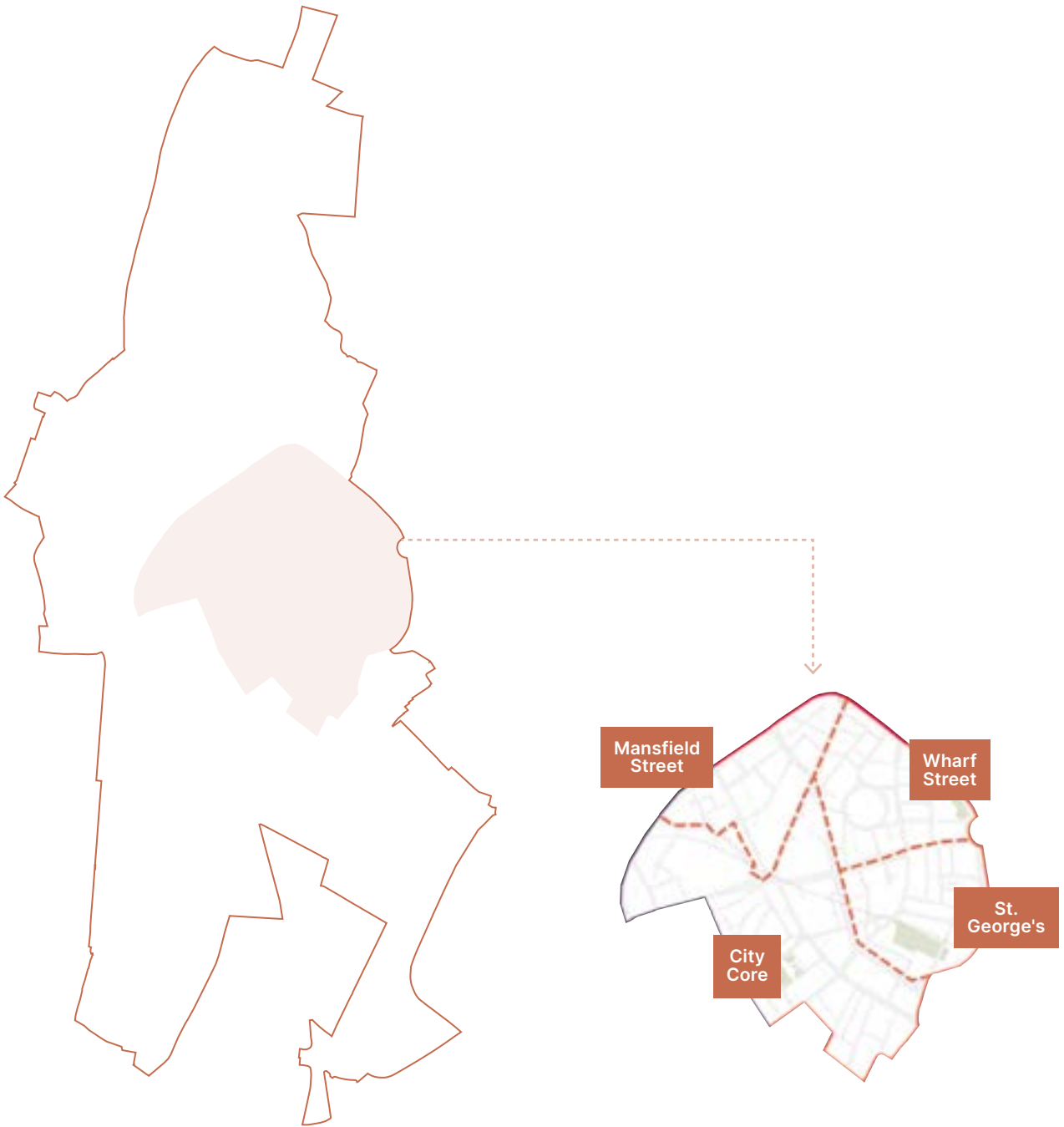
Total Area Known Sites and Planning Permissions.

950 Total units

Known sites (based on average density).

2,813 Total units

Planning Permissions contributing towards the local plan.



Maximum Homes	3818
Average Homes	3763
Minimum Homes	3524

The above totals include planning permissions.

City Area Three

Waterside,
Old Town

The Waterside Regeneration Area is the site of major urban change. As development emerges, a new community is being created with a mix of higher, mid, and low rise housing.

Future capacity is defined by building upon the best elements of an emerging character, with scope for a range of house types and tenures to address diverse need including families, and support a mixed and intergenerational community.

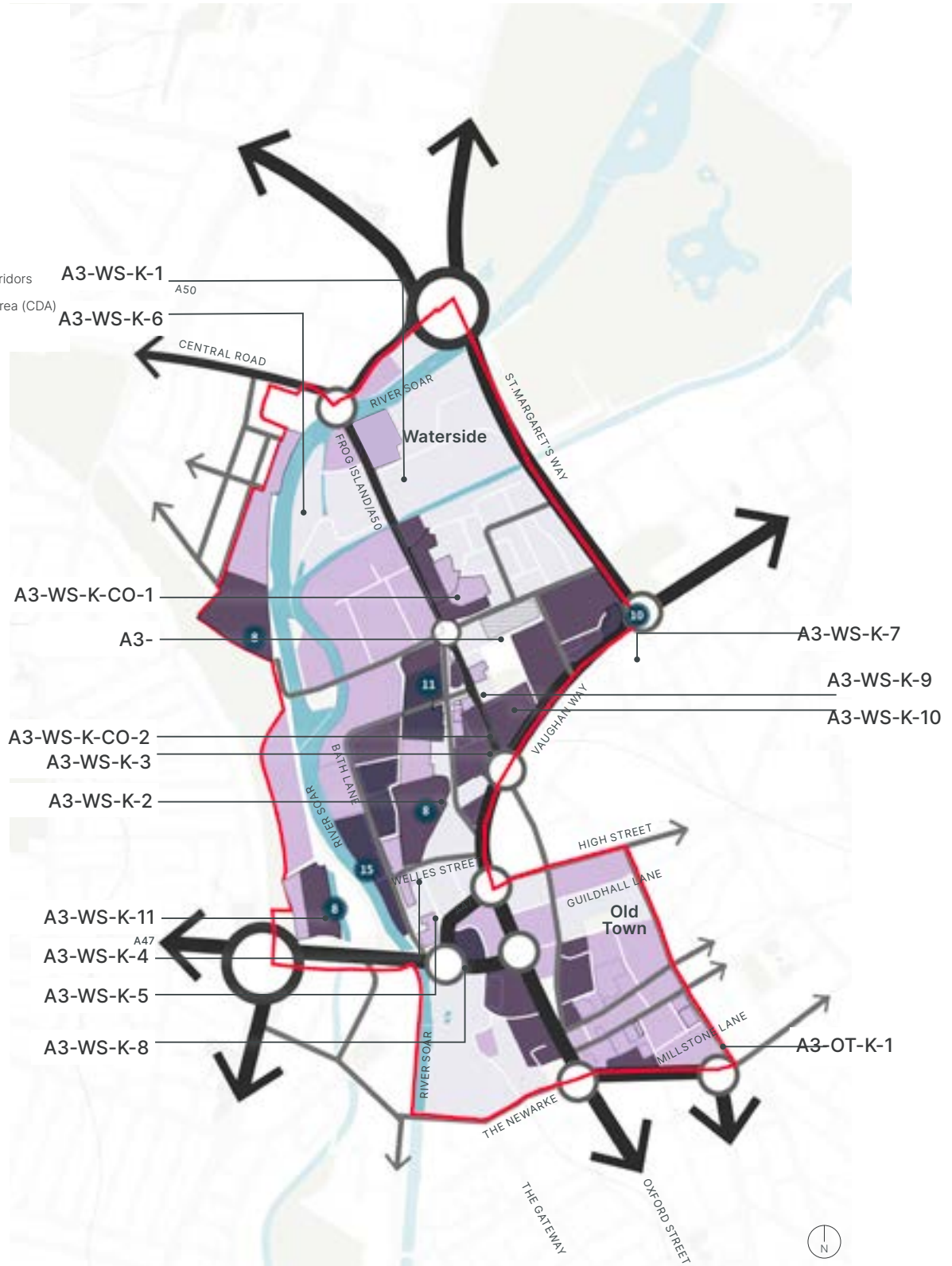
Old Town incorporates some of the finest heritage assets of the city with a development and management plan geared towards the protection and enhancement of these assets, and limited capacity for change.



Appropriate Heights

Key

- < 3 storeys
- 3-5 storeys
- 6-8 storeys
- 8+ storeys
- Known Sites
- Planning Applications
- City Centre gateway
- Urban node
- Movement corridors
- Primary movement corridors
- Central development area (CDA) boundary



