



Leicester
City Council

LRI & DMU Character Area

LEICESTER ROYAL INFIRMARY & DE MONTFORT UNIVERSITY

Townscape Analysis & Design Guidance

Evidence Document



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1

Introduction

1. Introduction

1.1. Development Context

The regeneration of Leicester is a key theme of Leicester's development plan. In considering the central area of Leicester, areas have been identified which have distinctive characters and context, identity, opportunities and challenges and therefore different development objectives. These areas will also make a very important contribution to addressing the city's future housing needs.

Much of the development activity needed to enable restructuring of the economy will occur in the area within and around the city centre, within the Central Development Area (CDA). Leicester's future economic prosperity will depend on making sure that it has the right appeal to a skilled and mobile workforce as well as being an attractive place to live and work. The quality of life, environment, housing, jobs and the cultural, leisure and retail offer of the city and central area in particular, will play a major role in this. The aim of the CDA is to enable Leicester City Council (LCC) to direct, optimise and encourage investment, whilst managing development appropriately within a local context, so that high quality

development is delivered, which in turn creates certainty and developer confidence.

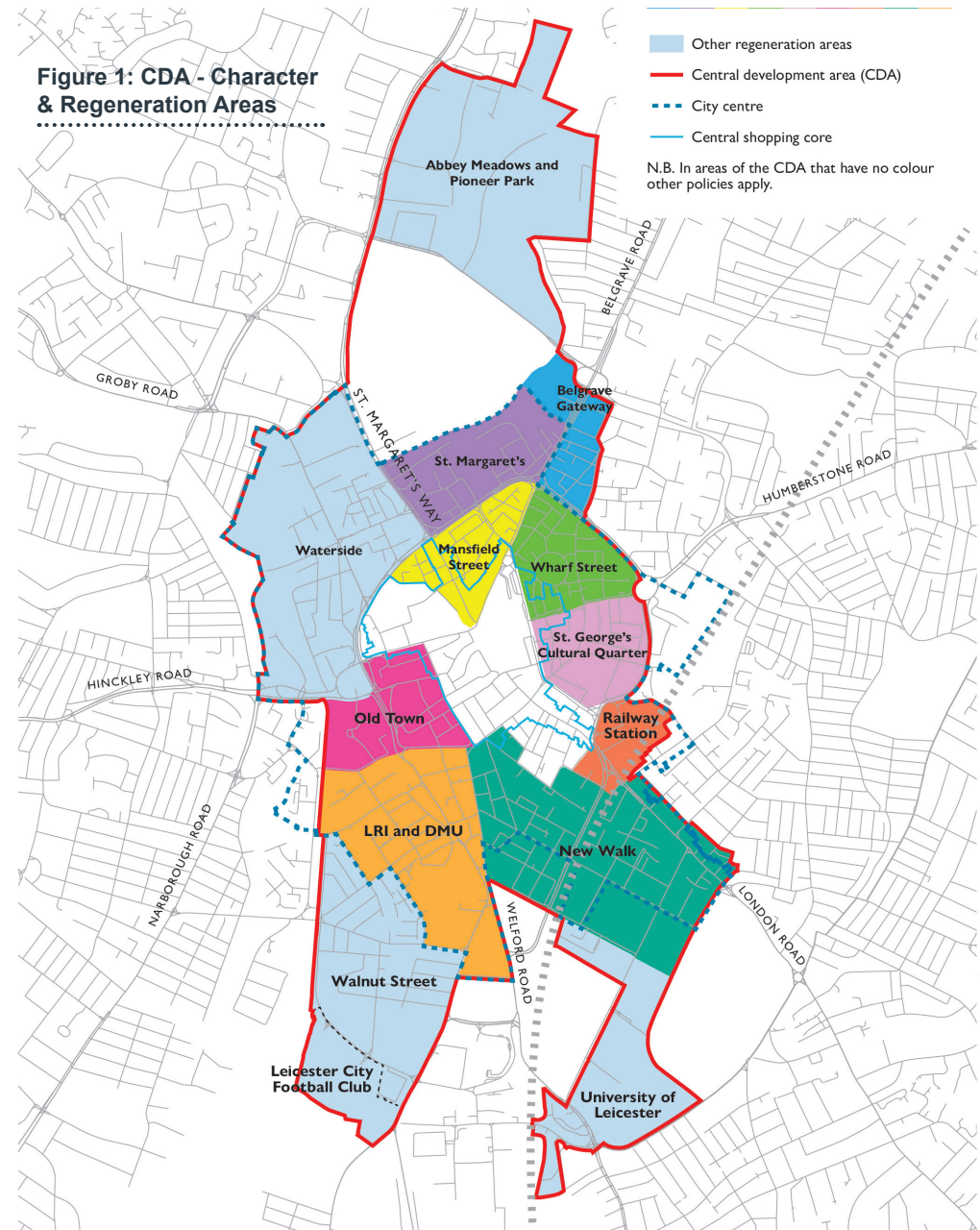
LCC has divided the CDA into 14 distinct areas, including 9 character areas and 5 other regeneration areas, to recognise the individual context of each area and for future policy to be based on the area's defining characteristics. These are:

Nine (9) Character Areas:

1. Wharf Street,
2. Mansfield Street,
3. St. Margaret's,
4. St. Georges Cultural Quarter,
5. Belgrave Gateway,
6. LRI & DMU,
7. Railway Station,
8. Old Town and
9. New Walk.

Five (5) Other Regeneration Areas:

1. Abbey Meadows and Pioneer Park,
2. Waterside,
3. Leicester City Football Club,
4. University of Leicester and
5. Walnut Street.



1.2. Townscape Appraisal & Character

What is Character?

Character is what defines a place. It's the main factors that help us distinguish one area from another based on its uniqueness and distinctiveness.

The report of CABE 'By Design' (2000) describes 'Character' as "A place with its own identity". Its objective as a key urban design principle in regeneration and the built environment is to "promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture" (By Design: Urban Design in the Planning System Towards Better Practice, CABE, 2000).

What is a Character Area?

"An area with a distinct character, identified so much so that it can be protected or enhanced by planning policy" (The Dictionary of Urbanism, 2005).

The nine character areas identified by LCC (see page 4) can be categorised by the following layers:

- History & Heritage
- Urban Grain & Built Form
- Scale, Height & Massing
- Socio-economic Characteristics
- Land Uses
- Open Spaces
- Access & Movement
- Frontages & Legibility
- Architecture, Materiality & Details

What is the Townscape?

The term 'townscape' is used to describe a town's overall character and structure. It can encompass the variety and quality of buildings in a given area, as well as the relationships between those buildings and the different types of space between and around them. It refers to the interaction between individuals and a place, as well as to the role it plays in shaping the environment for our daily lives. It is the consequence of how people connect with, understand, and experience the various components of our environment, both natural and cultural (Natural England, 2014).

As the vast majority of UK residents now live in urban areas, the nature and quality of the urban environment have a significant impact on people's life and well-being. Threats to local identity and distinctiveness are frequently a source of public concern.

Change is an inevitable aspect of a living, dynamic built environment. However, in order to achieve sustainable outcomes, change must be comprehended in context. Proper and detailed information on the nature of the environment that may be changed, as well as the implications or impacts that change will have on it, will be critical to achieving beneficial and generally supported change.

What is Townscape Appraisal?

A townscape appraisal forms the basis for managing change effectively. It can help to inform development strategies so that new development contributes positively to the townscape's character, supports local identity, and generates built-up areas that are appealing to live, work and visit. The appraisal, which is accompanied by maps, illustrations and pictures, explains how a place has changed over time in response to natural, social and economic forces and how this is represented in its streets, architecture and used materials.

The location, design, scale, massing and type of development that can be accommodated within an area can all be guided by the understanding of the area's intrinsic character and attributes. A townscape appraisal is a well-established technique for assessing the effects of change, informing decision-making and demonstrating the government's commitment to protecting and improving the character of our cities and towns.

Trends and drivers of change, including urban sprawl and regeneration, climate change, increasing use of electric vehicles and commuting patterns, can all be taken into account when appraising a townscape. These data can be utilised to create mechanisms that will guide positive decisions, activities and actions in the future to conserve, manage and promote distinctive townscape character. The results of a townscape character appraisal can be used to guide other processes such as judging and evaluating townscape quality or value, or deciding the appropriateness of specific development.

1.3. Overarching Policy

The revised National Planning Policy Framework (NPPF) July 2021 in paragraphs 126 – 128 under Section 12, Achieving Well-designed Places, states the importance of plans creating a clear design vision and expectations, at an early stage, tailored to the context and an area's defining characteristics. This will support the creation of high-quality buildings and spaces and give applicants some certainty on what is likely to be acceptable.

To support the NPPF objectives and further comply with Local Plan policy, additional evidence data and clarifications towards the appropriateness of future development will be outlined within appropriate Supplementary Planning Documents (SPDs) that will follow. Such an example is the Waterside SPD adopted in 2015, which successfully promotes and encourages regeneration, creating certainty and developer confidence.

The Townscape Analysis and Design Guidance evidence base document, one for each character area, intends to provide a framework to meet the NPPF objectives. Furthermore, a 'Quality Design Framework' for Leicester will be produced by the Council to provide extra clarifications and expand upon aspects of design policies within the Local Plan.

NPPF paragraph 130 states that planning policies and decisions should ensure that developments:

- will function well and add to the quality of the overall area, not just for the short term but over the lifetime of the development,
- are visually attractive because of good architecture, layout and appropriate and effective landscaping,
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities),
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit,
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks, and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

12. Achieving Well-Designed Places

126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

127. Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

128. To provide maximum clarity about design expectations at an early stage, local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design Guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high level of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.

NPPF Extract (July 2021): Paragraphs 126 - 128

1.4. Townscape Character Management

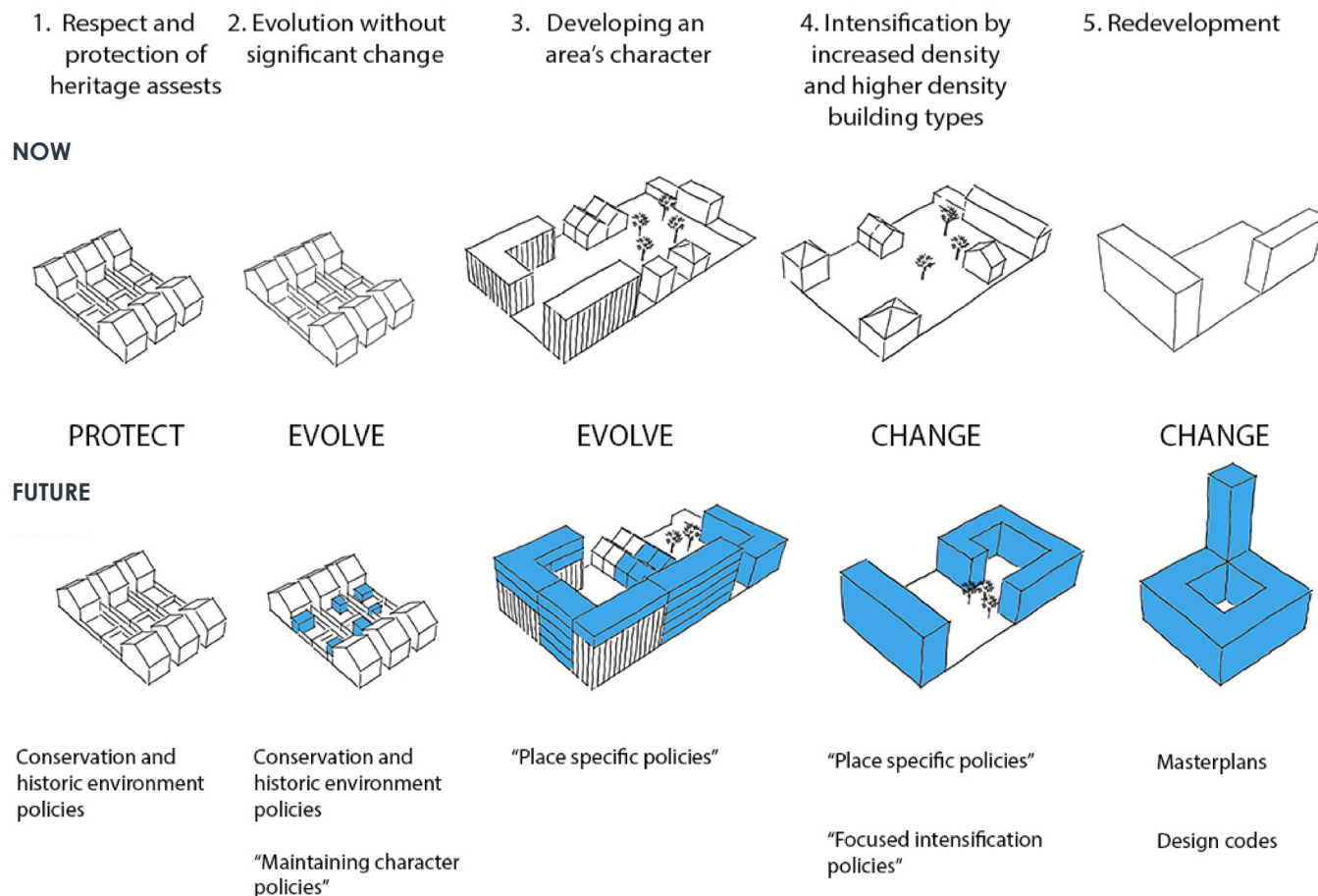
To inform and guide policy, it is helpful to understand the level and scope of change that the specified character areas are likely to undergo during the plan period and beyond. Some of the character areas will predominantly include heritage assets, with few development opportunities, requiring protection to conserve their very distinct character. Others may undergo significant residential growth and intensification and will require guidance to manage this growth cohesively and comprehensively, also considering the need for new infrastructure as residential neighbourhoods grow.

The Townscape Management Options used by the London Borough of Croydon in their Local Plan 2018 used a methodology to simplify growth, which is relevant to the Leicester context. They outline five options to categorise and understand this level of change and how it will be managed through planning policy. These options are:

1. Respect and protection of heritage assets
2. Evolution without significant change
3. Developing an area's character
4. Intensification by increased density and higher density building types
5. Redevelopment

The Townscape Analysis and Design Guidance for each character area will establish the relevant Townscape Management Option(s) attributed to that area to develop policies and clear guidance for development that is tailored to the circumstances and context of each character area.

Figure 2: Character Areas Townscape Management



© London Borough of Croydon, Croydon Local Plan 2018 (Feb 2018).

1.5. The Scope

Leicester is an important and spatially unique place, recognised for its heritage, vibrancy and multiculturalism. However, Leicester's city centre and the greater CDA is not without its challenges. The growth agenda, widespread regeneration and the value of the urban fabric are of particular importance. Furthermore, to support the review of its Local Plan, LCC is required to ensure that the Local Plan is based on sound, up-to-date and relevant evidence about the spatial, economic, social and environmental characteristics and prospects of the area (Paragraphs 31, 32, 33 NPPF). The Council is therefore revisiting and revising its existing evidence base to ensure it is robust and relevant for today and tomorrow.

A detailed 'Townscape Analysis and Design Guidance' evidence document has been prepared for each character area to identify, explain and illustrate the diverse identity, components and peculiarities that can be found within them. Through desktop and site analysis, various characteristics that inform local distinctiveness have been recognised.

Each evidence document focuses on one character area, providing the base of guiding future development, identifying opportunities for improvements, addressing urban design or spatial weaknesses and highlighting development opportunities and even intensification potentials. It responds to the requirements of the NPPF, building on the success of the Waterside SPD, while supporting policies and development guidance that is tailored to the circumstances and context of each character area.

Main objectives:

- Thorough understanding of the character, components and identity of each character area, providing the analytical basis for further decision-making.
- Identify potential development constraints, together with aspects that could present future development opportunities.
- Identify growth potential within each character area, developing a coherent vision and objectives for the area's development.

Delivering change may require amendments to current planning policy or difficult decisions to be made regarding the current urban grain and layout and land use development. It is not the purpose of each document to make detailed recommendations about the future of these areas but rather to identify areas where change could be positive for local neighbourhoods and where the existing character makes a particular (negative or positive) contribution to its context. Each document forms the evidence base to inform future planning policies and any relevant supporting guidance. It provides a strategic assessment and analysis of the character, distinctiveness and qualities found within the CDA.

It is expected that in time this guidance will be adopted as Supplementary Planning Guidance, which will also focus on directing and prioritising pro-active interventions which may include public realm, transport, heritage, streetscapes etc. and objectives and townscape guidance specific to each character area.

1.6. The Structure

The document is structured as follows:

Chapter 1 – Introduction

Defines the development context, providing vital definitions for the comprehensive understanding and further usage of the present document. Furthermore, chapter 1 defines the document's scope and structure, while presenting the townscape character management framework through which every character area is evaluated and further developed.

Chapter 2 – Townscape Analysis

Sets out a detailed analysis of the elements that form the current character of the studied area, focussing on its components, unique characteristics, defining attributes and existing connections and relations between the built environment and the open spaces that will influence, impact and later define the area's development potential.

Chapter 3 – Townscape Diagnosis

Having critically evaluated all analytical outcomes, chapter 3 presents the main constraints and development opportunities that can be found within each character area.

Chapter 4 – Guiding the Future

Establishes a high-level vision for the area's future development, setting the main objectives and parameters through which development will take place.



2

Townscape Analysis

2. Townscape Analysis

2.1. Location & Context

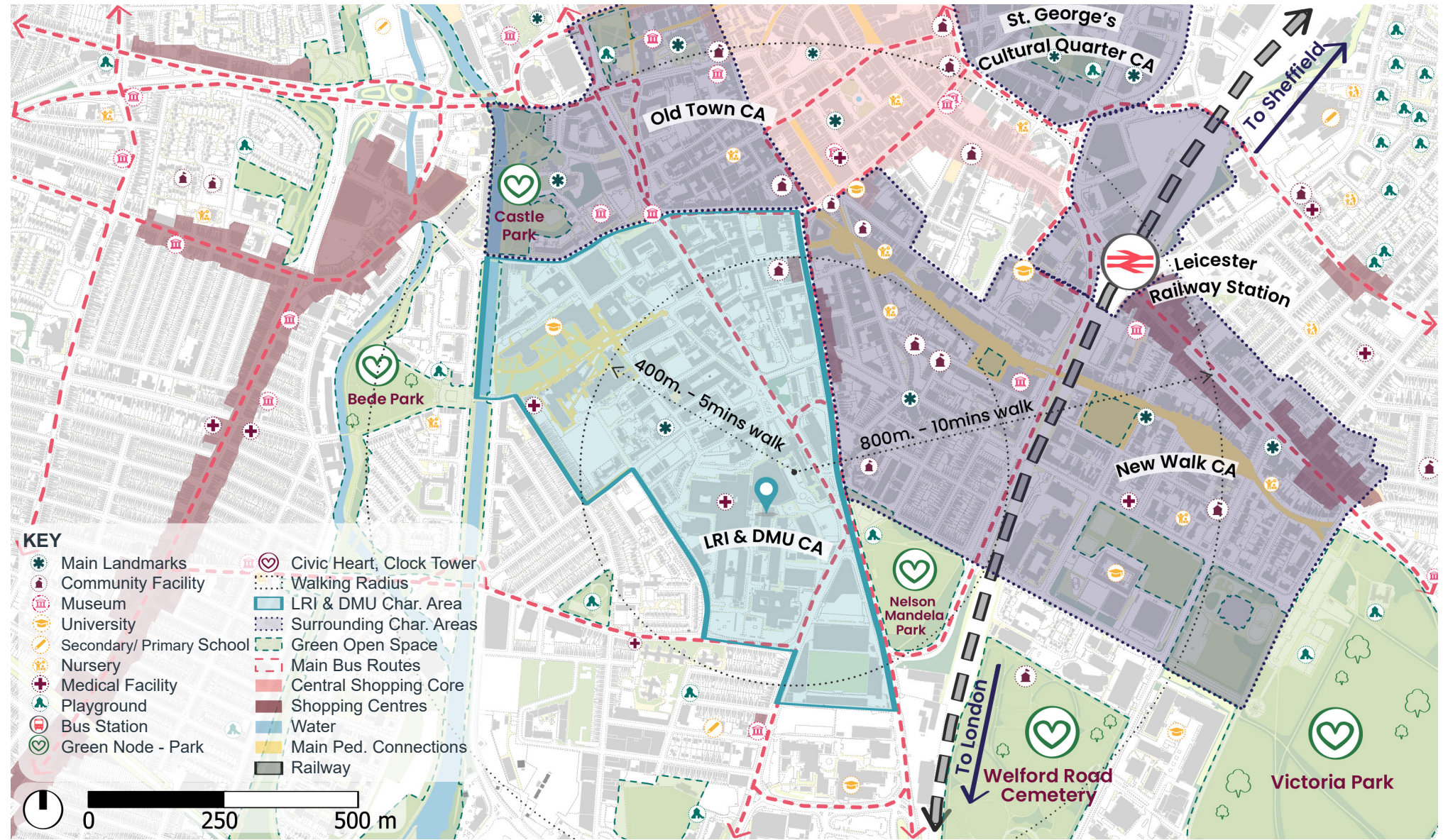


Figure 3: LRI & DMU Area within the Greater Context
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The LRI & DMU character area is located within the CDA, being part of Leicester's city centre (located at its south-west edge). It connects Leicester's city centre with the surrounding, mainly south-west residential, neighbourhoods. Surrounded by New Walk and Old Town character areas, it is a city-wide destination due to its educational and healthcare reference/ importance. As its name suggests, the character area is the home of two major campuses in the city centre, De Montfort University in the north and the Leicester Royal Infirmary in the south.

The character area is surrounded by Bede, Castle and Nelson Mandela parks, together with New Walk promenade, being reachable within a 5 minutes walking distance. The Clock Tower, Leicester's civic heart, and Haymarket bus station, can be reached within a 10 minutes walk, whereas the Railway Station and St. Margaret's bus station are within a 15 minutes walk.

LRI & DMU character area is bordered by the Newarke to the north, Welford Road to the east, Walnut Street and Aylestone Walk to the south and Grasmere Street and Havelock Street to the west. Jarrom Street divides the character into two halves, spatially separating the two campuses, while the south eastern corner of the area accommodates Leicester Tiger's Stadium on Welford Road.

Mill Lane is a key landmark located within the area and the main, civic, open space that runs through it, connecting to the greater city's network of open space and routes. When considering the LRI & DMU character area, it is important to take into account the Walnut Street mainly residential community to the south-west of the character area.

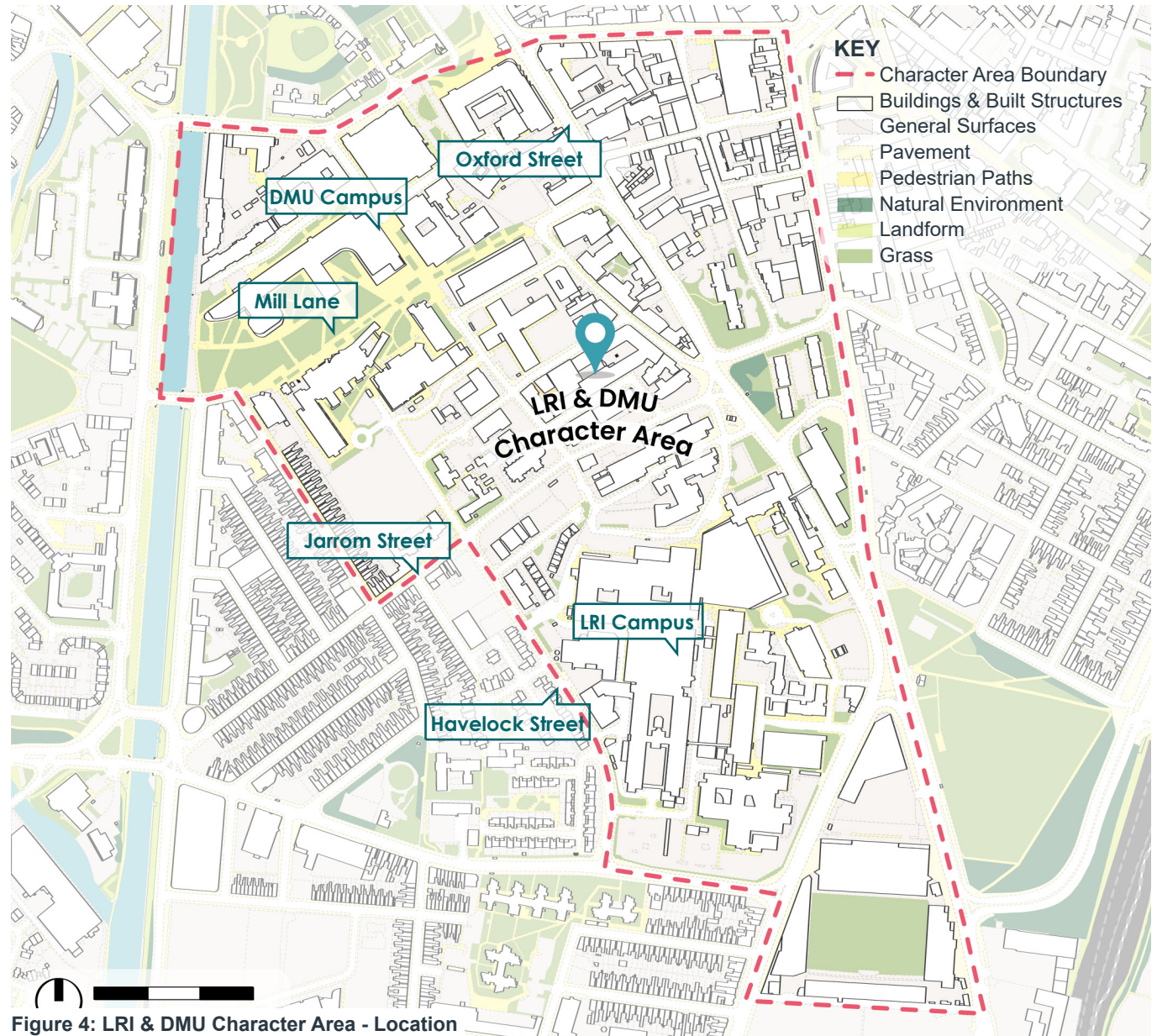


Figure 4: LRI & DMU Character Area - Location
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2.2. History & Evolution of Old Town



Historic maps are used to illustrate the figure ground from the present day. Heritage assets are highlighted showing their relationship to the historic plans and emphasising their importance in this character area at particular times in the past.

The location of the LRI & DMU character area has been marked for further clarity.



19th Century

In 1886-87 Aylestone Road, Welford Road and Oxford Street were the main connections through the Area when travelling north and south. Again, much like the present day, Newarke Street provides a key east to west route and a termination for Welford Road. Newarke Street, Oxford Street and Welford Road frame the central block and give the character area the distinctive inverted triangular street and block layout. Mill Lane, Walnut Street and Jarrom Street have historically been the main east west connections in the character area. All these streets are clearly identifiable and legible on the map as they are now. The Grand Union Canal and River Soar has always formed a natural barrier between the character area and the west of the city.

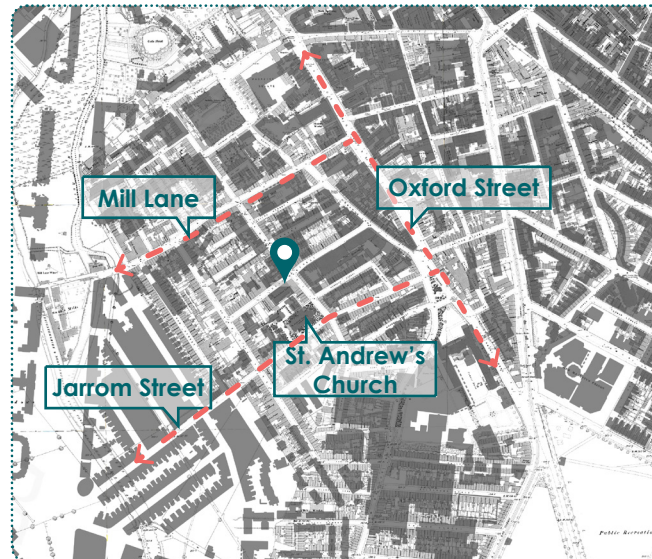


Figure 5: 1886 - 1887

The Infirmary was opened in September 1771 and was founded by Rev. William Watts. He held fund raising events to raise over £200 to build the hospital (then 40 beds). The infirmary was a voluntary hospital and relied on subscriptions from the city's wealthiest residents. Patients who were admitted paid a deposit which was then refunded to them when the patients were discharged and went home. The burying of patients was expensive for the hospital and if the patient died, the deposit was used to fund their burial. "The new Infirmary, like the rest of Leicester, had no running water but did boast its own brewery. Alcohol was used as treatments for a whole range of conditions. In 1808 the then 60 bedded hospital recorded that patients consumed 946 pints of wine, 987 gallons of ale, 38 pints of brandy and 14 pints of gin." (Historic England). In 1948 the Infirmary joined the National Health Service.

There are buildings with larger footprints on blocks between Oxford Street, Welford Road and Lower Brown Street. The area was well defined by strong, consistent building lines and a clear urban grain.

Historically, the Infirmary terminated the view when looking south along Oxford Street. Moreover, the Infirmary square was more of a space with the building set back. This was an example of the Infirmary Campus positively contributing to the adjacent townscape. This relationship has been lost as the decades passed. In addition, the land around St Andrew's Church was landscaped.

20th Century

By 1914 The Technical Art School opened on The Newarke. At this time De Montfort University was Leicester School of Art. There was no formal campus. The site of the current campus consisted of two storey, mostly residential buildings, in perimeter blocks. The rugby stadium and Granby Halls were both built by this time.

By 1940 the only major change was that the middle of the character area had seen the clearing of buildings with smaller footprints to be replaced with larger buildings. By 1952, the Infirmary was expanding and the early formations of a campus were taking place. Between 1952 and 1962 a significant amount of change took place.