Area Three -Appropriate Heights Plan

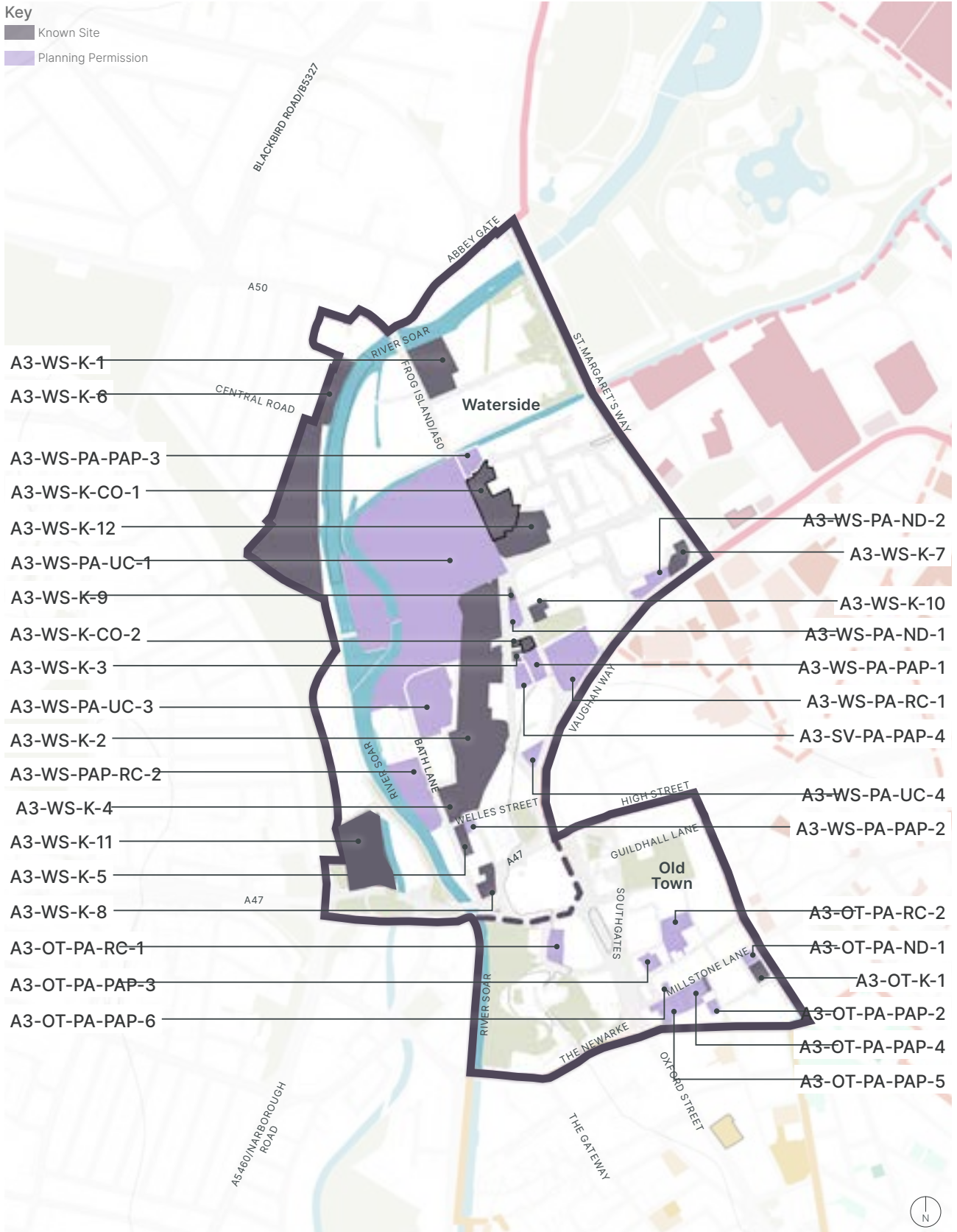


Capacity

Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Size (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A3-WS-K-6	3-4	5-6		2.64	100	200	264	528	396
A3-WS-K-2			200	2.83					200
A3-WS-PA-UC-1			367	7.208					
A3-WS-K-3			14	0.037					14
A3-WS-PA-PAP-4			98	0.137					
A3-WS-PA-RC-1			300	0.7					
A3-WS-PA-PAP-1			98	0.205					
A3-WS-PA-UC-3			322	0.873					
A3-WS-PA-RC-2			413	0.625					
A3-WS-K-CO-1	3-6	5-8		0.641	200	300	128	192	160
A3-WS-K-12	3-6	5-8		0.548	250	350	137	192	164
A3-WS-PA-ND-1			73	0.104					
A3-WS-PA-ND-2			33	0.16					
A3-WS-K-1	4	6		0.624	100	200	62	125	94
A3-WS-K-4	6	8		0.2	350	500	70	100	85
A3-WS-K-5	6	8		0.108	500	700	54	76	65
A3-WS-K-CO-2	3	5		0.068	100	200	7	14	10
A3-WS-K-7	8	10		0.157	500	600	79	94	86
A3-WS-K-8	3-6	5-8		0.156	400	550	62	86	74
A3-WS-K-9	2	3		0.022	250	400	6	9	7
A3-WS-K-10	6	8		0.094	500	650	47	61	54
A3-WS-K-11	3-6	5-8		1.02	150	250	153	255	204
A3-WS-PA-PAP-2			5	0.045					
A3-WS-PA-PAP-3			69	0.174					
A3-WS-PA-UC-4			67	0.093					
A3-OT-PA-RC-1			41	0.17					
A3-OT-PA-ND-1			10	0.052					
A3-OT-PA-PAP-1			18	0.06					
A3-OT-K-2			10	0.026					10
A3-OT-PA-RC-2			2	0.296					
A3-OT-PA-PAP-2			20	0.05					
A3-OT-PA-PAP-3			30	0.09					
A3-OT-PA-PAP-4			5	0.135					
A3-OT-PA-PAP-5			15	0.189					
A3-OT-K-1	2	3		0.088	200	300	18	26	22
A3-OT-PA-PAP-6			4	0.023					

Key

- Known Site
- Planning Permission



Area Three - Sites Plan

Capacity Summary

Area 3	Site Status	No. Homes at Min. Density	No. Homes at Max. Density	Avg. No. Homes
Waterside	Planning Applications	1845		
	Known Sites	1069	1731	1614
Old Town	Planning Applications	145		
	Known Sites	18	26	32
Overall Total Units (Known Sites)		1086	1757	1646
Total Planning Applications		1990		
Total Known Sites (Average)		1646		
Total Capacity (avg. + planning apps)		3636		

Capacity for Change*



*Capacity for Change refers to a city area's ability to incorporate future residential development.

The percentage figure represents the amount of land identified within the study as having future development potential (known sites and planning permissions) as a percentage of the overall hectareage of the city area.

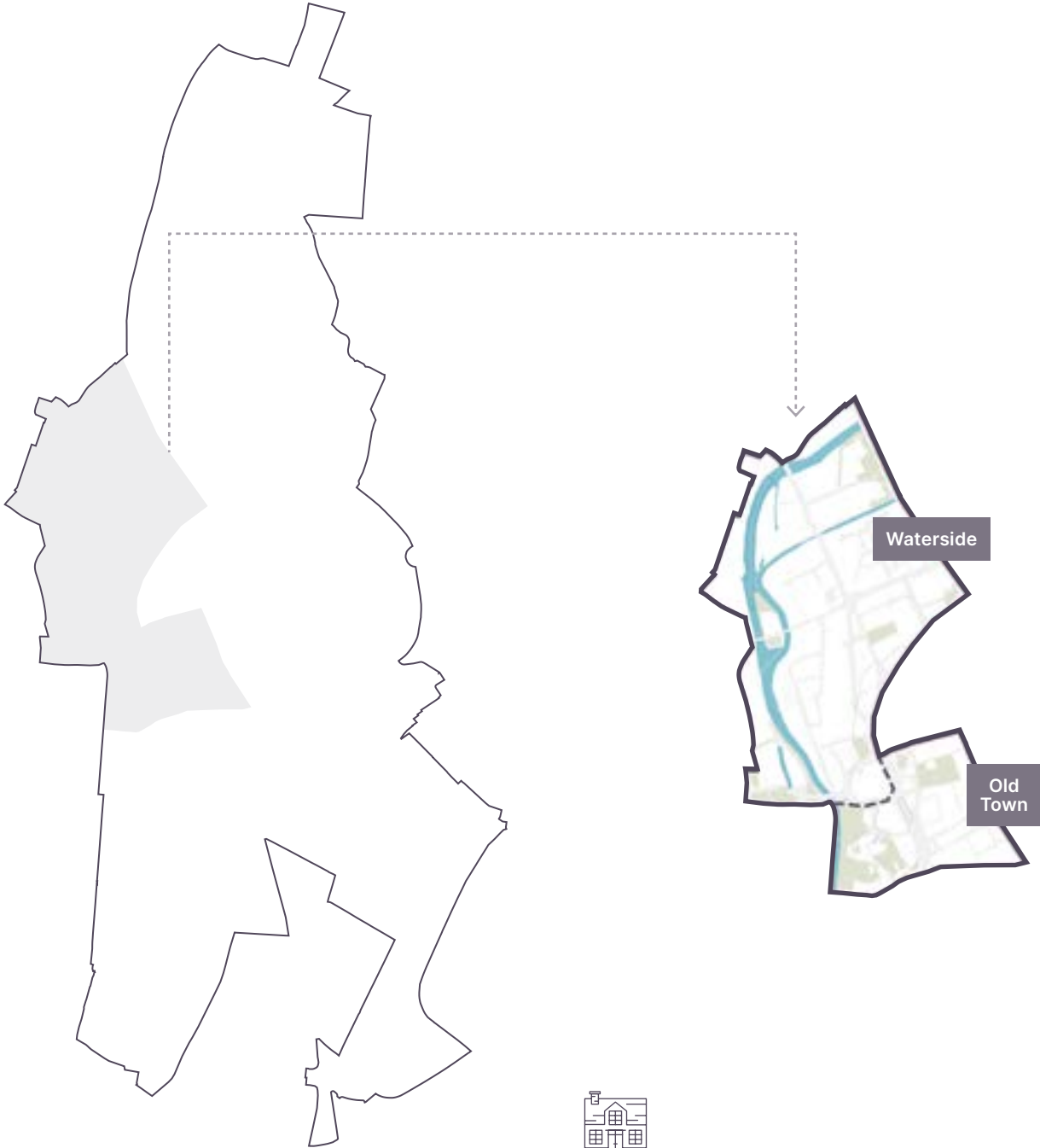
Area Three Capacity Summary

21.08 Ha

Total Area of Known Site and Planning Permissions.

1,646 Total units
Known Sites (based on average density).

1,990 Total units
Planning Permissions contributing towards the local plan.



Maximum Homes	3747
Average Homes	3636
Minimum Homes	3076

The above totals include planning permissions.

City Area Four

LRI and DMU
Walnut Street
Leicester City FC

The LRI and DMU neighbourhood is characterised by the large institutions that comprise the majority of the area, and has little capacity for change.

The Walnut Street neighbourhood is characterised by pockets of historic fine grained streets of Victorian terraces, predominantly to the north of Walnut Street, interspersed with more modern coarse grain urbanism.

The southern edge of the neighbourhood interfaces with Leicester City FC, which is subject to significant regeneration plans.

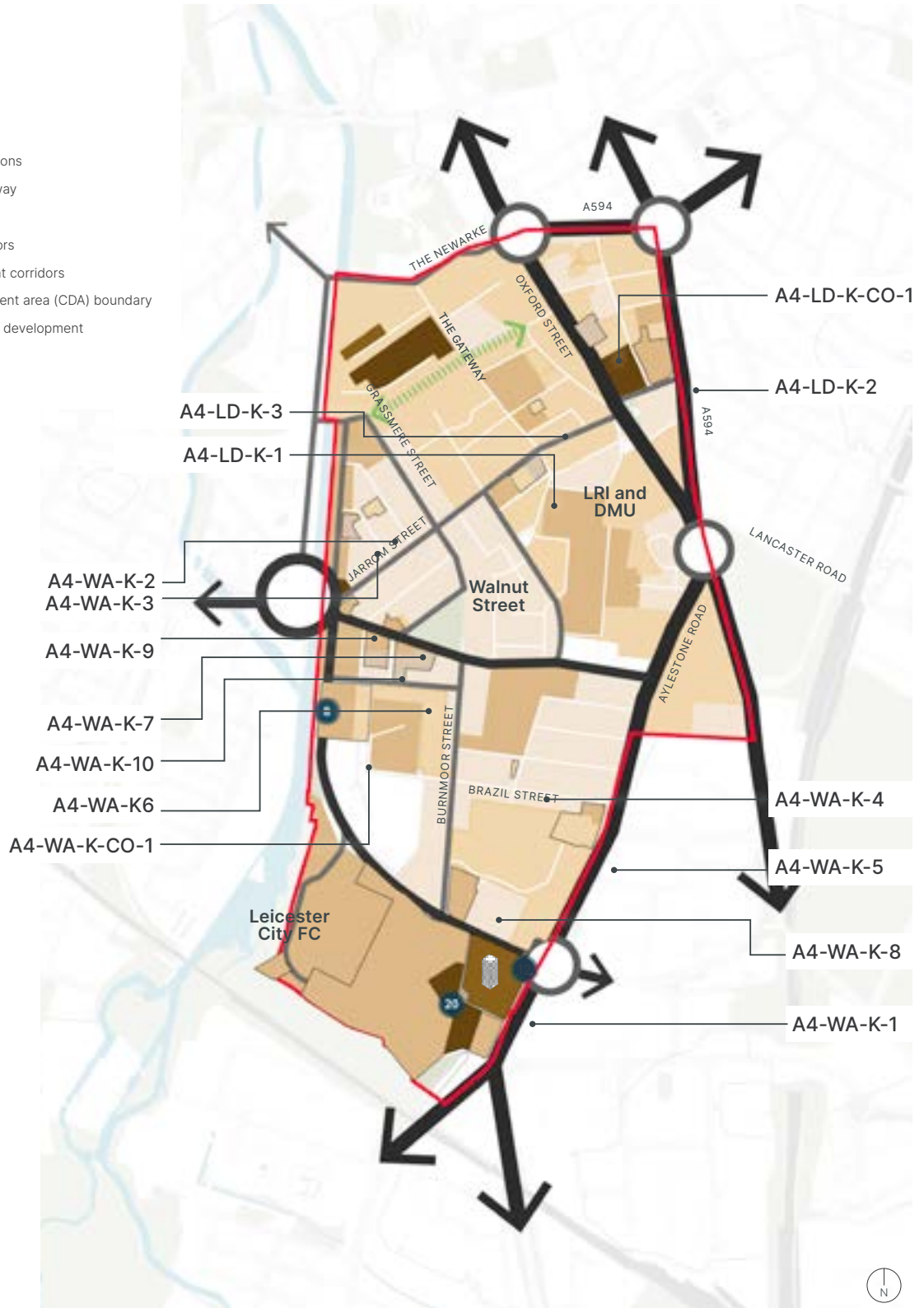
The area lacks coherence and has suffered from some poorly planned and piecemeal development over recent decades which detracts from the townscape character. There are a number of future development sites which require a more coordinated and comprehensive approach to regeneration.