Figure 7: 1940

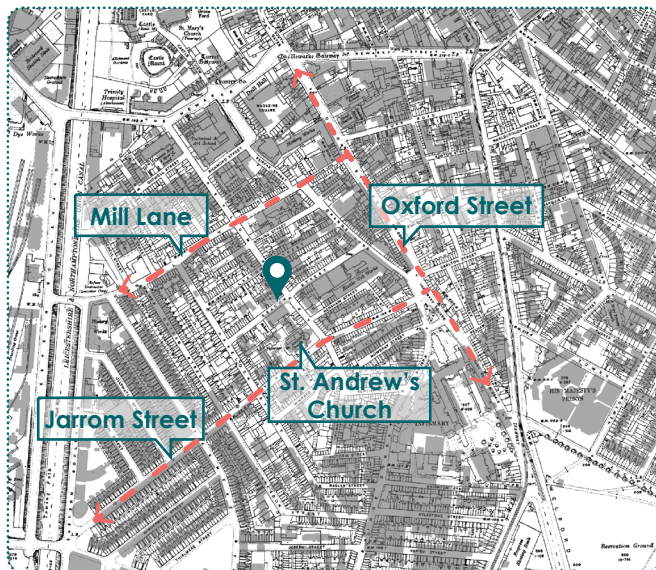


Figure 6: 1914 - 1916

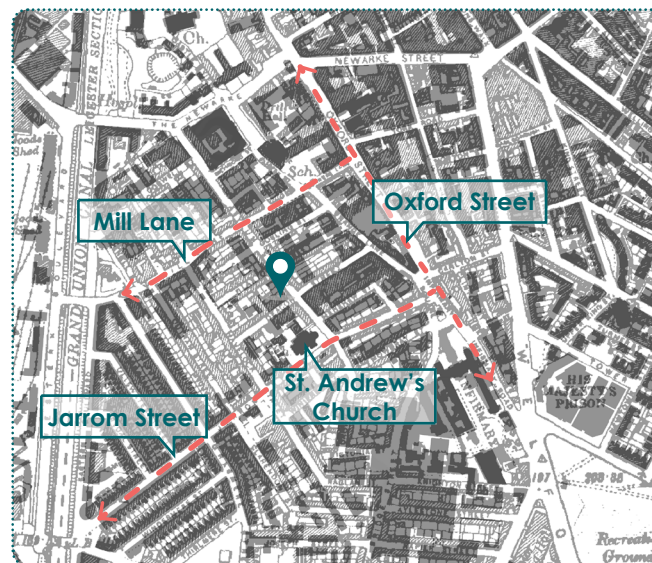


Figure 8: 1952

Many changes were influenced by the growth of both the hospital and university campuses in the character area. The decision to create a polytechnic in Leicester (now De Montfort University), and the need to expand Leicester Royal Infirmary coincided with the slum clearance programs of the 1950s. Figure 11 is from Leicester Council Planning Office archives. The plan is dated from June 1974 and by the time of the plan most of the slum clearance in the LRI & DMU area had taken place. Certified compulsory purchase orders were obtained in order to clear the housing on Mill Lane. The housing around Mill Lane had been built before the building regulations of the 1870s, and were of poor quality; few of the people who moved to the modern housing estates on the outskirts of the city mourned their passing, although many missed the close communities which had evolved.

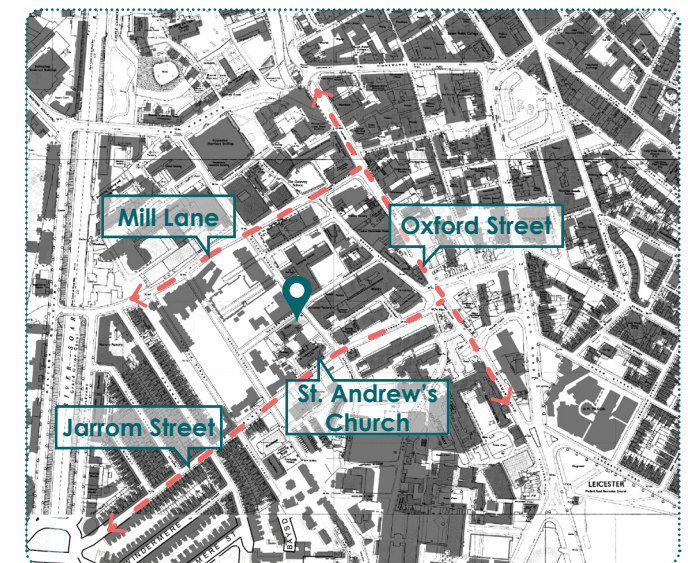


Figure 9: 1962

Between 1952 and 1962 the blocks between Oxford Street, Welford Road, Infirmary Road, as well as the blocks adjacent to Carlton Street and Pelham Street had seen a breakdown of the perimeter blocks. This led to a more fragmented urban grain in comparison to the blocks in the north of the character area. Characteristic of the time, the streets that surrounded these blocks (e.g. Pelham and Carlton Street) prioritised vehicular movements rather than pedestrian use.



Figure 10: View South Showing The Newarke, Oxford Street, the James Went Building in 1974. (Leicester Mercury)

During the 1970s, some dramatic changes took place. The north of the character area was also affected by the construction of the ring road and the Southgates Underpass. The Newarke branched off from an elevated road for motor vehicles, much different from today. Pedestrian access to the university campus was via a subway. In addition, the James Went Building was a major building on the DMU campus (Figure 10). The area now is much different, there is no longer a subway and The Newarke and the campus are landscaped with more green space and, in place of the James Went Building, there is the Hugh Aston Building. The setting for the Magazine Gateway is also much improved now than it was in 1974.

The tallest building within the character area, De Montfort House, was constructed in the 1980s on the site of the former J.E. Pickard's Wool Spinning Mill, on Oxford Street.

By the 1990s the two campuses were the most dominant aspects of the area.

In 1966, one of the tallest buildings in the city had been constructed on the DMU campus, Fletcher Building (now the Vijay Patel Building). The Queen's Building was constructed on Mill Lane in 1993. Also in 1993, the Windsor Building was opened in the south of the LRI campus.



Figure 11: Slum Clearance Plans from Leicester City Council Planning Office archives. The Plan is dated from June 1974 and by that time most of the slum clearance illustrated in the plan had already taken place, or if not, had been cancelled and improvements undertaken instead.

2.3. Heritage & Townscape Assets

This section does not seek to reproduce the Conservation Area Appraisals which are relevant to this character area, although they have informed the present content. For more detail the Conservation Area Appraisals and Conservation Area Management Plans should be referred to.

Additional buildings which make a positive contribution are identified. They are buildings which are not listed, locally listed or within Conservation Areas, however, this classification reflects their importance as part of the townscape of the character area. As such there is a general presumption against the demolition of these buildings.

The LRI & DMU character area consists of numerous heritage assets that are nationally designated and locally listed. The north-west of the character area falls under the Castle Conservation area and the very north-east of the character Area (between Welford Road, Newarke Road and York Road) is situated in the Market Street Conservation Area. A significant portion of the De Montfort University campus is within the Castle Conservation Area. New buildings and spaces must provide a positive contribution to the townscape. Mill Lane (2) and the Vijay Patel Building (3) are not locally listed but are captured in this analysis due to the positive contribution, to the character area, they provide (figure 12). Both the LRI & DMU campuses include listed and locally listed buildings such as the Grade II Listed DMU International College Building (A), the original Leicester Infirmary (as it was then called) building (5) and the locally listed Queen's Building at DMU (B) (figure 12).

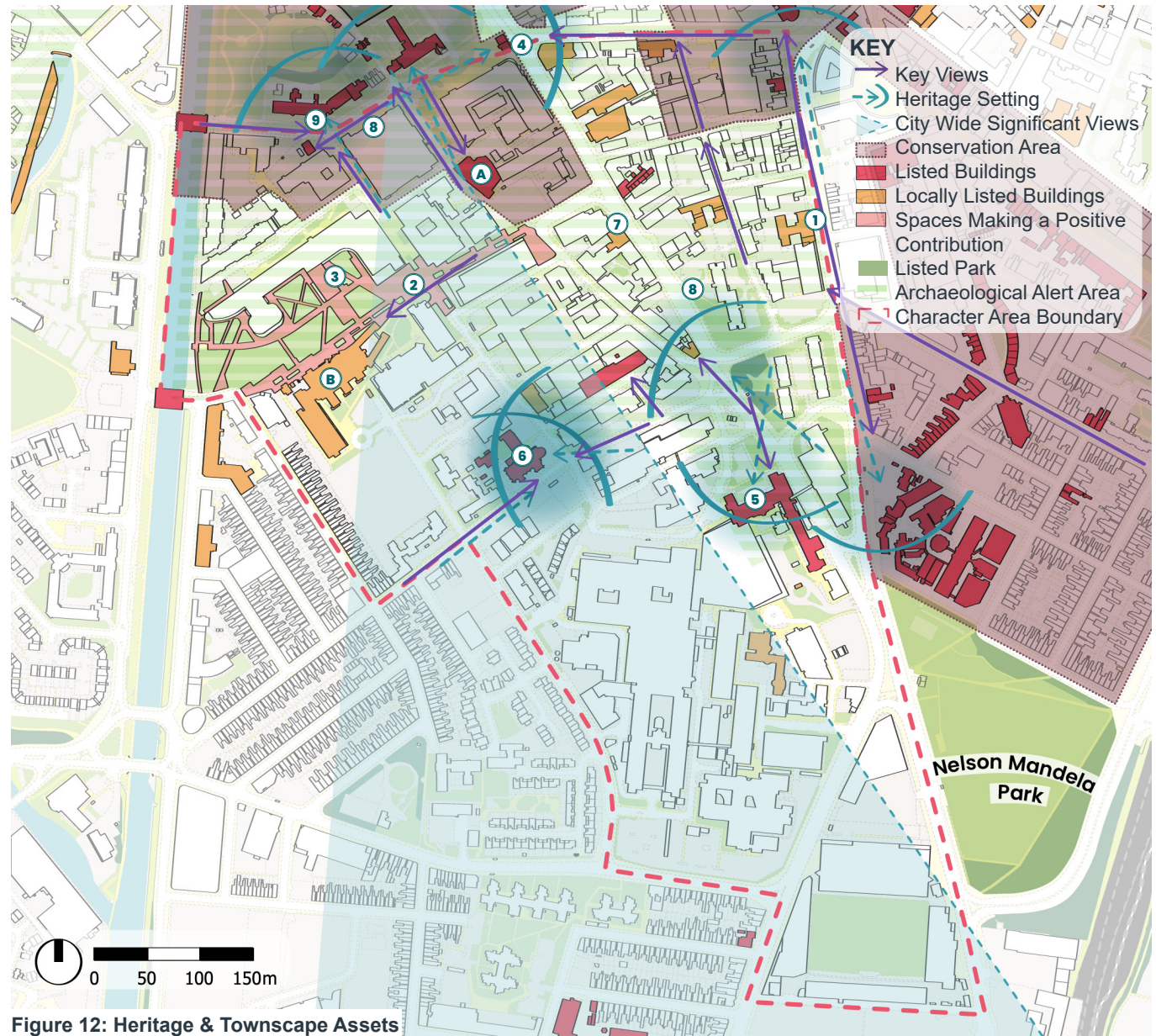


Figure 12: Heritage & Townscape Assets

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Outside of the campuses there are heritage assets mostly in the north-east of the character area, within the blocks bordered by Welford Road and Oxford Street. The former arched entrance (8) (figure 12) to J.E. Pickard's Wool Spinning Mill was retained following demolition of the Mill and construction of De Montfort House.

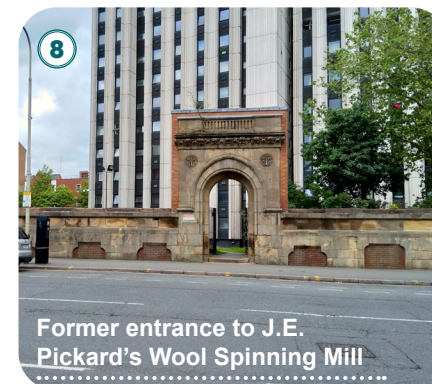
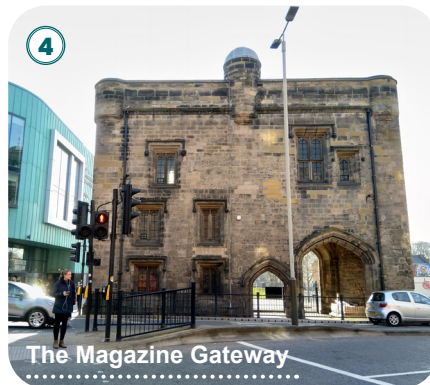
The Grade II* listed St Andrew's Church and its grounds were significantly more prominent in the area during the late 19th Century and first half of the 20th Century. It is vital that development does not exacerbate the loss of legibility the Church has suffered in recent decades and protects the setting of this heritage asset.

An important consideration is that development on campuses that are adjacent to conservation areas must not be to the detriment of the conservation area. Certainly, following recent improvements and landscaping, Mill Lane is now a public space and key pedestrian connection that provides a positive contribution to the campus and wider townscape. Likewise, the adjacent Vijay Patel Building, following refurbishment in 2014, also provides a positive contribution.

Key views important to the setting of heritage assets and the townscape are shown. The view and vista of city wide significance from Welford Road Cemetery impacts on the south of the area.

Views of the Cathedral can be seen looking north from Lower Brown Street and York Road.

* Please see Heritage & Townscape Assets Plan (figure 12) for the location of the following key building frontages.



Scheduled Monuments

Scheduled Monuments are the most notable historic sites in Leicester and are protected by a regime administered by Historic England. The Magazine Gateway has been designated as a scheduled monument

Archaeological Alert Area

Leicester has a clearly defined historic core. The historic core formed part of the town's defences, first established in the Roman era and re-adopted in the medieval period. The historic core of the city centre is defined as an archaeological alert area and indicates where development is most likely to have an impact upon archaeological remains. Approximately half of the character area (predominantly in the north and east) lies within the archaeological alert area



Figure 13: Turret Gateway & St Mary De Castro, c.1900 (Leicester City Council)



Figure 14: J.E. Pickard's Wool Spinning Mill viewed on Oxford Street in February 1972, (Leicestershire County Council)



Figure 15: Leicestershire Club on Welford Road, 1895. (Images of England, Central Leicester, 2005)



Figure 16: Mill Lane c.1950s (Records Office for Leicester, Leicestershire and Rutland)



Figure 17: Original Leicester Infirmary Building c.1915 (University of Leicester Hospitals NHS Trust)

2.4. Urban Grain & Enclosure

Urban grain is usually defined as the pattern of streets and plots/ blocks of an urban area. When the pattern is composed of several small blocks in close proximity it is usually described as fine urban grain, a common characteristic of historic urban centres or areas that have not been car dominated.

Clarity of layout is crucial and is usually achieved through careful arrangement of buildings and spaces, taking priority over roads and car parking. Perimeter blocks are commonly used to achieve successful development through connected streets and well-defined frontages. Fragmented urban grain identifies locations where perimeter blocks have been lost over time to the detriment of the townscape.

The character area is dominated by the large buildings and plots of the Leicester Royal Infirmary and De Montfort University. The DMU campus is much more permeable with streets and public spaces between the larger building plots. In contrast, the LRI campus is a very large plot providing limited movement through.

The triangular plot of the Welford Road Rugby Stadium and new hotel is also large compared to the surrounding urban grain.

To the north-east the finer grain, informed by the historic street pattern, is evident.