Appropriate Heights

Key

- < 3 storeys
- 3-5 storeys
- 4-6 storeys
- 6-8 storeys
- 8-12 storeys
- 12+ storeys
- Known Sites
- Planning Applications
- City Centre gateway
- Urban node
- Movement corridors
- Primary movement corridors
- Central development area (CDA) boundary
- Potential for taller development



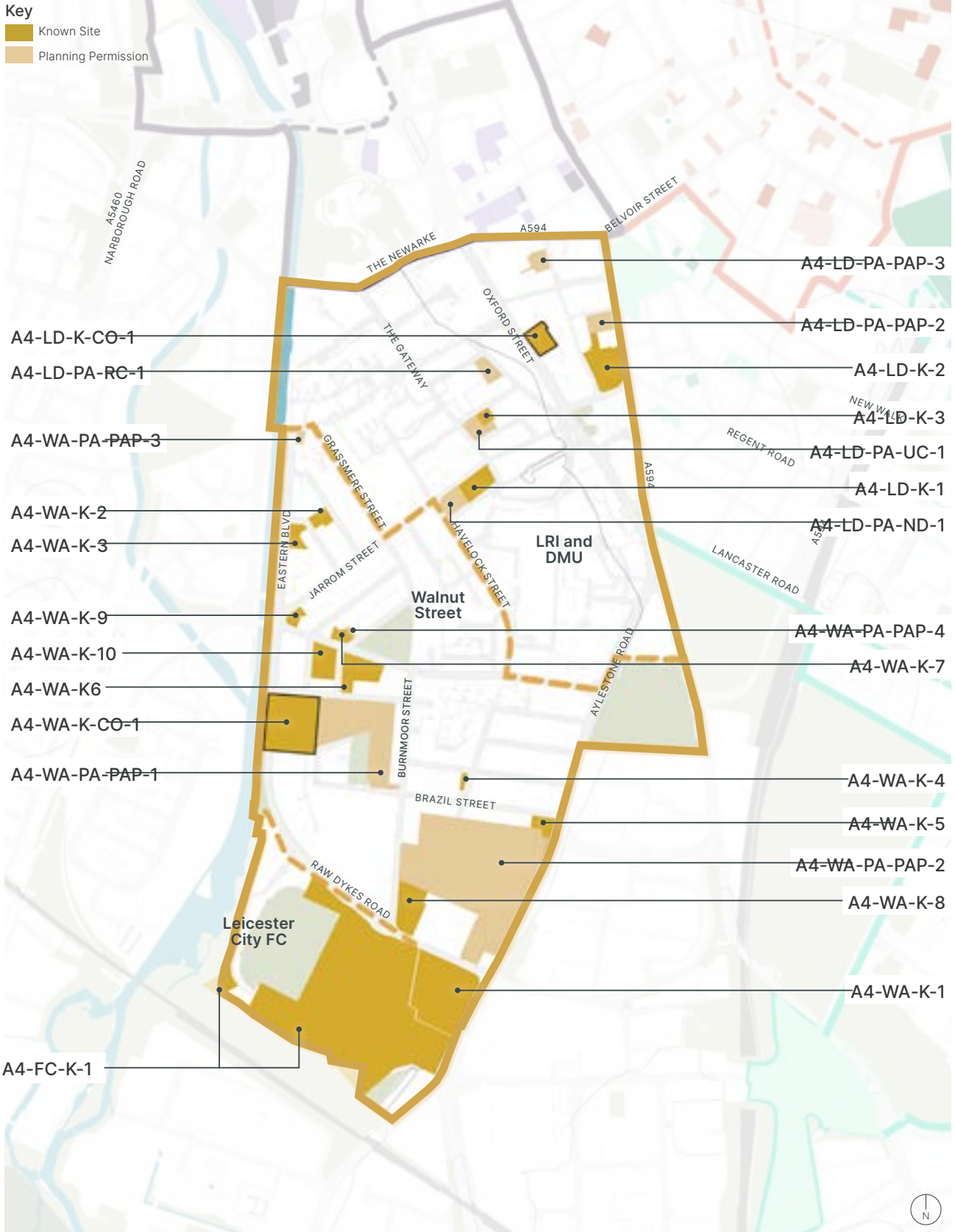
Area Four -Appropriate Heights Plan



Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A4-LD-PA-UC-1			50	0.145					
A4-LD-PA-PAP-2			184	0.155					
A4-LD-PA-ND-1			159	0.157					
A4-LD-PA-RC-1			29	0.128					
A4-LD-K-1	3-4	5-6		0.227	150	250	34	57	45
A4-LD-K-2	5	8		0.449	350	450	157	202	180
A4-LD-K-3			20	0.061					20
A4-LD-K-CO--1	4	6		0.194	200	300	39	58	49
A4-LD-PA-PAP-3			12	0.126					12
A4-WA-K-CO-1	3-6	5-8		0.94	250	350	235	329	282
A4-WA-PA-PAP-1			361	1.331					
A4-WA-K-1	10	12		1.267	350	450	443	570	507
A4-WA-PA-PAP-4			8	0.019					
A4-WA-K-9	6	8		0.07	400	550	28	39	33
A4-WA-K-10	4-6	6-8		0.256	350	450	90	115	102
A4-WA-K-2	3	5		0.04	200	300	8	12	10
A4-WA-K-3	4	6		0.112	200	300	22	34	28
A4-WA-K-4	3	6		0.027					15
A4-WA-K-5			69	0.518					69
A4-WA-K-6	4-6	6-8		0.337	200	300	67	101	84
A4-WA-K-7	4	6		0.073	250	400	18	29	24
A4-WA-PA-PAP-2			189	4.041					
A4-WA-K-8	6	8		0.383	250	400	96	153	124
A4-WA-PA-PAP-3			7	0.032					
A4-FC-K-1			250	6.273					250

Key

- Known Site
- Planning Permission



Area 4	Site Status	No. Homes at Min. Density	No. Homes at Max. Density	Avg. No. Homes
LRI and DMU	Planning Applications	434		
	Known	230	317	306
Walnut Street	Planning Applications	565		
	Known	818	1192	1089
Leicester City FC	Planning Applications	0		
	Known	250	250	250
Overall Total Units (Known Sites)		1238	1759	1644
Total Planning Applications		999		
Total Known Sites (Average)		1644		
Total Capacity (avg. + planning apps)		2643		

Capacity for Change*

LRI and DMU	4.5%
Walnut Street	23.3%
Leicester City FC	57.5%

*Capacity for Change refers to a city area's ability to incorporate future residential development.

The percentage figure represents the amount of land identified within the study as having future development potential (known sites and planning permissions) as a percentage of the overall hectareage of the city area.

Area Four Capacity Summary

17.36 Ha

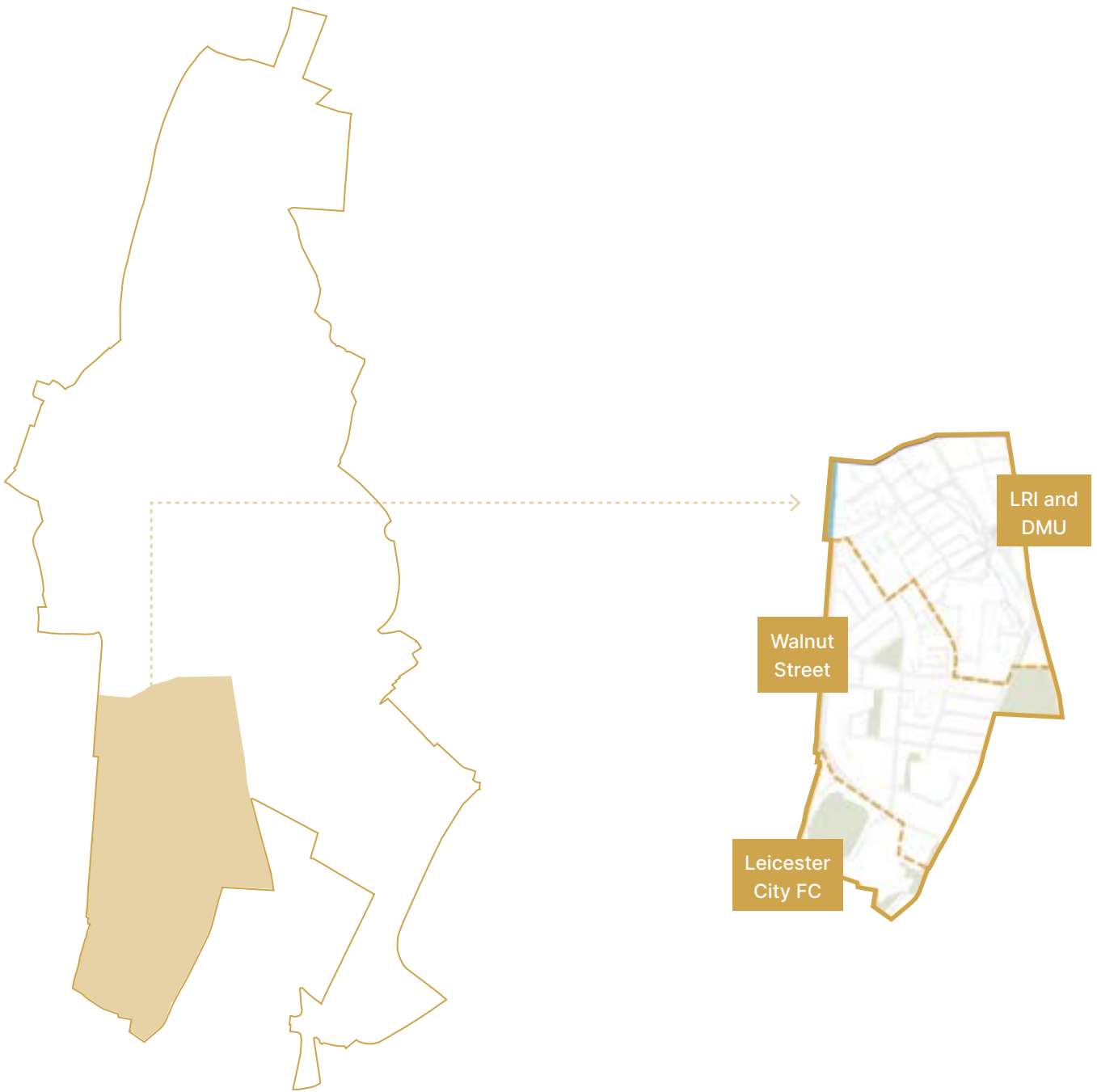
Total Area of Known Sites and Planning Permissions.

1,644 Total units

Known Sites (based on average density).

999 Total units

Planning Permissions contributing towards the local plan.



Maximum Homes	2948	↑
Average Homes	2833	
Minimum Homes	2487	↓

The above totals include planning permissions.

City Area Five

Railway Station
New Walk
University of Leicester

The New Walk Conservation Area comprises some of the best loved neighbourhoods in the city, a result of Georgian masterplanning and the human scale architecture and people friendly streets.

The area is well established and characterised by low rise heritage buildings. Future development capacity is limited to residential conversion of existing buildings and a handful of infill sites.

The University of Leicester's character area provides no housing capacity, with the single major regeneration site within area having been recently completed.

Railway Station is a major gateway to the city, with significant potential for regeneration. As currently planned, this will comprise of predominantly office development, and will not contribute to housing capacity within the CDA.



Appropriate Heights

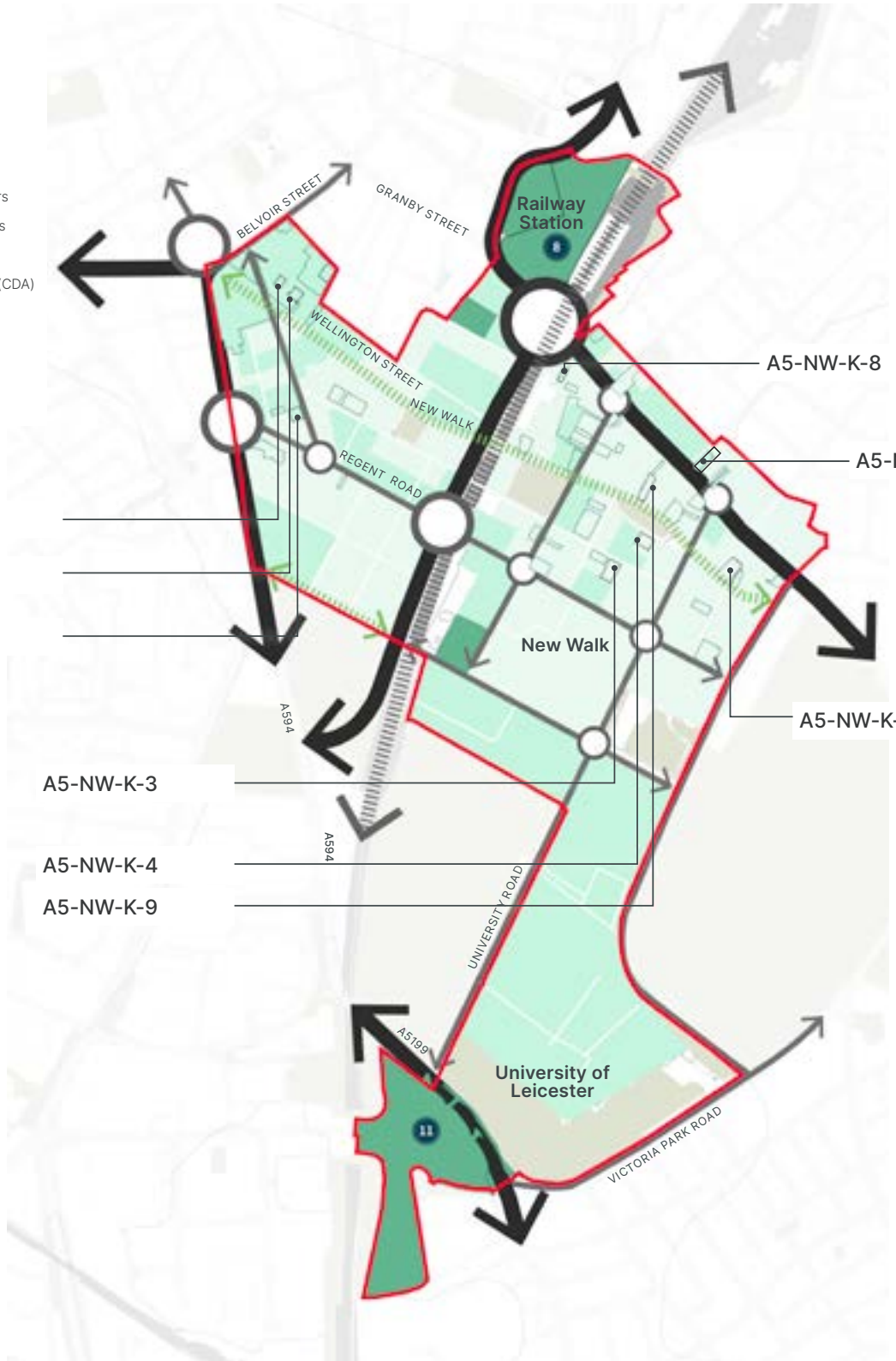
Key

- < 3 storeys
- 3-5 storeys
- 6+ storeys
- Known Sites
- Planning Applications
- City Centre gateway
- Urban node
- Movement corridors
- Primary movement corridors
- Pedestrian priority corridors
- Railway line
- Central development area (CDA) boundary

A5-NW-K-7
 A5-NW-K-1
 A5-NW-K-6

A5-NW-K-3
 A5-NW-K-4
 A5-NW-K-9

A5-NW-K-8
 A5-NW-K-5
 A5-NW-K-2





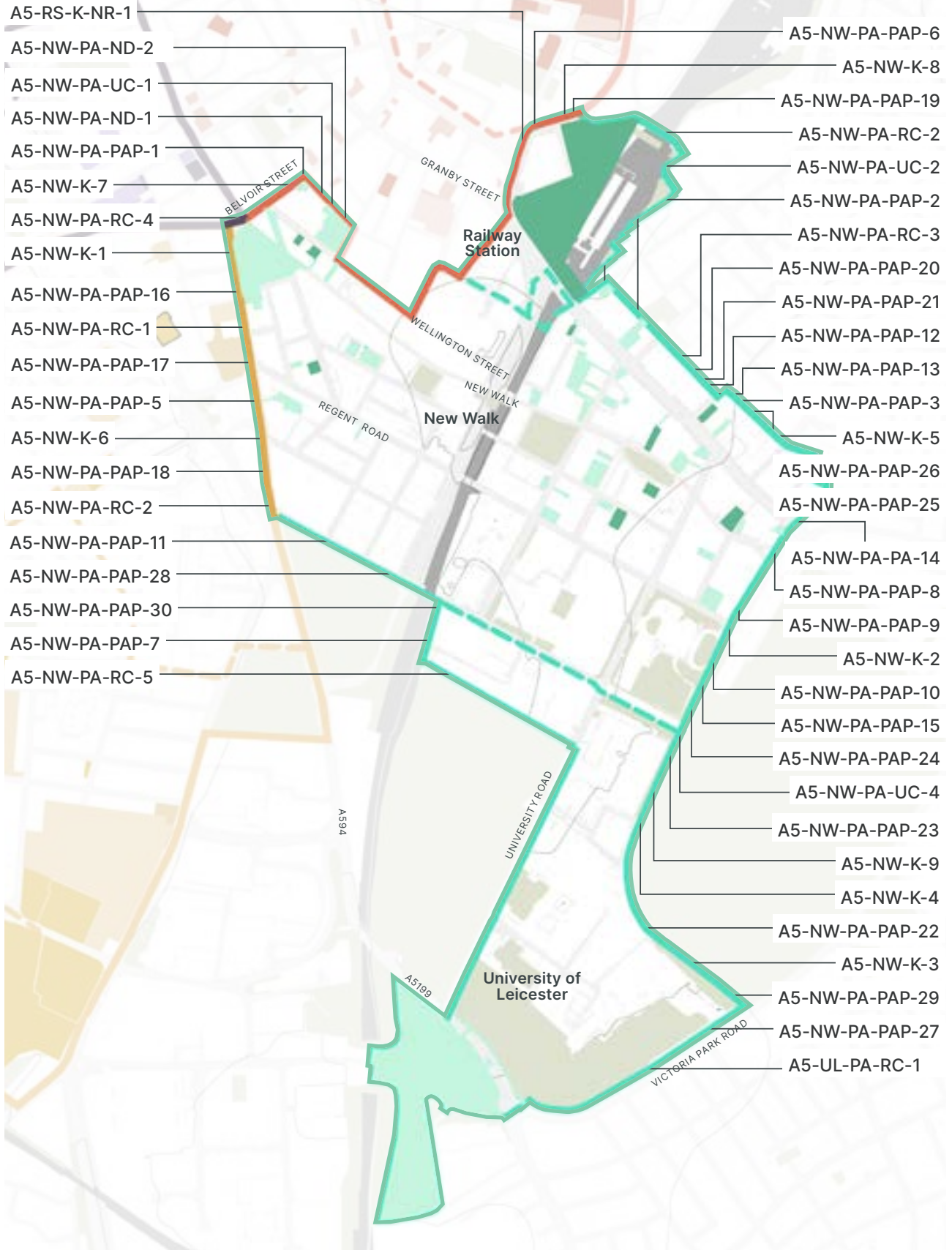
Capacity

Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A5-RS-K-NR-1				2.854					
A5-NW-PA-PAP-1			13	0.034					
A5-NW-PA-ND-1			96	0.251					
A5-NW-PA-ND-2			38	0.049					
A5-NW-K-1	3	5		0.038	250	500	10	19	14
A5-NW-PA-RC-1			43	0.058					
A5-NW-PA-RC-2			19	0.03					
A5-NW-PA-RC-4			17	1.125					
A5-NW-PA-UC-2			62	0.046					
A5-NW-PA-PAP-2			38	0.051					
A5-NW-PA-RC-3			91	0.17					
A5-NW-PA-PAP-3			18	0.051					
A5-NW-PA-UC-4			52	0.086					
A5-NW-PA-PAP-5			62	0.117					
A5-NW-PA-PAP-6			20	0.05					
A5-NW-PA-PAP-7			23	0.05					
A5-NW-PA-PAP-8			18	0.06					
A5-NW-PA-PAP-9			13	0.03					
A5-NW-PA-RC-5			28	0.14					
A5-NW-PA-PAP-10			56	0.13					
A5-NW-K-7			12	0.024					12
A5-NW-K-8			10	0.021					10
A5-NW-K-9			3	0.061					3
A5-NW-K-2	2	3		0.105	50	100	5	11	8
A5-NW-K-3	2	3		0.076	70	100	5	8	6
A5-NW-K-4	2	3		0.051	70	100	4	5	4

Site Code	Minimum building heights tested	Maximum building heights tested	No. Homes Proposed (Remaining Capacity)	Site Area (ha)	Min. Framework Density (dph)	Max. Framework Density (dph)	No. Homes at Min. Framework Density	No. Homes at Max. Framework Density	Avg. No. Homes
A5-NW-PA-PAP-11			11	0.033					
A5-NW-PA-PAP-12			8	0.024					
A5-NW-PA-PAP-13			7	0.02					
A5-NW-K-5	3	5		0.052	200	350	10	18	14
A5-NW-PA-PAP-14				0.055					
A5-NW-PA-PAP-15			11	0.049					
A5-NW-K-6			8	0.045					8
A5-NW-PA-UC-1			8	0.04					
A5-NW-PA-PAP-16			1	0.012					
A5-NW-PA-PAP-17			6	0.024					
A5-NW-PA-PAP-18			8	0.016					
A5-NW-PA-PAP-19			4	0.009					
A5-NW-PA-PAP-20			1	0.026					
A5-NW-PA-PAP-21			2	0.008					
A5-NW-PA-PAP-22			1	0.017					
A5-NW-PA-PAP-23			4	0.014					
A5-NW-PA-PAP-24			9	0.017					
A5-NW-PA-PAP-25			1	0.024					
A5-NW-PA-PAP-26			3	0.022					
A5-NW-PA-PAP-27			12	0.032					
A5-NW-PA-PAP-28			9	0.024					
A5-NW-PA-PAP-29			9	0.039					
A5-NW-PA-PAP-30			16	0.078					
A5-NW-PA-RC-6			4	0.096					
A5-UL-PA-RC-1			480	4.785					

Key

- Known Site
- Planning Permission



Capacity Summary

Area 5	Site Status	No. Homes at Min. Density	No. Homes at Max. Density	Avg. No. Homes
Railway Station	Planning Applications	0		
	Known	0	0	0
New Walk	Planning Applications	842		
	Known	67	93	80
University of Leicester	Planning Applications	480		
	Known	0	0	0
Overall Total Units (Known Sites)		34	60	80
Total Planning Applications		1322		
Total Known Sites (Average)		80		
Total Capacity (avg. + planning apps)		1402		

Capacity for Change*

Railway Station	35.3%
New Walk	6.4%
University of Leicester	17.2%

* Non resi allocation for Railways Station neighbourhood.

Area Five Capacity Summary

11.22 Ha

Total Area of Known Sites and Planning Permissions.