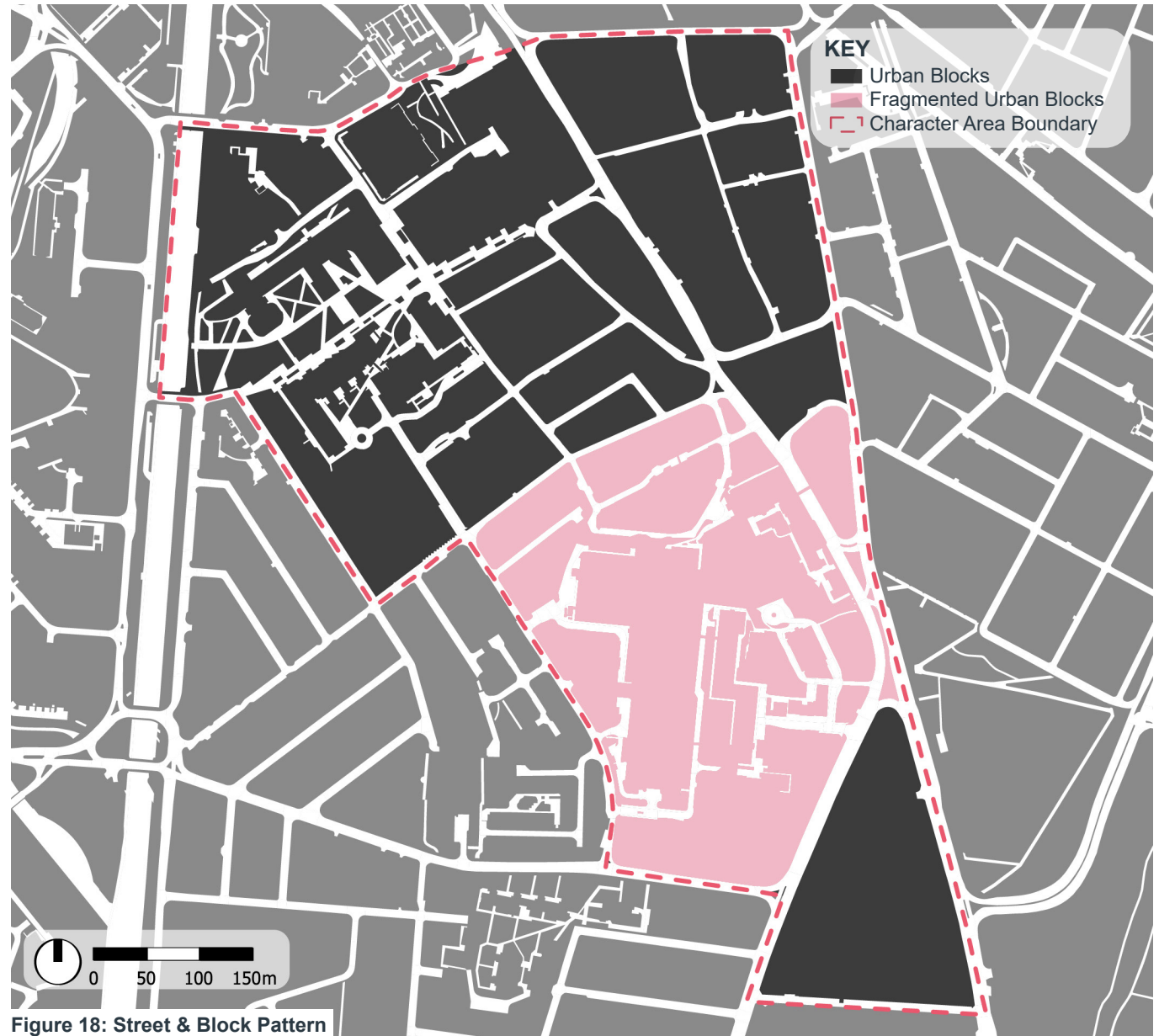


Figure 18: Street & Block Pattern

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Successful places incorporate a good sense of enclosure and definition, enabling places to be experienced as structured. They usually have a strong building line in combination with well-defined, well-connected and well-designed perimeter blocks, boundaries, streets and public spaces. Strong frontages, local markers and gateways are further elements of the townscape, contributing to the familiarity of a place, its story, character and distinctiveness, which forge a sense of belonging and pride.

There is a divide between the north and south of the area. To the north the area is of a finer urban grain with well enclosed streets, with strong frontages and building lines. To the south, the grain is more fragmented and/ or streets are not well-defined and well-enclosed due to surface level car parks, isolated buildings located within the centre of plots and no consistency of building lines. The south of the area is generally dominated by the need to accommodate motor vehicles.

Of the principal streets in the area, only Welford Road has a degree of consistent and cohesive enclosure supported by well-established building lines, although this still needs enhancement. Mill Lane, although now primarily a pedestrian and cycle route, is also a well-enclosed space as are most of the streets and spaces within the DMU campus. In contrast, Oxford Street to the south adjacent to the LRI has no enclosure, however it does improve further north. Jarrom Street is also generally poorly enclosed.

The LRI has weak enclosure and definition, and notwithstanding its obvious operational requirements, its interface with the public realm and surrounding streets needs improvement.

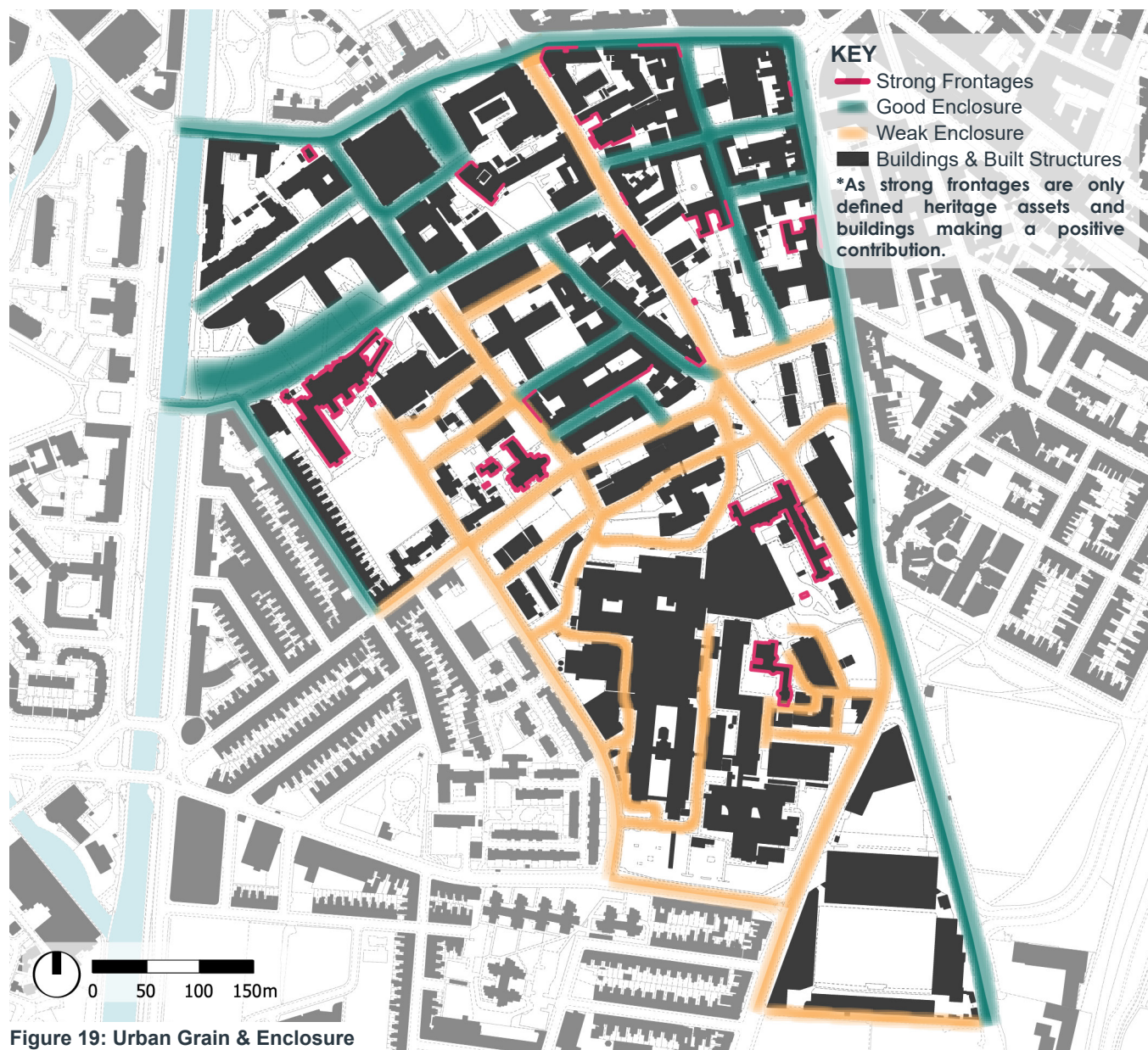


Figure 19: Urban Grain & Enclosure

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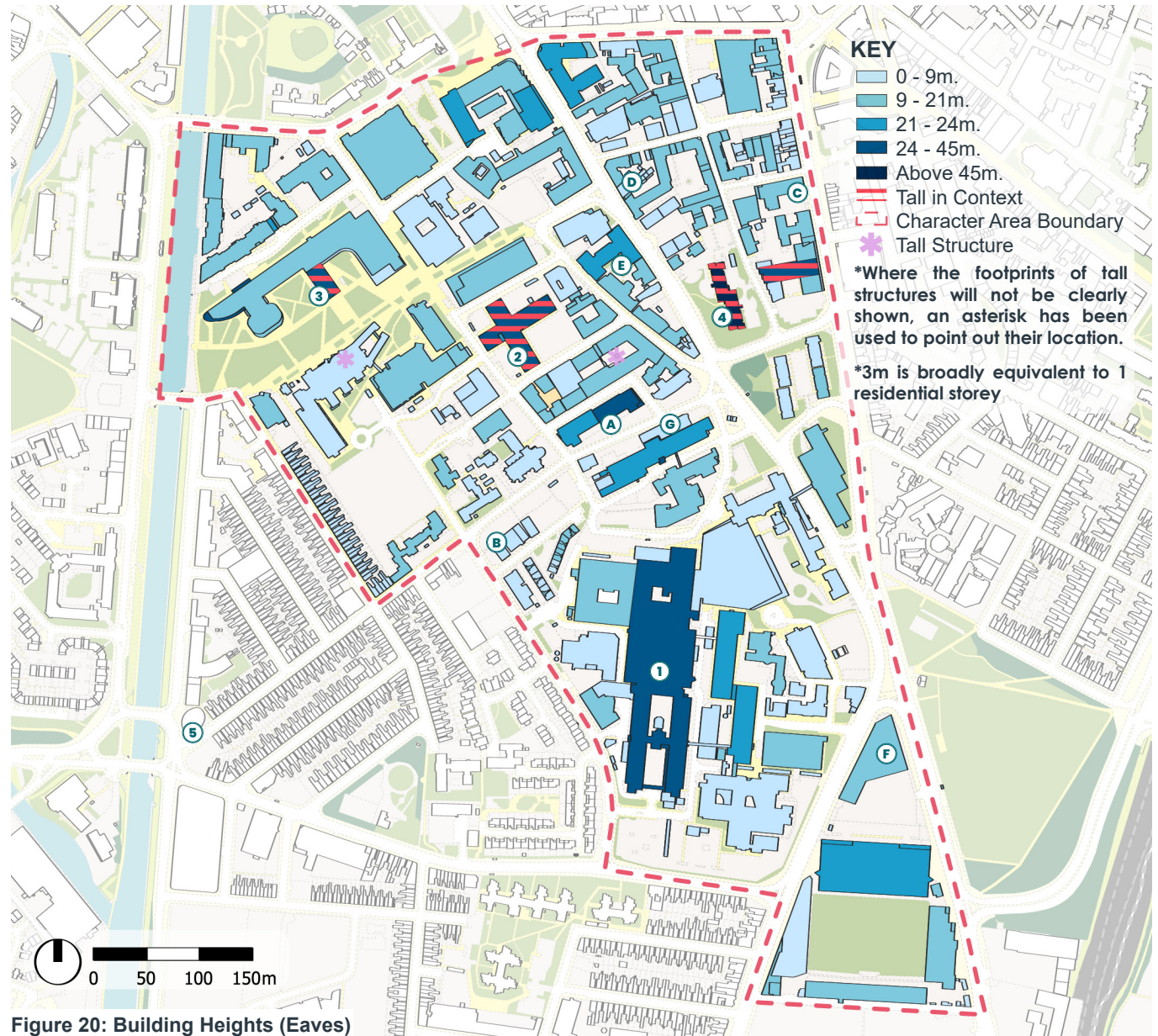
2.5. Height & Massing

Context

Five main height categories have been defined, in accordance with the 'Tall Development in Leicester' evidence base document, where any building/ built structure above 24 metres is considered as 'tall' and any above 45 metres as 'super tall'. Buildings/ built structures between 21 and 24 metres, although not perceived as tall, fall within a transition zone between what is and is not tall. Such buildings will need to be considered with care. Furthermore, another category that has been identified is the 'tall in context' buildings/ built structures, including buildings/ built structures of any height that are relatively taller than those within their surroundings. To note 3m is broadly equivalent to one residential storey.

The existing heights in the character area are mostly consistent with the uses and the street hierarchy. The main north-south routes through the area, Oxford Street and Welford Road, are fronted by buildings that generally range in height from 9 - 21m. In contrast the lower order neighbourhood streets that flank the south western border of the character area are fronted by terraced houses up to 9m.

The two campuses in the character area have the greatest concentration of buildings that are greater than 21m. Examples include the Balmoral and Windsor Buildings (1) at Leicester Royal Infirmary and Gateway House (2) on the DMU campus.



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Within the character area, the Vijay Patel Building (3) (at 24 - 45m) and De Montfort House (4) (above 24m) are the tallest buildings within their immediate context. Within the area's wider context, The Summit (above 45m) is also a tall building within its context and is adjacent to the 2 storey terraced housing along Jarrom Street. Considering the prevailing height along Jarrom Street is less than 9m, the Summit (5) is not consistent with its context - see Figures 23 and 24 below. All of these buildings are tall in this context.

De Montfort House and the LRI Balmoral and Windsor Buildings are of both significant height and significant mass, and can be described as 'groundscrapers'. In particular, the mass and scale of De Montfort House has a harmful impact on townscape and adjacent heritage assets.

Planning History

Generally, the area is quite active predominantly with applications for student accommodation and other general residential flats.

Heights of recent approvals have ranged from 18 - 27m with most approvals at 18 - 21m. The tallest approvals have been the Primus Edge Student Accommodation (A) building on Jarrom Street, now constructed, which is 15m towards St. Andrew's Church and 27m towards Oxford Street and an approval for a 15 - 24m mixed use building to 96 Jarrom Street (B) (20180801). The tallest element is set back from Jarrom Street and further away from the setting of St. Andrew's Church. An approval for an extension to Reynard House to take the overall height of the building to 21m was given in 2017(C) (20172367).

Further back, the Glassworks Building on Newarke Street (D) and the Evans Student Living buildings on both Oxford Street and Grange Lane (E) were approved at maximum 24m and have now been constructed.

Other approvals of note include a new hotel of 21m to the former Granby Halls site on Aylestone Road (F) and an extension to the LRI Kensington Building on Jarrom Street at 10m (G).

Existing Building Heights Along Jarrom Street

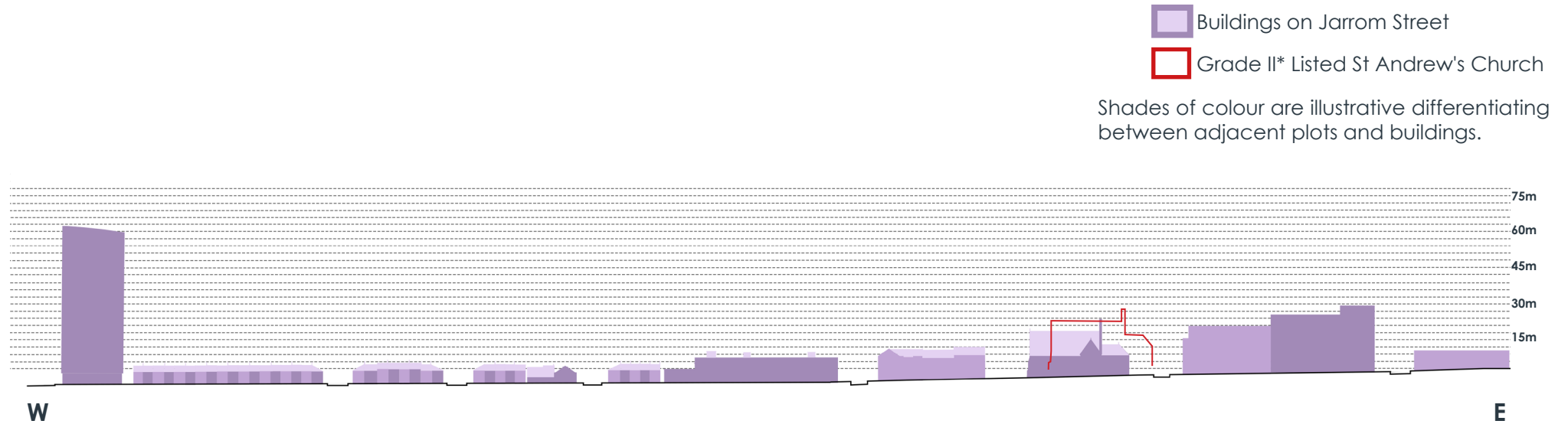


Figure 21: Jarrom Street South Facing Street Elevation

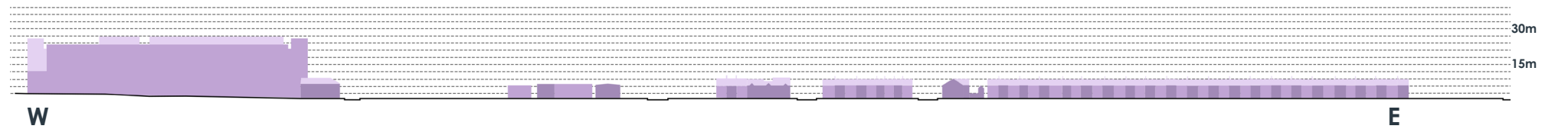


Figure 22: Jarrom Street North Facing Elevation

The diagrams above show both the street elevations of Jarrom Street and the existing storey height of the buildings along this street. St Andrew's Church is outlined in red. As one travels west along Jarrom Street (and away from Oxford Street) the eaves height reduces

from a height of 24m to 6m, approximately 8 to 2 residential storeys. The building frontages adjacent to the listed church, such as the Primus student accommodation building, respect the church's setting. The height of The Summit, in relation to the context, is evident.

2.6. Land Uses

There are a number of land uses within the LRI & DMU character area. With the DMU and LRI campuses occupying a large portion of the character area, it is unsurprising that two of the most prevalent land uses in the area are education and medical/ health services. The plan on the right shows how the medical and education land uses strongly define the boundaries of both campuses, and above ground floor uses show that the some of the buildings on the DMU campus include office use. The LRI campus is designated as site of retail, pubs and cafés in the above ground uses.

Retail and industrial uses are relatively limited in the area. Historically, the area had many buildings with industrial use such as the Jemsox Shoe and Boot Factory, the Luke Turner & Co. Building and J.E. Pickard's Wool Spinning Mill.

The most common land use after, education and medical, is residential land use. Streets with the greatest concentration of residential land use include Grasmere Street (with the terraced homes), Jarrom Street and Grange Lane. The blocks bounded by Oxford Street and Newarke Street also have a high number of residential uses. Many of the residential uses are student accommodation and include the Glassworks Building on Newarke Street and Evans Student Living buildings on both Oxford Street and Grange Lane.

The north-east of the character area includes a number of office uses. A concern would be that residential uses increase and this may lead to existing established uses leaving the area, reducing the current mix.

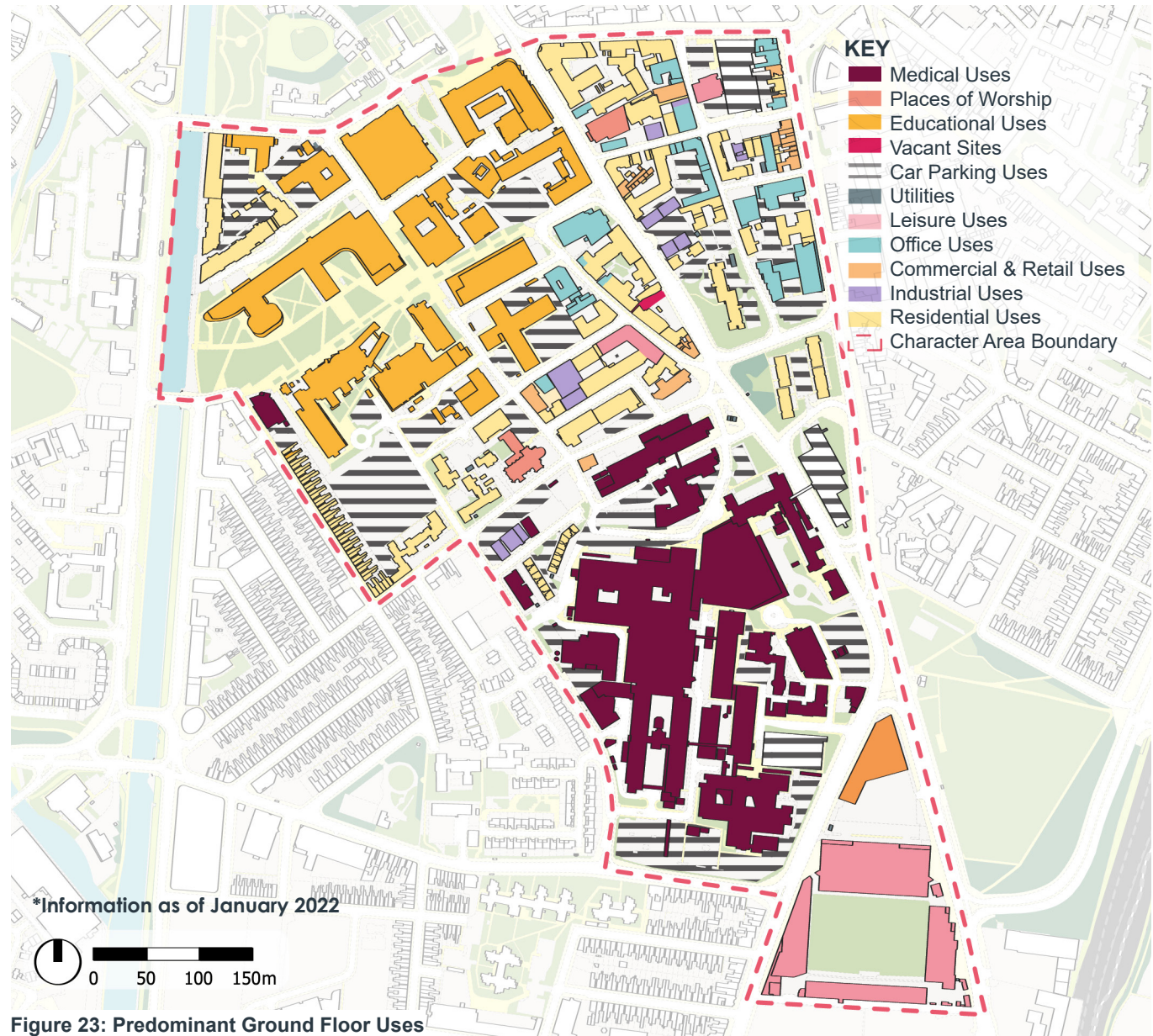


Figure 23: Predominant Ground Floor Uses

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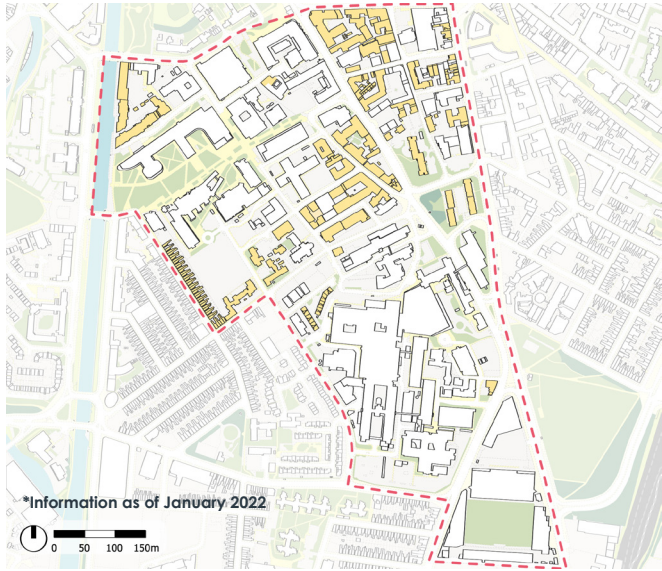


Figure 24: Residential

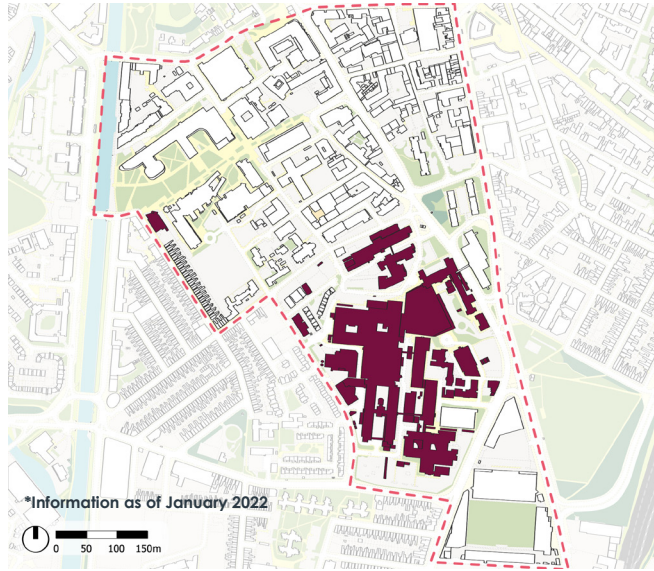


Figure 26: Medical Uses

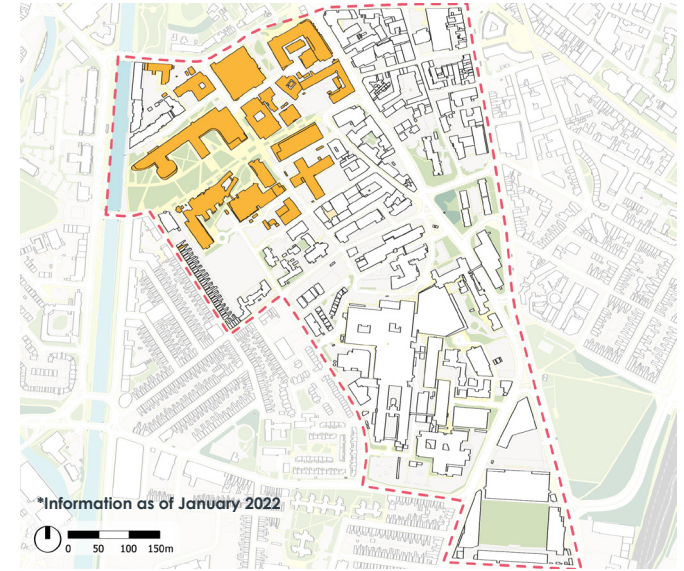


Figure 28: Leisure

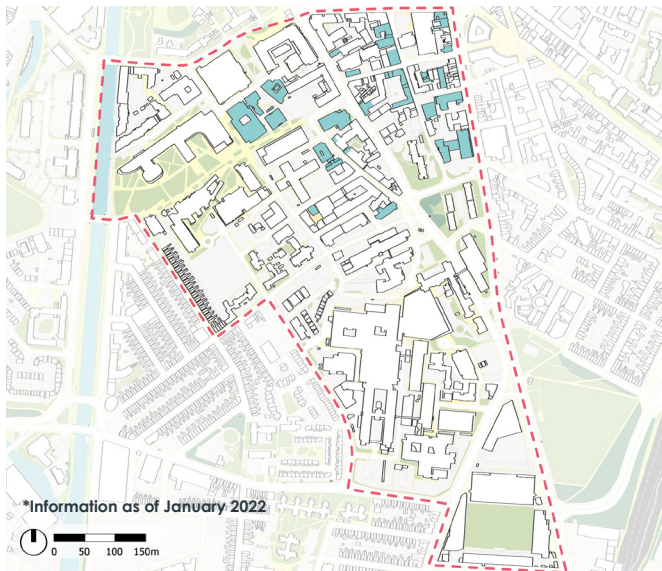


Figure 25: Office

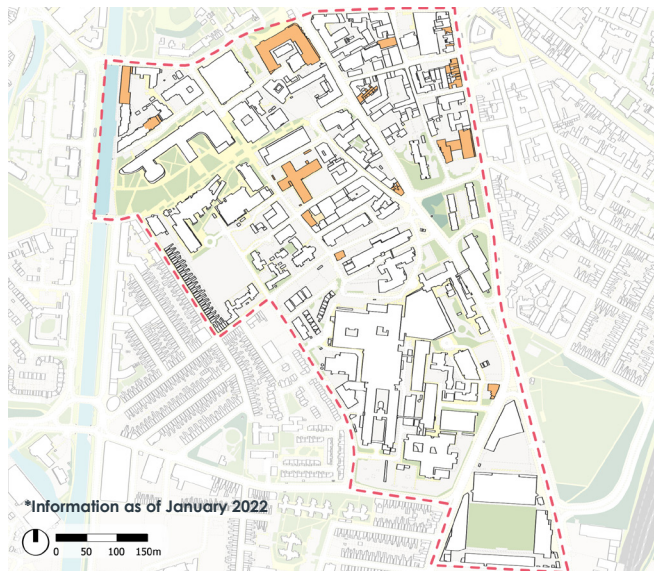


Figure 27: Commercial & Retail

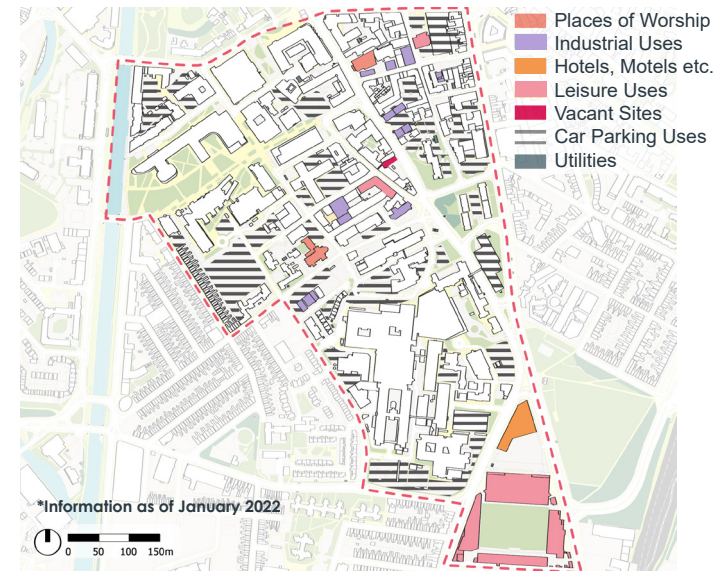


Figure 29: Miscellaneous

- Places of Worship
- Industrial Uses
- Hotels, Motels etc.
- Leisure Uses
- Vacant Sites
- ▨ Car Parking Uses
- Utilities

2.7. Community Infrastructure & Influence

The area is dominated by the major city destinations of De Montfort University and Leicester Royal Infirmary. To support these uses, for both the student population and employees, there are a number of facilities, including a GP Surgery, Nursery and Library. However, the facilities are available to surrounding neighbourhoods and community events are regularly provided on the De Montfort University Campus.

Leisure and cultural venues within the area include the Sue Townsend Theatre and The Welford Road Stadium, home of Leicester Tigers Rugby Club. Places of worship include St. Andrew's Church and the Jain Centre.

Outside the area, there are a number of facilities, such as gyms, the local centre at Welford Road and a couple of supermarkets within 10 minutes walk.

The area is well-served by public spaces with Castle Park, Nelson Mandela Park and Bede Park all within a 5 minute walking distance, whereas Mill Lane is located within the LRI & DMU area itself. Nelson Mandela and Bede parks have sports and play facilities and there is also a play centre and play area to the south on Thirlmere Gardens. These spaces support both the student population and the local community.

Hazel Community Primary School is to the south of the area within a 5 minute walk.