80 Total units

Known Sites (based on average density).

1322 Total units

Planning Permissions contributing towards the local plan.



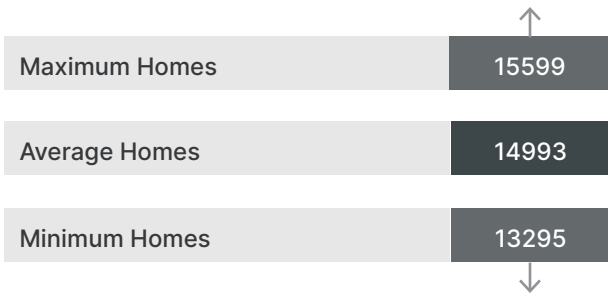
Maximum Homes	1415
Average Homes	1402
Minimum Homes	1389

The above totals include planning permissions.

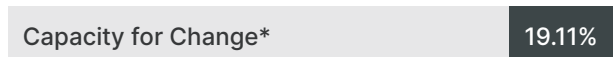
Conclusion

City Capacity Summary

Area	Known Sites No. Homes at Min. Density	Known Sites No. Homes at Max. Density	Known Sites Avg. No. Homes	Planning Applications <i>proposed no. units</i>	Total Capacity <i>avg. no. of homes and planning apps</i>
Area 1	1586	2438	2126	1233	3359
Area 2	711	1005	950	2813	3763
Area 3	1086	1757	1646	1990	3636
Area 4	1488	1949	1834	999	2833
Area 5	67	93	80	1322	1402
Total Units	4938	7242	6636	8357	14993



Totals above include planning permissions.



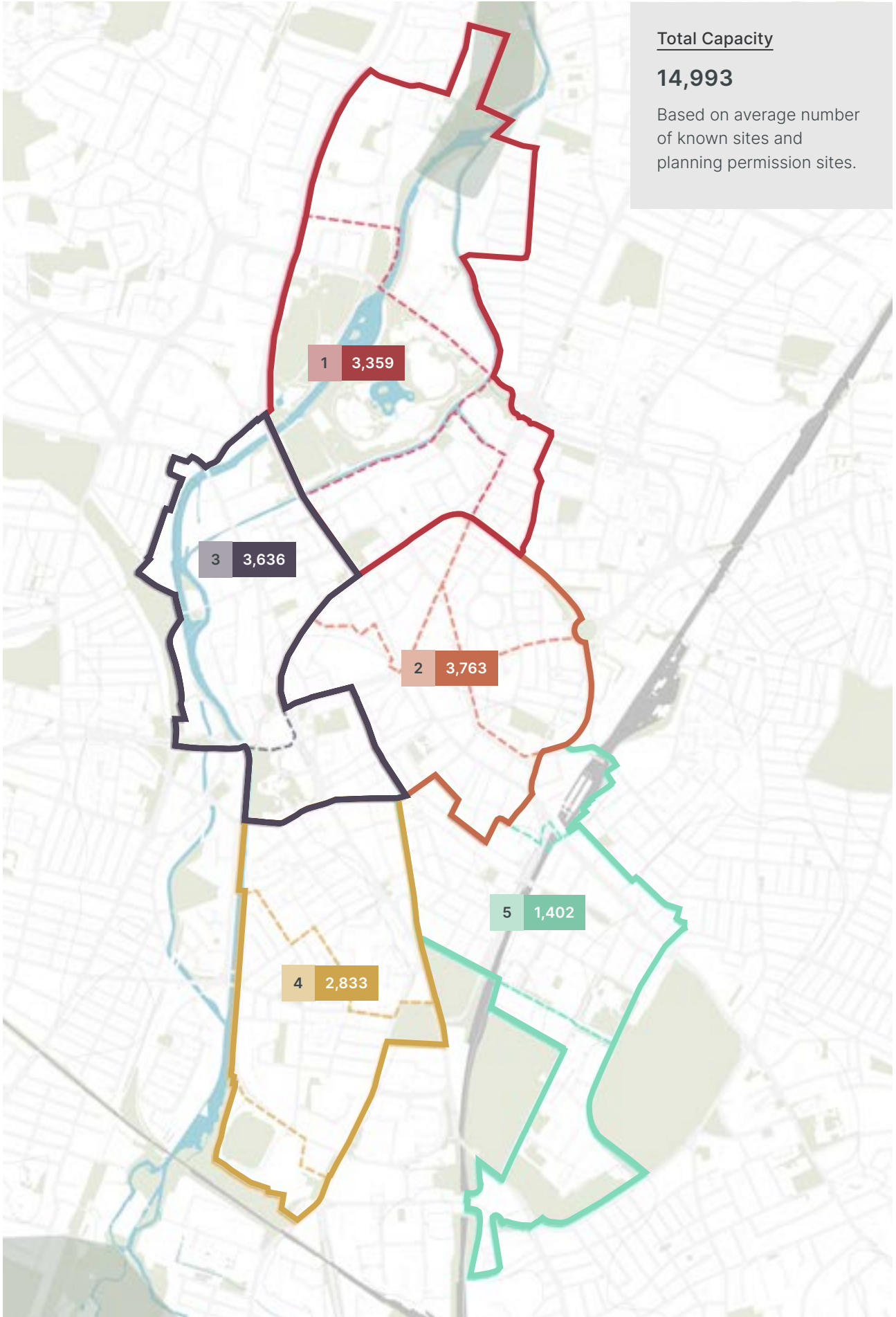
*Capacity for Change refers to a city area's ability to incorporate future residential development.

The percentage figure represents the amount of land identified within the study as having future development potential (known sites and planning permissions) as a percentage of the overall hectareage of the city area.

City Capacity Summary

92.56 Ha
Total Area of Known Sites and
Planning Permissions.

484.26 Ha
CDA Strategy Boundary.



Limitations of Residential Development Capacity

The study provides capacity for known sites only whilst also taking into account the proposed capacity of all planning permissions in the system at the time of writing. Future potential sites have not been assessed and the capacity for these sites will need further consideration.

The capacity calculator assumes a 10% deduction of the total GEA for non residential uses. Further consideration of the location and amount of mixed use development should be captured by more detailed area based frameworks moving forward. Where it is deemed that a larger proportion of a site (above the already assumed 10%) is required for non residential land use, the residential capacity of the site will naturally decrease. The impact of this on the residential capacity of the city centre is dependant on the degree of variance between the assumed 10% non residential land use used within this methodology and future proposals for each site.

The capacity study factors in 'incidental open space' and this is captured where a gross density calculation has been used to test larger known sites. Recommendations for open space locations have been provided within the Appendix, however this study has not informed the capacity figure. Locations where open space is recommended could impact on the development capacity figures and this should be considered as development comes forward. A strategy for the delivery of open space is recommended as part of future growth plans.

Further consideration of strategic open space considerations will need to be provided on an area basis, and have been informed by the townscape analysis undertaken as part of the study. Suggestions regarding the amount, type, and location of open space are driven by a multitude of variables including, site constraints considerations, land use analysis, existing and future residential unit numbers, and walking distances.

LCC have commissioned a separate study to understand the potential for more conversions and extensions as a result of recently introduced Class E Permitted Development rights and the ability to build upwards, and potential implications for housing capacity. The findings of this study have not been incorporated into the capacity assessment figures presented within this report.

Recommendations

Whilst the scope of this study is limited to testing residential capacity within the CDA, there are a number of influencing factors to be considered as part of the future growth of the CDA.

Development capacity for residential use within the city can not be considered in isolation. Liveable and vibrant communities need more than housing, they need easy access to local / community facilities, green space, play, recreation, social, and transport infrastructure.

It is recommended that the repopulation of the city centre is through the creation of distinctive new mixed use neighbourhoods to make it the place to live work and play. The neighbourhood approach puts people first, creating an ecosystem that relates to all roles a city centre needs to play including residential, employment, retail, leisure, culture, education, supporting amenities, and social infrastructure. A collaborative approach involving all stakeholders is required to realise this ambition.

As part of the analysis of the 'known' sites, a series of principles have been recommended, further detail is provided within the Appendix.

It is recommended that any future study should focus on sites that could shape larger areas of potential growth in the city, or sites that could help to complete or unlock larger strategic areas. These sites should be tested for capacity in further detail and design guidance should be established for future development.

It is recommended that all future development should come forward in a comprehensive way, and consider the social and environmental context, to create a series of distinctive neighbourhoods and communities to accommodate all those who occupy, visit, and dwell in the city.

What's Next →

An internal review of the capacity work undertaken to date, considering the method through which the master schedule will be managed in the future. Further analysis of the future potential sites is recommended. An approach will need to be agreed, helping to rationalise the selection of these sites. The findings will form part of ongoing Strategic Housing and Economic Land Availability Assessment (SHELAA) work.

Appendices

Introduction

As part of the capacity testing process, we reviewed the LCC Character Area Assessment and Design Guidance Documents to gain an understanding of planning objectives relating to each neighbourhood. Additionally we conducted our own desktop analysis of townscape, heritage, and amenities to inform our capacity modelling.

Some urban design recommendations have been drawn out from this process, which are outlined within this appendix.

Our focus was on the neighbourhoods which have highest capacity for change and will undergo more significant regeneration over the plan period. For some character areas where the number and nature of available sites are more constrained and therefore development potential is more predetermined, or where capacity testing was not required, a detailed overview is superfluous and has not been included in this section. These areas are:

- Leicester City FC
- City Centre
- Old Town
- New Walk
- LRI and DMU
- University of Leicester

Structure

For those areas which required a more in-depth analysis of how they are composed, neighbourhood reviews have been prepared and are structured with a Development Potential overview, summarising capacity for regeneration for each neighbourhood, followed by review and recommendations which are organised under five key themes, and concluded with Townscape Character and Future Capacity Considerations which are spatially located on a corresponding plan.



Ambient and Proposed Height



Neighbourhood Heart/Open Space



Townscape, Legibility and Heritage



Accessibility and Parking



Community Amenities

While overall our findings support and reinforce those of the existing LCC work, the following 'fresh pair of eyes' assessment may aid in identifying areas for further study, to ensure delivery of successful neighbourhoods within the CDA.

Heritage and Townscape Considerations



Character Areas Development & Management Plan

Townscape Development and Management Options

There is opportunity within all 9 Character Areas to inform and guide policy. Townscape Management options for each character area can be uniquely defined by existing heritage characteristics, and the key historical qualities which define the character area and any proposed new development.

The following Townscape Management principles outline five options for heritage, to categorise and understand the potential level of change of historical built form, and how it can be managed through planning policy.



Key Buildings, Spaces and Setting

Key

- Conservation areas and buffer
- Key buildings and spaces



Areas within Leicester constrained by heritage

Key

- Local character area views
- Conservation area appraisal views
- Views and vistas of heritage and townscape value
- Views and vistas of heritage and townscape value (sequence of views)

Heritage Constraints

The merging of the key heritage constraints, seen above, identifies an area within the Central Development Area which is viewed to be highly ‘constrained’. These heritage constraints include; character area views, conservation area appraisal views, views of city wide significance, nationally listed buildings, conservation areas, and registered parks and gardens.

The highlighted area also includes a few small areas which are within the city centre retail area (and outside the heritage constraints area) and where ‘no guidance is required’ as these areas are unlikely to come forward for development, for example, Highcross Shopping Centre.

Views Constraints

To inform the capacity work undertaken consideration was given to the Views Assessment work detailed in LCC's Tall Development in Leicester Evidence Document.

This detailed work, including the Views Assessment plan shown above, informs where future development should consider impact upon and potential to enhance local townscape character and conservation area views, and defines views and vistas of city wide significance, where development is expected to conserve and protect these views.



Listed and locally Listed Buildings

Key

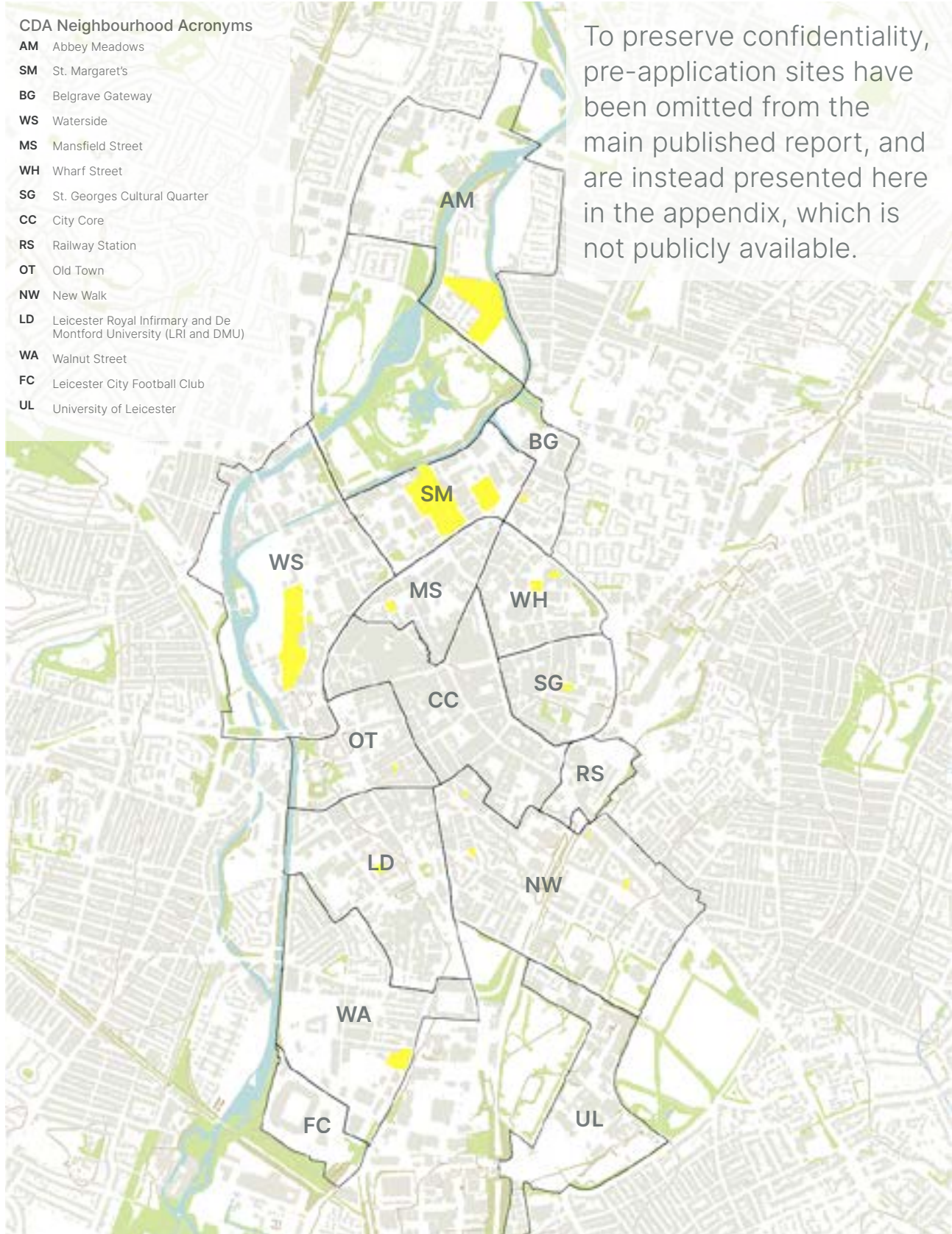
- Grade I Listed building
- Grade II* Listed building
- Grade II Listed building
- Locally Listed building

Policy and Guidance

The Townscape Analysis and Design Guidance for each character area establishes the relevant Townscape Management Option(s) attributed to that area to develop place specific planning policies and clear guidance for development that is tailored to the circumstances and context of the area. These documents are intended to:

- Develop an approach to understand the level and scope of change in each distinct character area which are likely to undergo development during the plan period and beyond.
- Identify the protection (and potential renovation) of heritage assets and built form which is nationally and locally listed, and protection of buildings which inform the character of the defined area.
- Identify areas of potential development growth.
- Develop conservation and historic environment policies which maintain character area policies.
- Develop place specific policies with focused intensification policies.
- Develop Masterplans which have integrated design codes.

Heritage and Townscape Considerations



Pre-application Sites Breakdown Plan

City Area One

Abbey Meadows

Development Potential

Some substantial/significant sites with development potential which could provide considerable quantum of housing if developed to a high quality and density with minimal parking provision. Predominately limited to Wolsey Island. Appropriate for residential development up to 8 storeys, no potential for taller buildings.

Ambient and Proposed Height



Review

Defined by the residential character of the area, which is broken by a handful of landmark industrial buildings and the Space Centre/Space Park.

Recommendation

Development sites along Abbey Park Road present opportunity for landmark buildings of higher density and could accommodate increased scale/massing in response to parkside/canalside setting and adjacent Abbey Mills the Wolsey Building.

Accessibility and Parking



Review

Highly accessible to city centre through Abbey Park and on major bus route. Derelict areas of St Margaret's act as a barrier to the city centre for pedestrians.

Recommendation

A Carlite zone, whilst there is opportunity to enhance active travel connectivity through redevelopment of Grand Union canal edge.

Neighbourhood Heart/Open Space



Review:

The neighbourhood is well served by Abbey Park, though large sites should deliver local amenity and enhancements to green/blue infrastructure.

Recommendation

The canal corridor presents a great opportunity for attractive weatherside amenity and habitat creation to support its function as a nature corridor.

Community Amenities



Recommendation

To support regeneration of Wolsey Island, and potential for higher density development, the new neighbourhood would require delivery of community facilities in a mixed use scheme.

Townscape, Legibility and Heritage



Review

Situated on the periphery of the city centre within a transitional post industrial zone. Minimally constrained by heritage assets.

Abbey Meadows

Framework Guidance Potential

Key

- Known Site
- Planning Permission
- Future Potential Site



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

1. Potential for high density, mid rise as part of a housing led scheme, with taller elements in response to mill building.
2. Habitat creation along the canalside to support its function as a blue/green nature corridor. Potential for public amenity space.

City Area One

St Margaret's



LCC Proposed Heights Plan

Development Potential

Area subject to historic slum clearance and post industrial decline, leaving significant areas of brownfield and transformational development potential.



LCC Future Guidance Plan



LCC Views and Heritage Plan

Ambient and Proposed Height



Review

Defined by the light industrial / post industrial character of the area predominantly below 5 storeys.

LCC recommends 5 storey and below for the majority of the neighbourhood. Considering the need for a critical mass of residents to support amenities within a walkable neighbourhood, there is a case for higher density mid rise development within this neighbourhood.

Grand Union Canal acts as clear boundary feature, defining the edge of the city centre. Currently built form does not respond to this feature, and 'turns its back on it' with blank elevations and inactive edges.

Diagrams do not directly relate to the previous capacity study in terms of proposed heights.

Recommendation

Built form should respond to the Grand Union Canal, there is an opportunity for new development to address this edge and maximise the community value of the canal as an open space and green/blue asset.

While Corah sets ambient height and St Margaret's church should be protected as a defining skyline/ character feature, there is opportunity to intensify development at key nodes and create new landmark buildings to develop a townscape identity.

Recommend redefining the datum height to a range of 3-6 storeys, and identifying additional locations where a range of 5-8 storeys could be acceptable. Curating higher density mid rise regeneration would form a new townscape character area / neighbourhood identity within the city, and serve to define the transitional zone between city core and suburbs.



Accessibility and Parking

Review

This neighbourhood should be highly accessible to city centre, though the A594 currently acts as a barrier.

Recommendation

The area should be a carlite zone - commuter parking should not come forward in this part of the city, and residential parking should be minimal in line with strategic active/sustainable transport plans and net zero commitments.

Consideration of the pedestrian/micromobility journeys and experience of accessing the city centre should be taken in regeneration proposals. There is an opportunity to break down severance of A594 through active street design and public realm improvements.

Neighbourhood Heart/Open Space



Review

Limited provision of essential neighbourhood infrastructure.

While the St Margaret's area is in good proximity to Abbey Park, more incidental greenspace is required to improve the character of the neighbourhood.

Recommendation

Mixed use development required to enable high density housing and deliver quality of life.

Consider social infrastructure, open space and public realm interventions required to support residential growth.

Townscape, Legibility and Heritage



Review

Four landmark buildings of (Thames Tower) Equinox, St Margaret's Church, St. Marks Church, and Corah Factory, define a heterogeneous character.

Corah is of particular townscape significance and defines more substantial massing and coarse urban grain characteristic of this area.

St Margaret's Church is one of the most highly valued heritage assets in the city, which defines the skyline within its immediate surroundings. Views north along Church Gate and south along St. Margaret's Way towards the church are of city wide importance.

Equinox building / Thames Tower is anomaly which defines the skyline. We agree with the conclusion that this should not set a precedent for building heights.

Character area assessment provides townscape analysis of existing context only.

Recommendation

Given the widescale clearance of the area historically, and disjointed nature of development and decline subsequently, there are few positive landmark features that have survived. Those that remain must be protected and enhanced as anchors of character.

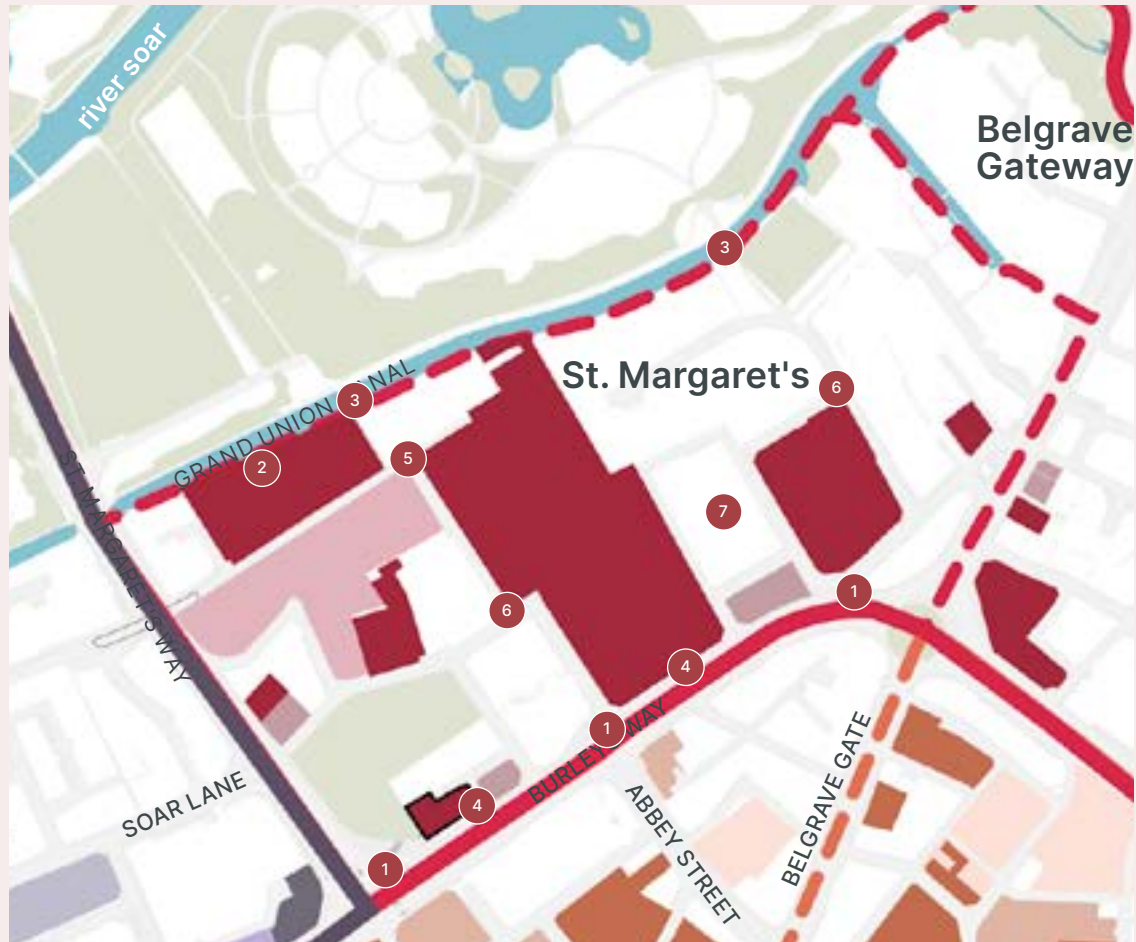
Grand Union Canal acts as a transitional gateway landmark for the city centre, and should define a boundary for higher density/height/massing.