KEY

- Places of Worship
- Community Services
- Educational Uses
- Car Parking Uses
- Leisure Uses
- Medical Uses
- Character Area Boundary

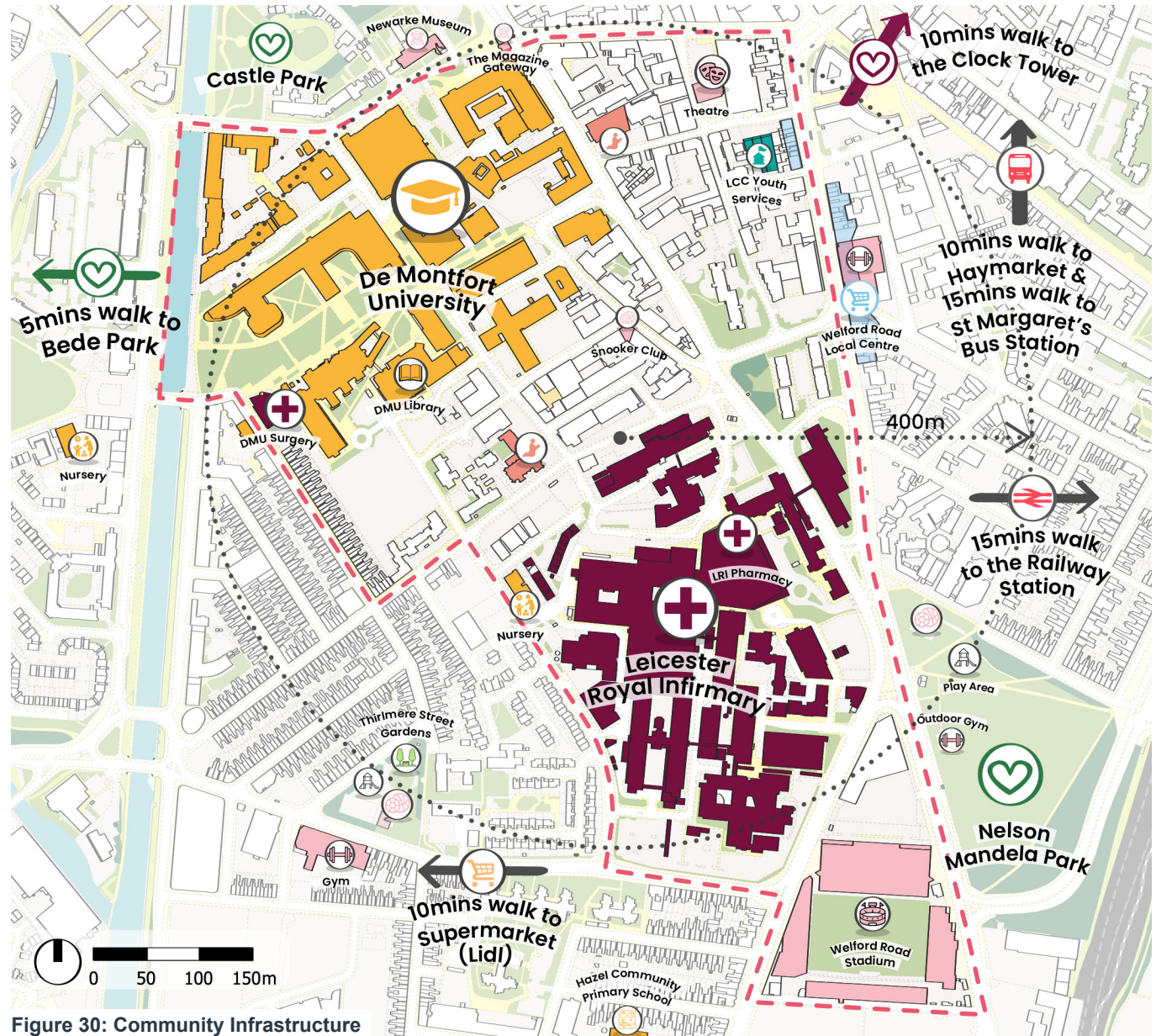


Figure 30: Community Infrastructure

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2.8. Housing & Tenure

Looking at the LRI & DMU character area, the residential coverage is quite large outside of the main LRI & DMU campuses. Of those, the large managed blocks of student accommodation are the dominant typology, although some smaller student and flatted schemes are in the north east of the area and within the LRI campus.

There are rare pockets of terraced housing to Grasmere Street, representative of the streets further south, however, the proportion of rental to owner occupier family home is unknown. There is also a small number of flats above shops along Welford Road.

Within the area itself, there is clearly limited scope for family homes, however, understanding the area's relationship with the neighbourhoods and communities, in particular to the south and south east, requires further consideration. Combined with the Walnut Street Area to the south a greater mix of housing types and ownership may provide a more balanced neighbourhood and community.

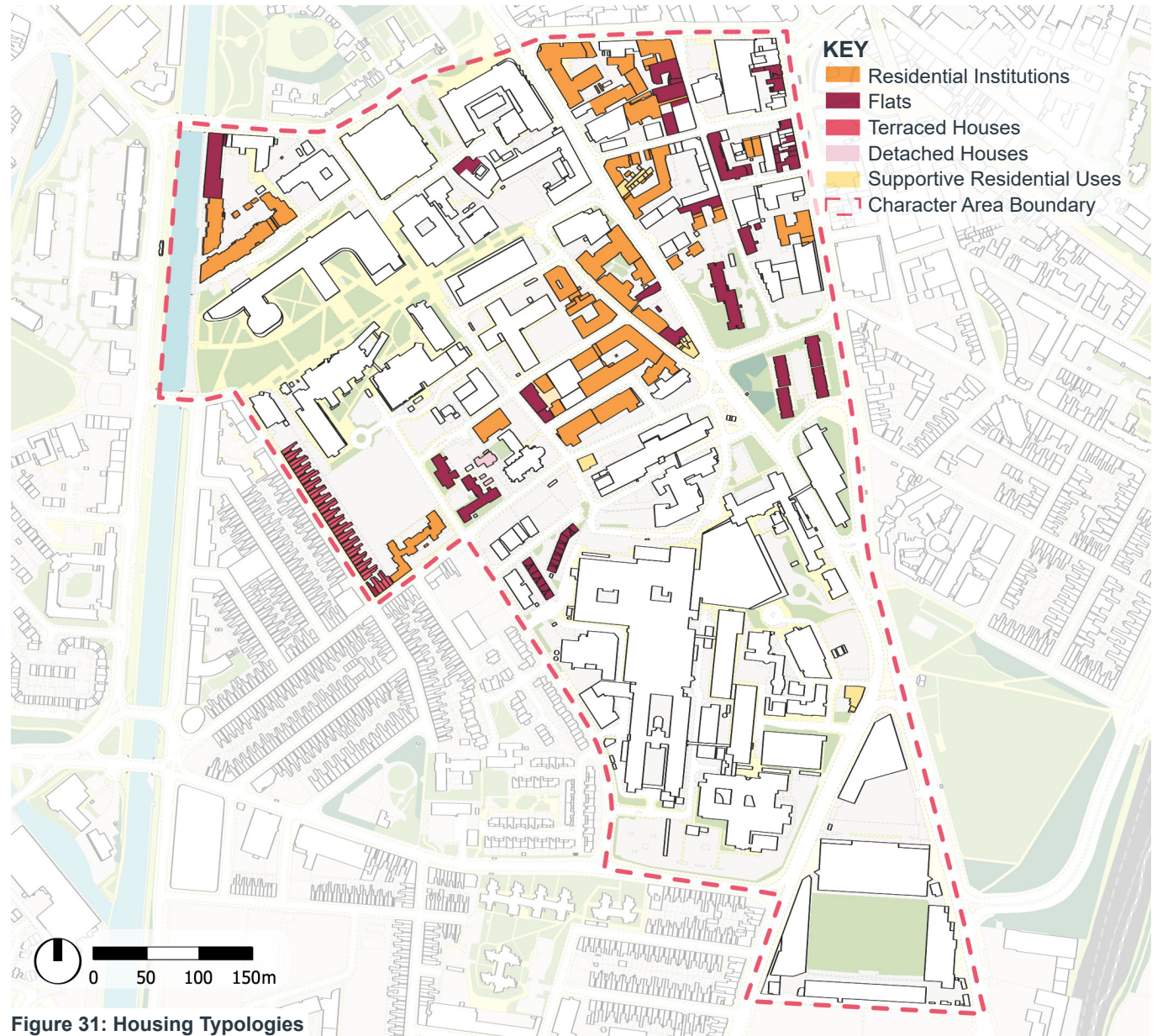


Figure 31: Housing Typologies

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2.9. Open Spaces & Public Realm

Within the area itself the major public space is Mill Lane which has been transformed in recent years once motor vehicles were removed.

Outside the area, it is well served by a variety of easily accessible spaces within a 5 minute walking distance which include Castle Gardens, Bede Park and Nelson Mandela Park. The former provides a quiet, well landscaped green space for relaxation and sanctuary with the latter providing opportunity for sports and play. Access to the riverside along the Mile Straight is also easy with public footpaths available to the north and south.

The area is well located to access New Walk and Victoria Park within 10 minutes walking distance.



Figure 32: Mill Lane



Figure 33: Castle Gardens



Figure 34: Nelson Mandela Park



Figure 35: Bede Park

2.10. Movement & Connectivity

Street Hierarchy

The street typologies or street character types are taken from the Leicester Street Design Guide (2019) and are representative of the street types found within the city centre. It is useful to understand where priority has been given to vehicle movement, through the higher order streets (arterial road, centre connector) and those which are lower order streets (neighbourhood streets, pedestrian priority zones etc.), which prioritise their place-function, while meeting the needs of pedestrians, cyclists and public transport users. 'Streets make up the greatest part of the public realm' (Manual for Streets (DfT 2007)) and better designed streets therefore contribute significantly to the quality of the built environment and play a key role in the creation of sustainable, inclusive, mixed communities. They are also important for place making as different street character types enable people to find their way around and easily understand a place.

Oxford Street/Aylestone Road and Welford Road are designated as centre connectors, which is the highest order within the LRI & DMU character area. They are the primary north-south routes through the area.

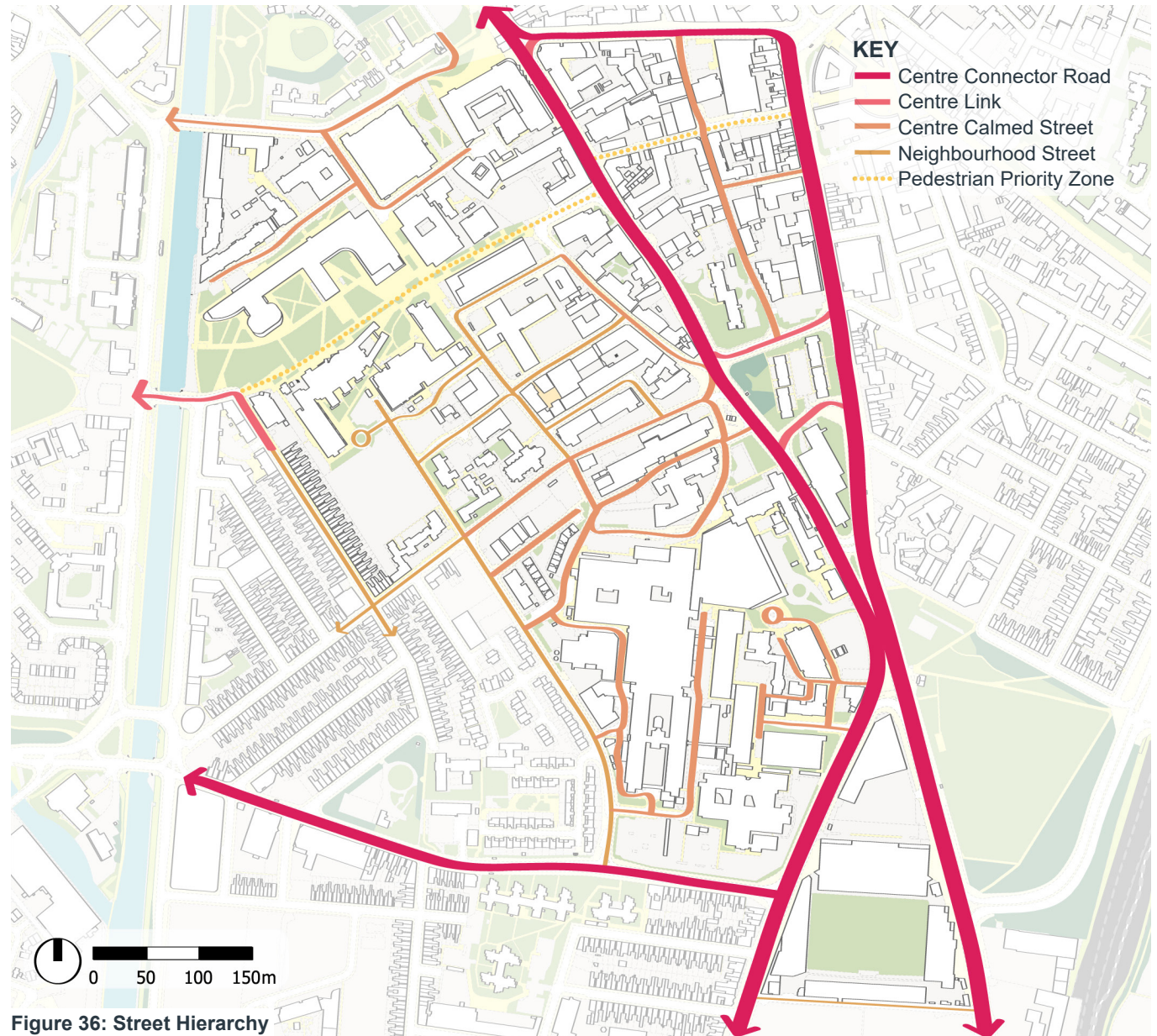


Figure 36: Street Hierarchy

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Walnut Street has been designated as a higher order centre link road due to being the only key east to west vehicular route out of and into the character area. As a result, Walnut Street has a higher usage than most other east-west streets in the area.

As one travels from east to west along Jarrom Street, the street's order gets lower as the street becomes more residential. With roads such as Grasmere Street and Havelock Street feeding off Jarrom Street and the west of Jarrom Street being fronted by 2 storey terraced houses, the street's place in the hierarchy changes from a centre link street to a neighbourhood street.

With the higher levels of vehicular traffic (in comparison to DMU) from staff and ambulances into and out of the hospital, the LRI campus has been designated as a centre link street. This contrasts with the mainly lower order of neighbourhood and pedestrian priority streets within the DMU campus.



Figure 37: Centre Connector, Welford Road



Figure 38: Pedestrian Priority Zone, York Road



Figure 39: Pedestrian Priority Zone, Mill Lane



Figure 40: Neighbourhood Street, Grasmere Street



Figure 41: Neighbourhood Street, Jarrom Street



Figure 42: Centre Calmed Street, Lower Brown Street

Parking Areas & Streets Configuration

Oxford Street and Welford Road are the principal north-south routes through the LRI & DMU area. Oxford Street connects to the ring road just north of the character area and Aylestone Road to the south. The arrangement of both Oxford Street and Welford Road within the character area has remained largely consistent from the historical maps.

The blocks between Welford Road and Oxford Street become significantly less well-defined and more fragmented than the blocks in the north. Most notably the block that houses the LRI multi-storey car park has been designed and engineered for motor vehicular movement. As a result, Pelham Street and Carlton Street provide limited legibility. In conjunction with the blank frontages and highways for vehicle circulation, this portion of the area's transport network is not pedestrian friendly.

Walnut Street is the main vehicular route east-west out of the character area and is also served by bus routes.