St Margaret's

Framework

Guidance Potential

- Key**
- Known Site
 - Planning Permission
 - Future Potential Site



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

Relate to wider city context analysis and show wider connections beyond study area.

Character Area analysis diagrams could include the known sites, pre-apps and future potential sites alongside the existing townscape to directly relate to the capacity study.

1. Improve barriers to pedestrian movement across Vaughn Way and St.Margaret's Way. Public realm interventions at key junctions.
2. Canal edge linear park - potential for pedestrian movement and recreation within known site and council ownership site.
3. Enhance connections over the canal footbridges to announce arrival into city centre and encourage active travel to north and south of the canal.

4. Vaughn Way Frontage - soften. Lack of green infrastructure and alienating pedestrian environment creates barrier feature.
5. Potential neighbourhood heart - high potential for change around this key node - ground floor non resi uses to activate frontages.
6. Public realm enhancements to key movement corridors north/south and east/west across the neighbourhood to encourage 15 minute city.
7. Key site to unlock for mixed/residential led regeneration in response to Corah / Equinox / Kapital regeneration plans.

City Area One

Belgrave Gateway



LCC Proposed Heights Plan

Development Potential

Minimal parcels of undeveloped land. Sizeable blocks of light industrial property are currently reserved as employment land within the Local Plan, however, should re-location become an option they could offer significant future development potential.

←Key

- 5 storeys and below
- 6 storeys
- 7 storeys
- Existing tall developments (8 storeys and above)
- Existing landmarks
- Potential for some small development
- Key frontage
- Heritage assets



LCC Future Guidance Plan



LCC Views and Heritage Plan

↑Key

- Listed buildings
- Locally listed building
- Building and spaces making a positive contribution to the townscape
- Public realm enhancements
- Repair building line
- Prioritise active frontages
- Improve/ new pedestrian connections
- Reduce barrier edge

↑Key

- Listed buildings
- Locally listed building
- Building and spaces making a positive contribution to the townscape
- Archaeological alert area
- Important setting of heritage assets
- City wide significant views
- Key views

Ambient and Proposed Height



Review

Defined by the light industrial / post industrial character of the area predominantly below 5 storeys.

LCC recommends 5 storey and below for the majority of the neighbourhood, with potential for greater height at gateways and along A607.

Recommendation

Potential for greater height to blocks with no existing residential and heritage constraints.

Consider framework for whole area adjoining Belgrave Gate roundabout, across character area boundaries to ensure coherent development.

Curating higher density mid rise regeneration would form a new townscape character area / neighbourhood identity within the city, and serve to define the transitional zone between city core and suburbs.

Community Amenities



Review

Limited provision of essential neighbourhood infrastructure.

Recommendation

Mixed use development required to enable high density housing and deliver quality of life.

Accessibility and Parking



Review

This neighbourhood should be highly accessible to city centre, though the A594 currently acts as a barrier.

Recommendation

The area should be a carlite zone - commuter parking should not come forward in this part of the city, and residential parking should be minimal in line with strategic active/sustainable transport plans and net zero commitments.

Consideration of the pedestrian/micromobility journeys and experience of accessing the city centre should be taken in regeneration proposals. There is an opportunity to break down severance of A594 through active street design and public realm improvements.

Townscape, Legibility and Heritage



Review

The Character Area has much variation - large industrial buildings to terraced houses and four storeys maisonettes.

A594 presents a significant barrier, severing the neighbourhood from the city centre, with very poor legibility of connections across.

Recommendation

There is a need to provide better gateways/ architectural landmarks and public realm to improve connectivity across the A594 and promote active travel.

Belgrave Gate

Framework Guidance Potential

Key

- Known Site
- Planning Permission
- Future Potential Site



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

Relate to wider city context analysis and show wider connections beyond study area.

Character Area analysis diagrams could include the known sites, pre-apps and future potential sites alongside the existing townscape to directly relate to the capacity study.

1. Improve barriers to pedestrian movement across Vaughn Way and St. Margaret's Way. Public realm interventions at key junctions.
2. Urban grain presents good potential for an enhanced local centre, focussed around Britannia Street and St Mark's Church.
3. Potential neighbourhood heart could break down the dominance of the A607 and provide better connectivity to St Margaret's and Abbey Park. Ground floor non resi uses to create activate frontages.
4. Wharf Street/Russell Square/Wanlip Street could form key active travel corridor or 'quiet way'. Public realm enhancements and amenities/active frontages delivered through regeneration to encourage 15 minute city.
5. There is an opportunity to create something special at memory lane wharf/lime kiln lock/along Grand Union Canal if flooding constraints can be successfully mitigated through design.

City Area Two

Mansfield Street

Development Potential

Area subject to historic slum clearance and post-industrial decline, leaving significant areas of brownfield and surface parking with transformational development potential. Key routes of Church Gate and Belgrave Gate have future potential scope for urban change, with significant parcels of development potential at the heart of the neighbourhood.

The Mansfield Street Character Area could become an area of residential growth and intensification. Although the area is in close proximity to the Grade I listed St. Margaret's Church, and it includes areas of Church Gate Conservation Area, and will be affected by significant city-wide views, there is a potential for growth as the central part of the character area is relatively unconstrained compared to other parts of the city centre. A coordinated and comprehensive approach is required to enable the creation of an attractive, successful, and sustainable place with a distinctive identity. It is highly likely that the area will change in character in the next 15-20 years and this process needs to be managed positively and proactively.



LCC Future Guidance Plan

Townscape, Legibility and Heritage



Review:

Highly disjointed area of incomplete blocks. A594 acts as a gateway to the city centre, where more substantial buildings would be appropriate. Peppared with locally significant heritage assets. Constrained by Church Gate conservation area.

Recommendation:

There is a need to provide better gateways/ architectural landmarks, and public realm to improve connectivity across the A594 and promote active travel.



LCC Views and Heritage Plan



LCC Proposed Heights Plan

Community Amenities



Review:

While the neighbourhood enjoys close proximity to the city centre with the full range of amenities, it is not geared up for residential uses and is absent of most local neighbourhood amenities, the delivery of which would improve liveability and belonging.

Recommendation:

Development above 4 storeys should include non residential uses at the ground floor to create active streets, and promote liveability through provision of local amenities. Opportunity to establish a neighbourhood heart along the key axes of Church Gate/Mansfield Street/Abbey Street.

Ambient and Proposed Height



Review

Majority of the character area is proposed at 5 storeys and below. This may be appropriate where using the height datum protects the view corridor of St Margaret's Church and the Church Gate conservation area, however, parts of the character area that are less constrained by heritage assets could accommodate quality mid-rise regeneration.

While the blocks adjacent to Gravel Street/Sandacre Street have been identified as an area with potential for taller buildings, there may be scope for additional development plots to accommodate quality taller buildings.

Recommendation

Review approach to Abbey Street - It is possible to achieve a well-proportioned street scene with a 1:1 ratio of street width to building height. Given the prominence of the route and the width of road (21m), buildings above 5 storeys could be appropriate. However, careful consideration would need to be given to how buildings meet the ground, to ensure active frontages onto this key movement corridor.

There are potential landmark locations where buildings could break the datum line along Belgrave Gate.

The north-eastern portion of the character area could offer future regeneration potential.

Accessibility and Parking



Review:

This neighbourhood is within the city core, inside the ring road. All parts of the city core are highly accessible, though poor townscape and public realm hamper the pedestrian experience and create a sense of streets being unsafe.

Recommendation:

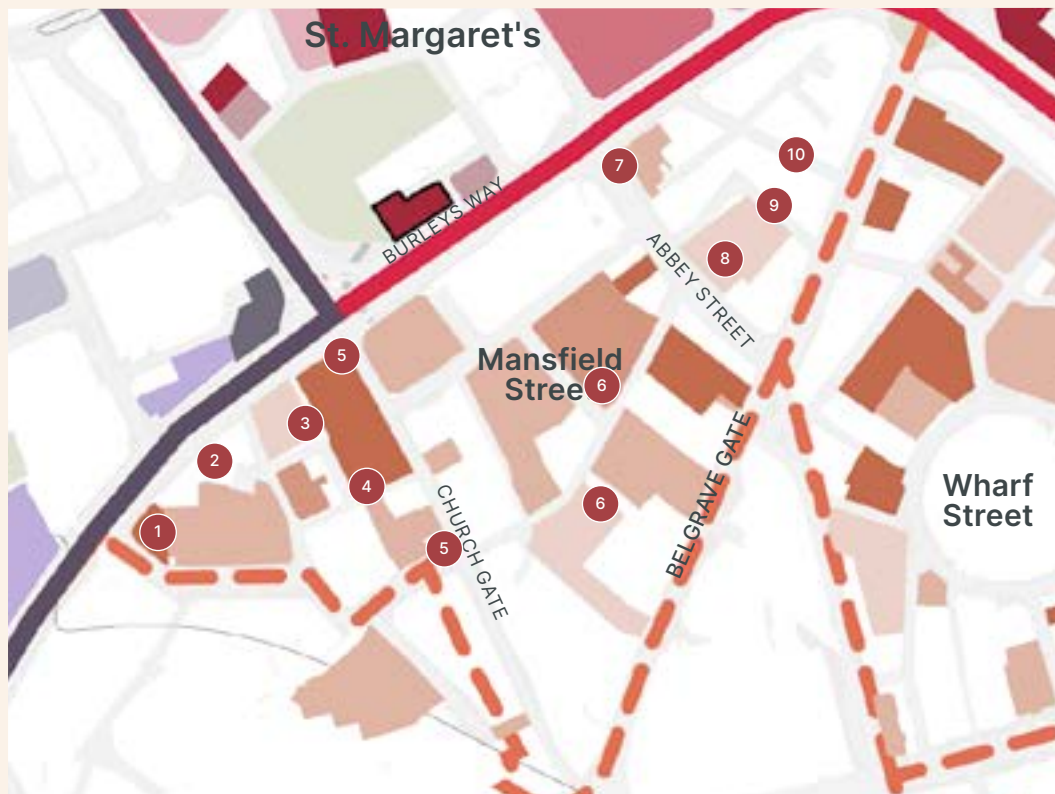
Neighbourhoods within the city core should be active/sustainable transport-led development, and only provide parking for car clubs and those with disabilities.