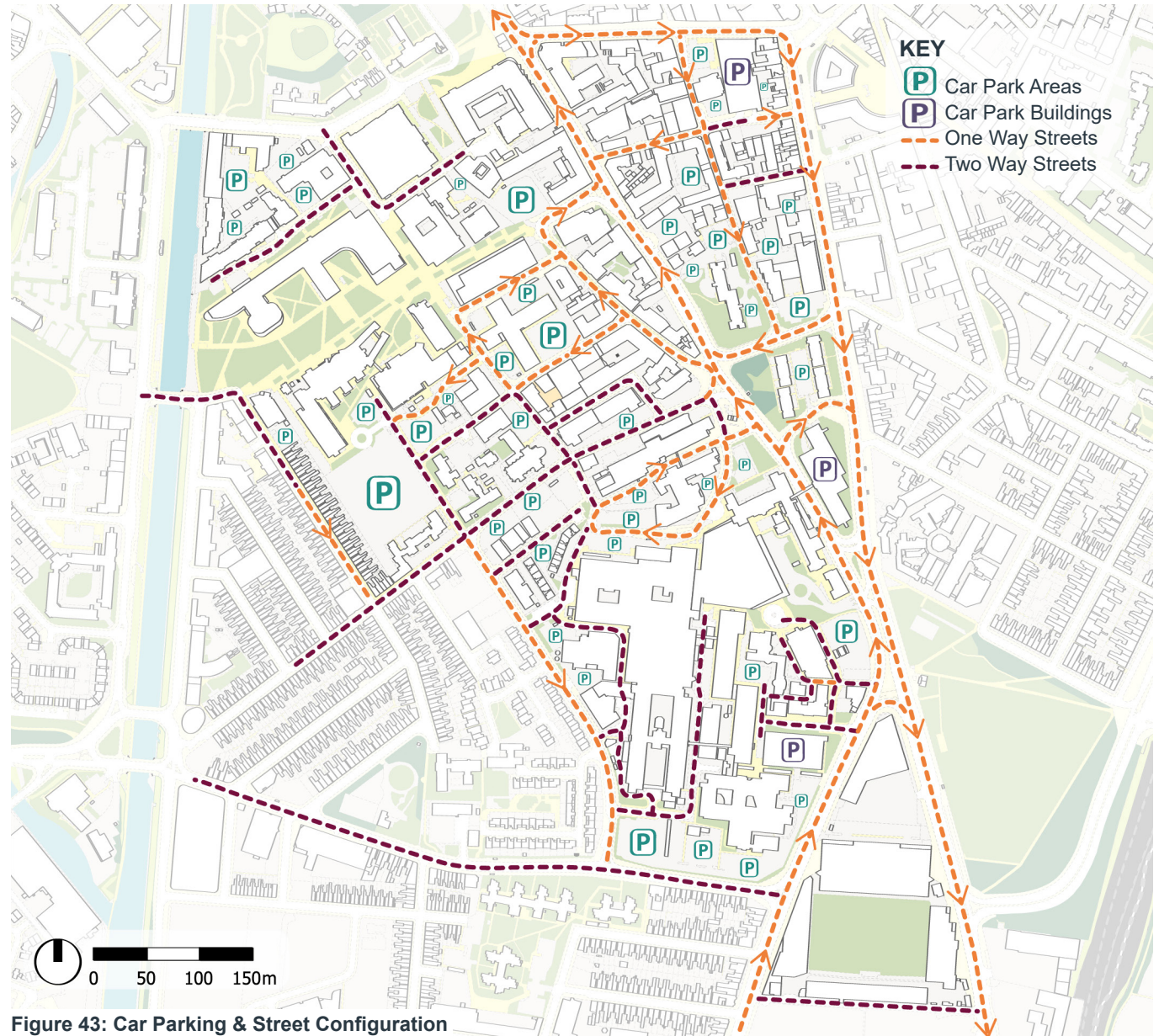


Figure 43: Car Parking & Street Configuration

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Public Transport

The area is well served by public transport with good bus links that serve both De Montfort University and the LRI. The Haymarket Bus Station is with 10 minutes walk and St. Margaret's Bus Station is within a 15 minute walk, offering local, regional and national services.

The railway station is within a 15 minute walk.

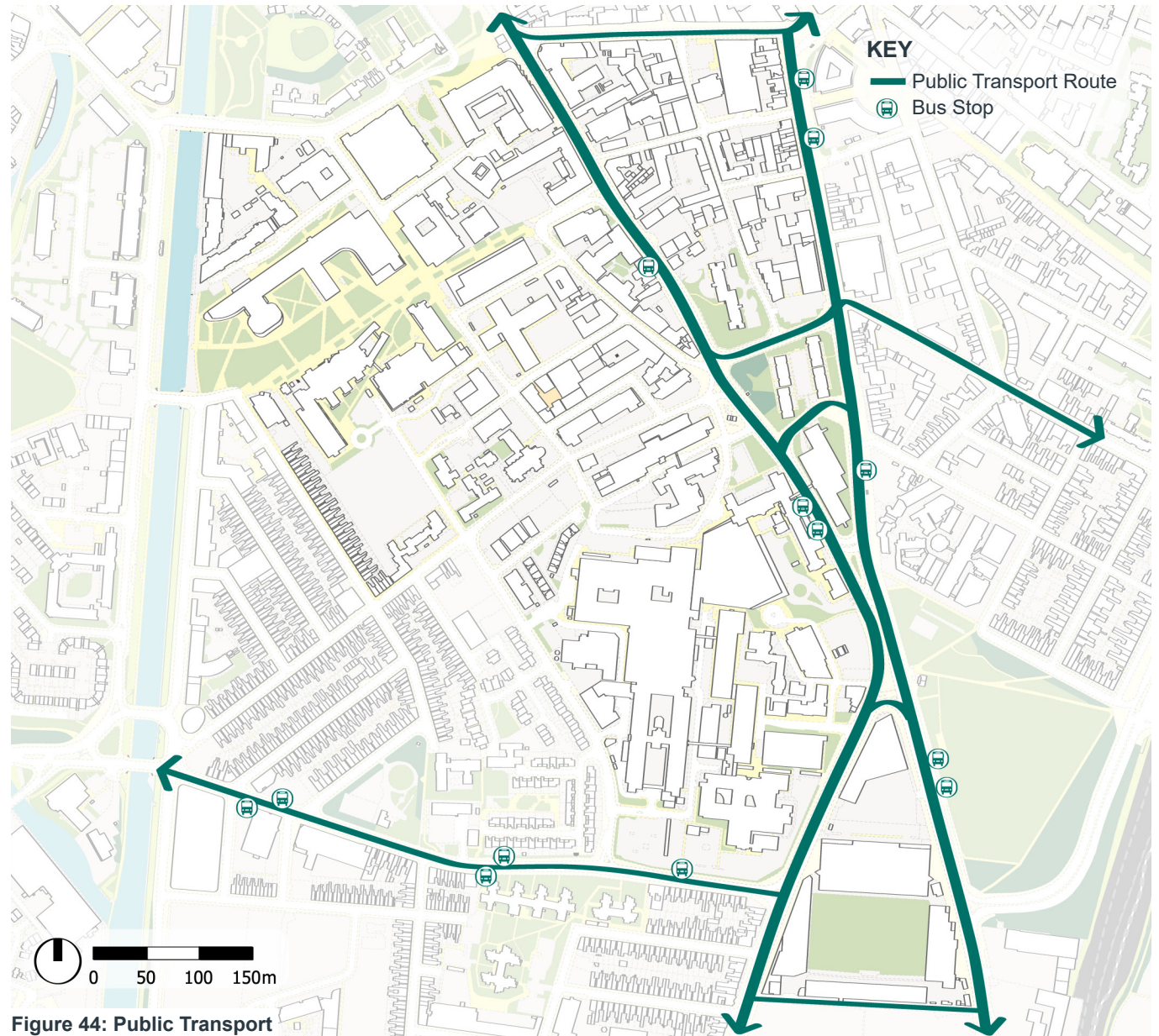


Figure 44: Public Transport

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Cycle & Pedestrian Movement

Cycling routes are taken from the Leicester Cycling Map, including cycling infrastructure relevant to the city centre, on road cycle lanes, off road routes, bus lanes where cycling is permitted, pedestrian streets and recommended on road routes. Future cycling infrastructure that is guaranteed to be delivered is also identified. The main pedestrian connections are identified through a combination of local knowledge, observation, previous research undertaken by Leicester City Council and Space Syntax™ online information.

Currently, Welford Road is the main north-south cycle route, though the character area, connecting to Newarke Street in the north and to Aylestone Road to the south. A new cycle route along the north of Nelson Mandela Park now connects Welford Road to Lancaster Road and Victoria Park. Cycle routes on Grange Lane and Pelham Street allow for continuous off carriageway movement.

Cycle routes east-west are along Mill Lane and York Road, which connects to Welford Road. There is no dedicated cycle infrastructure running east-west to the south of the area.

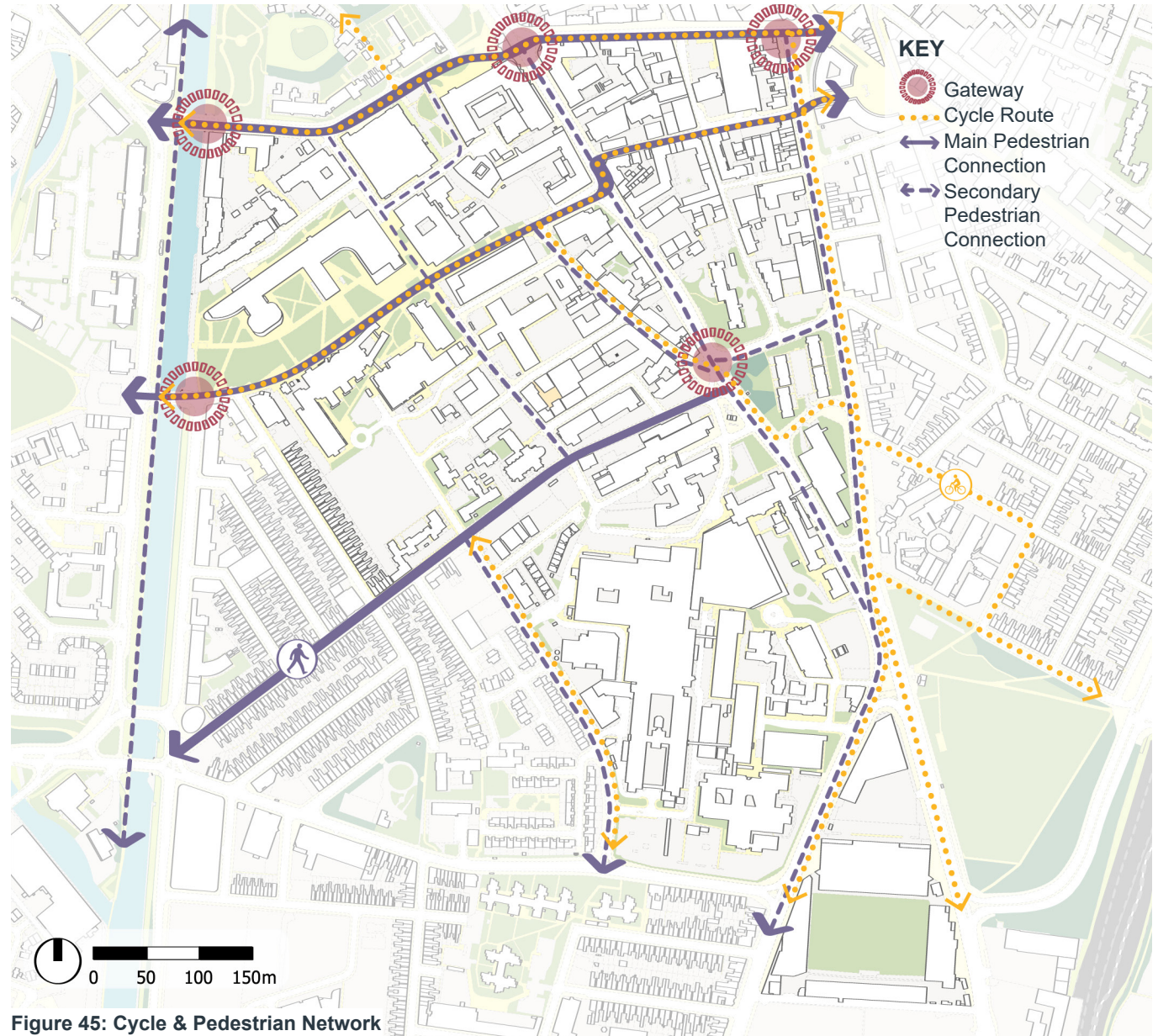


Figure 45: Cycle & Pedestrian Network

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The main pedestrian gateways into the area are at Mill Lane and The Newarke in the west and York Road to the east. With the footfall from DMU and the nearby retail streets, in the north of the character area, it is unsurprising that the main pedestrian connections through the area are east and west streets. York Street, Mill Lane and The Newarke connect pedestrians from the city centre to the De Montfort University campus and across the western bank of the River Soar. The importance of Jarrom Street as a good pedestrian link is outlined and it should be improved for pedestrian use. While the north of the character area does have Mill Lane providing a good pedestrian connection, this connection in isolation is viewed to be insufficient.

The most direct north-south connections are via the higher order streets of Oxford Street and Welford Road, the latter having a much more pedestrian and cycle friendly environment. Other north-south movements within the character area are more meandering through streets of varying character, although none of them direct and clearly legible as a main route.



Figure 46: Mill Lane, DMU
.....



Figure 47: Mill Lane, DMU
.....



Figure 48: Newarke Street
.....



Figure 49: Welford Road
.....

2.11. Connecting Leicester Improvements

Connecting Leicester is a vision to create and provide a connected, accessible, safe and family friendly city centre. The City Mayor is committed to creating a thriving heart of the city that takes away barriers and greatly improves the connections between key places within the city, including the 'hidden gems' as part of Leicester's story, and shopping, leisure, heritage, housing and transport facilities. Connecting Leicester is a series of key projects bringing together special buildings and places, reducing the dominance of roads and helping to create an attractive, pedestrian friendly environment.

In recent years the LRI & DMU character area has seen significant improvements to the public realm.

Completed projects include cycle lane improvements on Welford Road, between Belvoir Street and Welford Road Stadium. On the De Montfort University campus, Mill Lane has been transformed into a pedestrian priority zone. This has improved a primary and well used connection between the city centre and the western bank of the River Soar. Moreover, recent improvements to a key east - west pedestrian connection at York Road have been completed to provide priority to pedestrians and cyclists. In conjunction with York Road, Bonners Lane continues the key connection east between the DMU campus and the city centre. The crossing at the corner of Bonners Lane and Grange Lane has also been widened, raised and realigned. This has been designed to provide a stronger pedestrian link between the New Walk Place redevelopment on King Street and the DMU campus.



Figure 50: Leicester Improvements

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Further works that were completed, provided continuity to cycle and pedestrian friendly movement, including improvements and extensions to the cycle lanes (to the south along Welford Road and to the north from Aylestone Road). Furthermore, a better crossing at the junction of Oxford Street and Newarke Street has been delivered.

In terms of east to west connections, pedestrian and cycling improvements across the bridge on Mill Lane are proposed. This is part of wider aims to improve the connection between the Great Central Way and the city centre.

Figures 51-54 show the changes to Mill Lane and York Road.



Figure 51: Mill Lane, DMU before Connecting Leicester Improvements c1990s (University of Leicester)



Figure 52: Mill Lane, DMU following Connecting Leicester Improvements 2019



Figure 53: York Road before Connecting Leicester Improvements



Figure 54: York Road following Connecting Leicester Improvements

2.12. Active Frontages

Active frontages are important to creating successful places. They are street frontages where there is an active visual engagement between those in the street and those on the ground floor of buildings. This quality is enhanced where the front building façade, including the main entrance, faces and opens towards the street. Such façades are key to create activity and vitality to an area and a sense of safety with well overlooked streets. Blank frontages provide no engagement between pedestrians and the ground floor area of the buildings. Existing frontages could also contain blocked up or screened windows and doors for various reasons.

While overall the character area has numerous active frontages, the area has streets which are key pedestrian connections such as York Road and Havelock Street, which do not have consistently active frontages and thus do not always feel safe. By creating active frontages along key pedestrian routes and connections, the pedestrian experience would improve.

Prominent buildings such as De Montfort House provide a significant blank frontage. This is further exacerbated by houses in the block between Carlton Street and Pelham Street, which have blank gables fronting onto those respective streets. Combined with the multi-storey hospital car park this region of the character area has a high concentration of blank frontages and limited eyes on the street. The north of Havelock Street suffers from equally poor surveillance. This is due to the high concentration of surface level car parks that provide almost no frontage.