Mansfield Street

Framework Guidance Potential

Key

- Known Site
- Planning Permission
- Future Potentials



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

1. Respond to increased scale and massing of Highcross.
2. Frontage onto Vaughn Way is characterised by tired/disused buildings with limited heritage and negative townscape value - this presents multiple future development opportunities - the opportunity to curate a positive townscape frontage for the city centre.
3. A coordinated and comprehensive approach to regeneration of large known/future potential sites would catalyse regeneration.
4. Land assembly would enable a more comprehensive and coherent regeneration of neighbourhood blocks, increasing the potential for more transformational regeneration of the character area.
5. Regeneration of this key gateway space presents opportunity to revitalise Church Gate as local centre/high street. Forms heart of this neighbourhood. Development should include active uses on ground floors. Respond to the 8 storey hotel and 14 storey apartment block on opposing side of church gate.
6. Potential to repair building line and provide proper enclosure of Mansfield Street. Active ground floor uses would activate the street. Acutely under served by public green space. Opportunity for pocket parks on future potential sites.
7. Important connection to St Margaret's neighbourhood. Public realm improvements needed to 'bridge'.
8. Very poor frontage and lack of activation along Abbey Street. Regeneration of car park has potential to uplift street.
9. Potential to pedestrianise Garden Street and create a garden.
10. Potential for infill and land assembly on Orchard Street. Repair building line. Lower rise family housing - duplexes?
11. Church gate key highstreet and strategic movement corridor - public realm improvements needed.

City Area Two

Wharf Street

Development Potential

The Wharf Street area has been subject to a high level of applications and pre applications for residential development in recent years. This level of potential growth requires a coordinated and comprehensive approach to enable the creation of an attractive, successful and sustainable place with a distinctive identity. A place that will become, over time as development comes forward, a great place to live.

The Wharf Street / Lee Circle area will undergo significant change in the next 15-20 years and this process needs be managed positively and proactively.

Sizeable blocks of light industrial property offer significant future development potential. Up to 8 storeys. Some potential for taller buildings to define gateway spaces.

Ambient and Proposed Height



Review

Predominantly under 8 storeys, with a number of taller buildings along key movement corridors – notably the Telephone Exchange (Cardinal Tower) – at approximately 80m it is the tallest structure in the city centre and defines the skyline in this neighbourhood. Our townscape analysis confirms LCC's conclusion that this should not be taken as a precedent of built form for future development in the character area.

The height of frontages along Humberstone Gate, Belgrave Gate and Charles Street are generally 4-7 storeys. Some of the heritage assets, which provide prominence and a distinct sense of place, are also within this height range.

The majority of the neighbourhood is low rise, characterised by manufacturing buildings and some small pockets of 2 - 3 storey residential properties saved from the slum clearance of the 1950s and the very recent homes to New Erskine Street.

Crown House (7) and Epic House (8) are tall buildings in their context at 11 storeys and can be considered to be appropriately proportioned tall buildings contributing in scale to the townscape.



LCC Proposed Heights Plan

Recommendation

Given the precedent of Cardinal Tower and International Hotel, Crown House and Epic House within this portion of the city, it is likely that applications for tall buildings will come forward within this neighbourhood. Further studies with more sophisticated TVIA techniques using a verified views methodology will be required to determine potential impact of tall buildings upon townscape and skyline, and establish locations where they may be appropriate and contribute positively to the image and identity of the character area and wider city.

Piecemeal development is likely to lead to delivery of tall buildings and a disjointed townscape, however, high density can also be achieved without the need for building tall, with perimeter block development. This form of development brings multiple liveability benefits, including scope for quality shared amenity space which the neighbourhood is severely lacking. There are some sizeable urban blocks that offer prime opportunity to achieve this within Mansfield Street. A coordinated planning approach and land assembly would be required to deliver this, and avoid piecemeal development.

Accessibility and Parking



Review:

This neighbourhood is within the city core, inside the ring road. All parts of the city core are highly accessible, though poor townscape and public realm hamper the pedestrian experience and create a sense of streets being unsafe.

Recommendation:

Neighbourhoods within the city core should be active/sustainable transport led development, and only provide parking for car clubs and those with disabilities.

Community Amenities



Review:

While the neighbourhood enjoys close proximity to the city centre with the full range of amenities, it is not geared up for residential uses and has limited provision of essential neighbourhood infrastructure. Mixed use development required to enable high-density housing and deliver quality of life.

Recommendation:

Development above 4 storeys should include non-residential uses at the ground floor to create active streets and promote livability through provision of local amenities.

Townscape, Legibility and Heritage

Review:

A594 acts as a gateway to the city centre, where more substantial buildings would be appropriate to define this edge and improve legibility of the townscape.



The Wharf Street area contains a good number of heritage assets both nationally designated and locally listed. St George's Conservation Area constrains development of southern boundary of the character area, however as the area has a high degree of heterogeneity in terms of architectural character, height and massing, ambient heights and views created by existing development should pose minimal constraint on future development, and increased



LCC Future Guidance Plan

height could be achieved on some plots.

The neighbourhood suffers from fragmented urban grain and poor street enclosure.

Recommendation:

There is a need to provide better gateways/ architectural landmarks, repair the building line, and redesign the public realm in key spaces to improve the pedestrian experience and promote active travel and livability within this part of the city as well as connectivity across the A594.



LCC Views and Heritage Plan

Wharf Street

Framework Guidance Potential

Key

- Known Site
- Planning Permission
- Future Potentials



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

- Relate to wider city context analysis and show wider connections beyond study area.
 - Acutely under served by public green space. Adequate pocket parks and shared gardens are required to support high density residential development.
 - Substantial urban blocks with potential for redevelopment presents opportunity to create perimeter blocks of 6 storeys with shared gardens within, which would support family/intergenerational living - in the manner of Copenhagen Vesterbro neighbourhood.
1. Repair building line. Opportunity to create perimeter block. Shared gardens within.
 2. Define gateway.
 3. Cleared site lends itself to perimeter block Opportunity for pocket parks on future potential sites.
 4. Potential to pedestrianise Old Milton Street to provide amenity space.
 5. Opportunity for some height - 12 storeys.
 6. Residential extremely compromised. Opportunity for public amenity.
 7. Pre-app for portion of block, but residential development would be extremely compromised by delivering only this portion. Comprehensive redevelopment would yield far better result for the neighbourhood. Alternatively, this site is an ideal scale and location to deliver a much needed park for the neighbourhood, adjoining three major regeneration sites.
 8. Repair building line.

accessible, though poor townscape and public realm hamper the pedestrian experience and create a sense of streets being unsafe.

Recommendation:

Neighbourhoods within the city core should be active/sustainable transport led development, and only provide parking for car clubs and those with disabilities.

Community Amenities

Review:

Area well served with amenities which forms a strong component of the neighbourhood's identity, characterised as fine grain and independent. Strong cultural offer.

Recommendation:

New development should reinforce this offer and build on the fine grain and independent character. An effort to further develop the cultural offer should be sought through regeneration.

Townscape, Legibility and Heritage

Review:

A594 acts as a gateway to the city centre, where more substantial buildings would be appropriate. Heavily constrained by heritage in western portion, which contrasts with the poor quality built form to the east. Broken frontages and surface car parks are an issue.

The large footprint building Mercury Place with surface parking to the front fails to adequately address and enclose the street, creating a void and bland mass, and is detrimental to the townscape character.

Recommendation:

There is a need to provide better gateways/ architectural landmarks to the eastern fringe. Active frontages needed along St George, Queen and Southampton Street.



LCC Views and Heritage Plan

Future development should avoid the mistakes of Mercury Place, and should promote human-scale built form which properly addresses the street with active frontages.

Accessibility and Parking

Review:

This neighbourhood is within the city core, inside the ring road. All parts of the city core are highly accessible, though poor townscape and public realm hamper the pedestrian experience and create a sense of streets being unsafe.

Recommendation:

Neighbourhoods within the city core should be active/sustainable transport led development, and only provide parking for car clubs and those with disabilities.

St George's Framework Guidance Potential

Key

- Known Site
- Planning Permission
- Future Potentials



Development Sites and Neighbourhood Recommendations Plan

Townscape Character and Future Capacity Considerations

- Relate to wider city context analysis and show wider connections beyond study area.
 - Acutely under served by public green space. Adequate pocket parks and shared gardens are required to support high density residential development.
 - Potential for a high degree of change in eastern portion.
1. Pedestrianise portion of St George's Street and allow play area to spill out. Gardens to the front of office building.
 2. Opportunity for a major civic/cultural anchor institution to elevate district.
 3. Incorporate into Railway Station Masterplan.
 4. Opportunity for rooftop amenity?
 5. Opportunity for height in response to telephone exchange.

City Area Three Waterside

Development Potential

Large tracts of light industrial / post industrial brownfield land offer transformational development potential. Opportunity to deliver much needed family housing within the city centre. Residential development up to 8 storeys appropriate.

Ambient and Proposed Height



Review:

Currently defined by light industrial character predominantly under 5 storeys, but with taller development over 8 storeys emerging to the south of the neighbourhood. Recent development including The Wullacombe and Merlin Wharf Apartments define the skyline and set precedent for taller buildings in this neighbourhood.

The recent Keepmoat development establishes a low rise character to a sizeable portion of the neighbourhood. This housing led scheme was promoted through partnership with LCC. It is likely that for further development of this character and scale would again require proactive intervention and supplementary funding from LCC. Schemes may come forward with a higher proportion of apartments, which will put pressure on sites to build upwards.

Recommendation:

There are opportunities to pursue the planning objective of housing led schemes to provide family accommodation on known sites. Increasing the mix of 3 bed apartments and duplexes with quality shared amenity greenspace may make sites more deliverable and support this planning objective. This could be delivered through the creation of perimeter blocks with appropriate communal facilities to provide liveability for families. Building heights could be increased at corners and along key movement corridors.



Accessibility and Parking

Review:

High parking ratios on the Keepmoat scheme has compromised design quality and impacted on private and public amenity space. This neighbourhood is within the city core, inside the ring road. All parts of

the city core are highly accessible.

Recommendation:

Neighbourhoods within the city core should be active/sustainable transport led development. A focus should be on high quality public realm and amenity spaces to establish a market for sustainable city centre living, and justify higher house prices through increased design value.

Some parking provision may be required to support family housing, though alternative approaches (such as mobility centres) should be pursued to unlock placemaking benefits.



Community Amenities

Review:

While the neighbourhood enjoys close proximity to the city centre with the full range of amenities, it is not geared up for residential uses, and has limited provision of essential neighbourhood infrastructure. Mixed use development required to enable high density housing and deliver quality of life.

Recommendation:

Development above 4 storeys should include non-residential uses at the ground floor to create active streets, and promote liveability through provision of local amenities.



Townscape, Legibility and Heritage

Review:

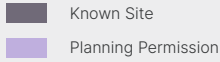
Grand Union Canal acts as a gateway landmark for the city centre, and a transitional boundary from low rise housing to higher density/height/massing. Opportunity to define edge of city centre with more substantial development.

Immediate surroundings of All Saints Conservation Area constrained. Height/massing of development must respond to and preserve setting of All Saints Church.

Recommendation:

While development within the setting of All Saints Church must carefully consider impact on the heritage and townscape value of this asset, this should not preclude the delivery of buildings which exceed the

Waterside Framework Guidance Potential

Key

 Known Site
 Planning Permission



Development Sites and Neighbourhood Recommendations Plan

Recommendations:

1. Potential for higher open space percentage - green infrastructure strategy identifies it as a key nature corridor.
2. Potential for some height- unconstrained by heritage. Opportunity to redefine city centre gateway with boundary marker building.
3. Currently only one site but comprehensive development of urban block could yield better design quality. Development of identified site only could compromise/constrain future development of other parcels. Would need to step down to respect setting of All Saints Church, but could scale up to rear of block in response to Highcross.
4. Take The Arches development as new benchmark for scale/massing/character for known sites within this southern cluster.
5. Establishing new datum for this part of the neighbourhood. Location on primary movement corridor, 18m width, proportional built form of 6 storeys would give adequate enclosure and appropriate scale to key route. Potential for height at corner of Savvey Gate as landmark on key east west connection. Opportunity for more family housing scale to interior of the block as continuation of the Keepmoat form for consistency of townscape character.
6. Establish habitat at Old River Soar.
7. Opportunity to obscure unsightly facade of car park and match scale of Highcross.
8. Recommend comprehensive masterplan for A50 corridor to control locations of height and massing, ensure variation and avoid the creation of the 'canyon' effect.

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