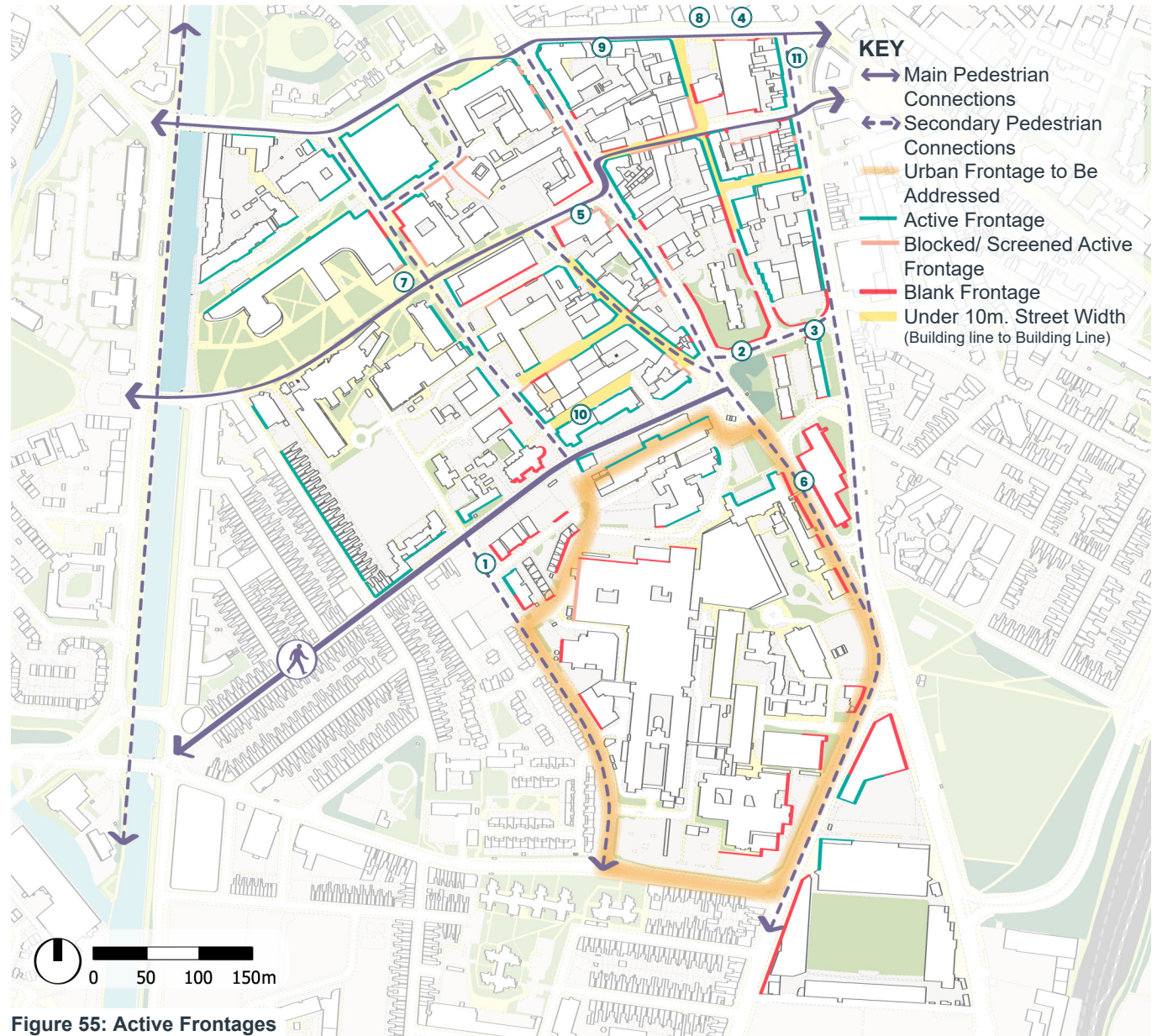


Figure 55: Active Frontages

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There are parts of the façades of existing buildings that could be opened up with simple interventions.

1. The north of Havelock Street suffers from limited surveillance due to a combination of surface car parks and blank walls.
2. The blank elevation detrimentally combines with a car park at De Montfort House to provide an inactive space along Carlton Street.
3. Blank gable ends from the residential buildings on Pelham Way have a detrimental impact upon the public realm at Carton Street.
4. The treatment of the ground floor parking at Newark Street allows visibility between the public realm and activity within the parking court.



Figure 56: Examples of Blank Frontages & Interventions

5. The ground floor windows for the DMU Innovation Centre (on the corner of Bonner Lane and Oxford Street) are covered with promotional/advertising posters. As things stand the ground floor is not active. By removing the coverings the windows have the potential to provide an active frontage onto Oxford Street and Bonner Lane.
6. The ground floors, on both sides of Infirmary Road, have a poor relationship with the street. As can be seen on the left of the photo the ground floor of the car park is a long bricked, blank elevation. The opposite side of the street, on the hospital's boundary, also features a long blank elevation with windows that are boarded up and unused doors.
7. Mill Lane is an example of a well connected and designed public space that encourages a higher footfall bringing activity and eyes on the street.

8. When frontages are only a doorway wide, they still maximise the opening and reveal to help bring activity to the street.
9. The Glassworks Student accommodation building on Newarke Street has an inconsistent length along the ground floor windows. As no threshold has been provided ground floor windows are covered with curtains by the occupants thus limiting surveillance.
10. Conversely, the Primus Student accommodation building at Henshaw Street has provided both ground floor windows and a threshold. and yet curtains are still drawn by the residents.
11. Transparency from glazed curtain walls (as seen from the Welford Road frontage of New Walk Place) can help bring the sense of an active frontage onto the street below, even when at ground floor level there may be a blank front

Havelock Street, Pelham Street and Carlton Street are areas with poor frontages that would need to be improved. Along with Jarrom Street, these are existing well used routes. Improvements that increase pedestrian/cycle movements, would achieve the aim of promoting better connections.



2.13. Key Views & Legibility

Within the LRI & DMU character area it is generally easy to find your way around in the north. The streets are well enclosed and well defined, following the historic street pattern, and the DMU campus and heritage assets, such as the Magazine Gateway, the Cathedral, and Newarke Houses Museum, provide local landmarks. Mill Lane is very distinctive as a key pedestrian route and new public space. The Mile Straight and the listed bridges on the western edge are unique to Leicester.

To the south, whilst the LRI and De Montfort House could be considered landmarks by virtue of their mass and scale, there are very few buildings, streets and spaces that positively contribute to the character of the area and its sense of place. The fragmentation of the urban grain characterised by large plots, buildings set back within plots and surface car parks contribute further. An example is the LRI multi-storey car park that is located within a block specifically designed and shaped for motor vehicular movement. As a result, Pelham Street and Carlton Street poorly connect Welford Road to Oxford Street. In conjunction with the blank frontages and highways for vehicle circulation, this portion of the area's transport network is not pedestrian and cycle friendly.

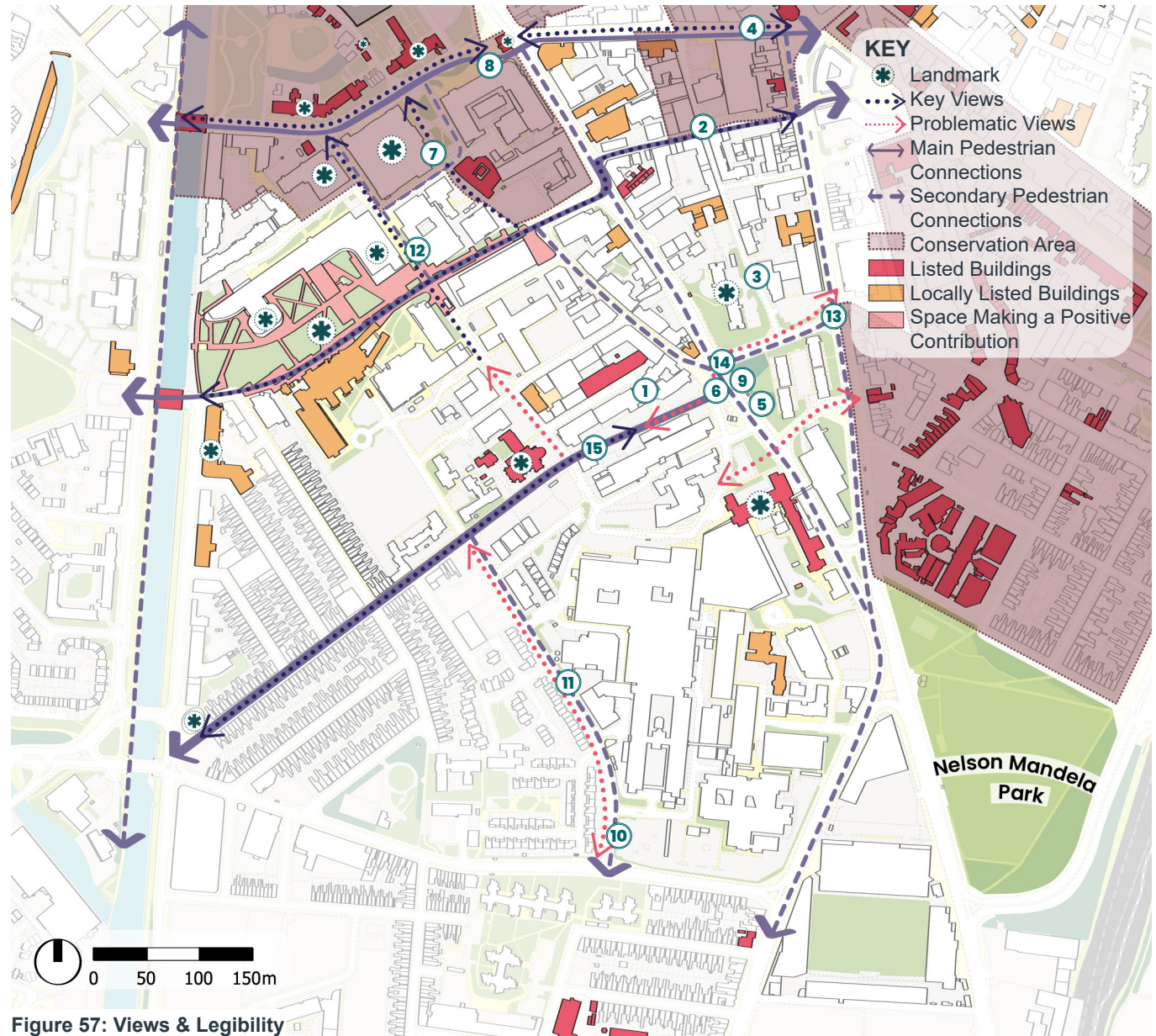
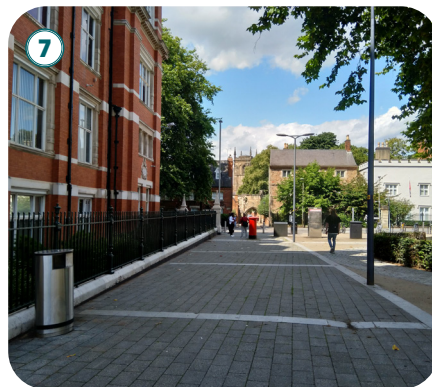


Figure 57: Views & Legibility

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Whilst the arrangement of both Oxford Street and Welford Road has remained largely consistent from the historic street pattern, providing north-south movement, they are vehicle dominated routes primarily, although direct. There is no clear and well defined route from Walnut Street in the south to the Newark in the north as an alternative. The most direct route would be via Havelock Street, Jarrom Street, Gateway Street and the Gateway. This route is very legible from Jarrom Street and St. Andrew's Church to the landmarks of Trinity House and the DMU Hawthorne Building, however, Walnut Street to Jarrom Street is not so legible and attractive as a route.

Further, the east-west route along Jarrom Street is terminated by the 22 storey Summit, but the prominence of St. Andrew's Church is compromised along Jarrom Street within the existing surrounding context. Development and future street improvements need to respond to and respect the setting of the Grade II* heritage asset, to enhance its townscape and landmark prominence. This would assist legibility for both east-west and north-south routes.



1. The former Luke Turner Factory when looking north along Atkins Street

2. St Martin's Cathedral when looking north along Upper Brown Street

3. St Martin's Cathedral's Spire when looking north along Lower Brown Street.

4. The view west along Newarke Street terminated by the Magazine Gateway.

5. The view south across Oxford Street towards the frontage of the original Infirmary building.

6. The view west along Jarrom Street towards the bell tower of St Andrew's Church

7. The view north towards the 15th century Turret Gateway and St Mary De Castro

8. The view towards the former Gateway Boys School on the DMU Campus.

9. The view north-west along Oxford Street towards the locally listed former public house.

10 - 12. The views south to north from Walnut Street to the Newarke.

13 - 15. The views east to west from Welford Road along Jarrom Street.



2.14. Architecture, Materiality, Details

Architecture

There is a variation of architecture across this character area.

The hospital campus consists of original 18th Century brick buildings to the late 20th Century Windsor and Kensington Buildings and the more recent Kensington Building extension.

The DMU campus has the variety of late 19th century buildings such as the red brick 1890 Hawthorn Building to 2015 Vijay Patel Building.

Welford Road consists mostly of Victorian and Georgian terrace buildings.

Materiality

A variety of brick types. Red, Multi red, multi grey, buff bricks.

De Montfort House, parts of the Windsor Building and James House are examples of concrete buildings.

Castle Conservation area has examples of decorative metal work.

Artwork and graphics around the fringe of the university campus on the side of blank gable walls.

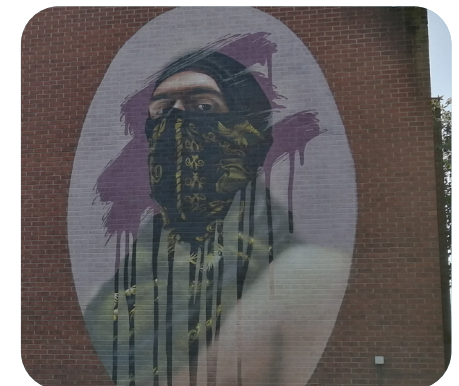
Grey and Lighter bricks



Red Bricks and Stone detailing



Street art and graphics



Details

Stone detailing of window surrounds/ lintels and sill, mouldings, cornice detailing.

Decorative timber in the Market Street Conservation area.

Brick decorative features and detailing, for example on the Queens Building at DMU.

Some early 19th century buildings consist of large Crittal style windows. Market Street Conservation area has examples of timber windows.

Large and generously proportioned glazing, with some buildings with a very high void to solid ratio.

Concrete



Red brick on campuses



Windows and openings



2.15. Planning Activity

It is essential to understand the growth and development potential of the character area and the likely rate and scale of change for the plan period, assisting in establishing priorities and the required level of townscape management. As a result, the area's planning activity, the amount of large plots under one or few ownerships and sites with possible redevelopment potential, also referred to as 'soft sites', have been considered. Moreover, sites in LCC ownership are identified, although their inclusion does not necessarily suggest development/ redevelopment potential.

Development and planning activity within the LRI & DMU character area remains quite buoyant, particularly for student accommodation. However, available sites are reducing in number and some potential sites would require demolition and redevelopment. De Montfort University and University Hospitals of Leicester NHS Trust (LRI) will continue to develop strategies for their campuses which may include future residential accommodation for specific groups, for example, key workers.

The character area is uniquely placed connecting the city centre to the surrounding residential neighbourhood and providing two major city destinations. The area is well served with community facilities, sports, play and public spaces to provide for a wide range of people. The relationship of this area with the Walnut Street area to the south, needs further consideration as together they could provide and support a well balanced and mixed neighbourhood with more family housing in the established neighbourhood to the south, where more potential development sites are available.

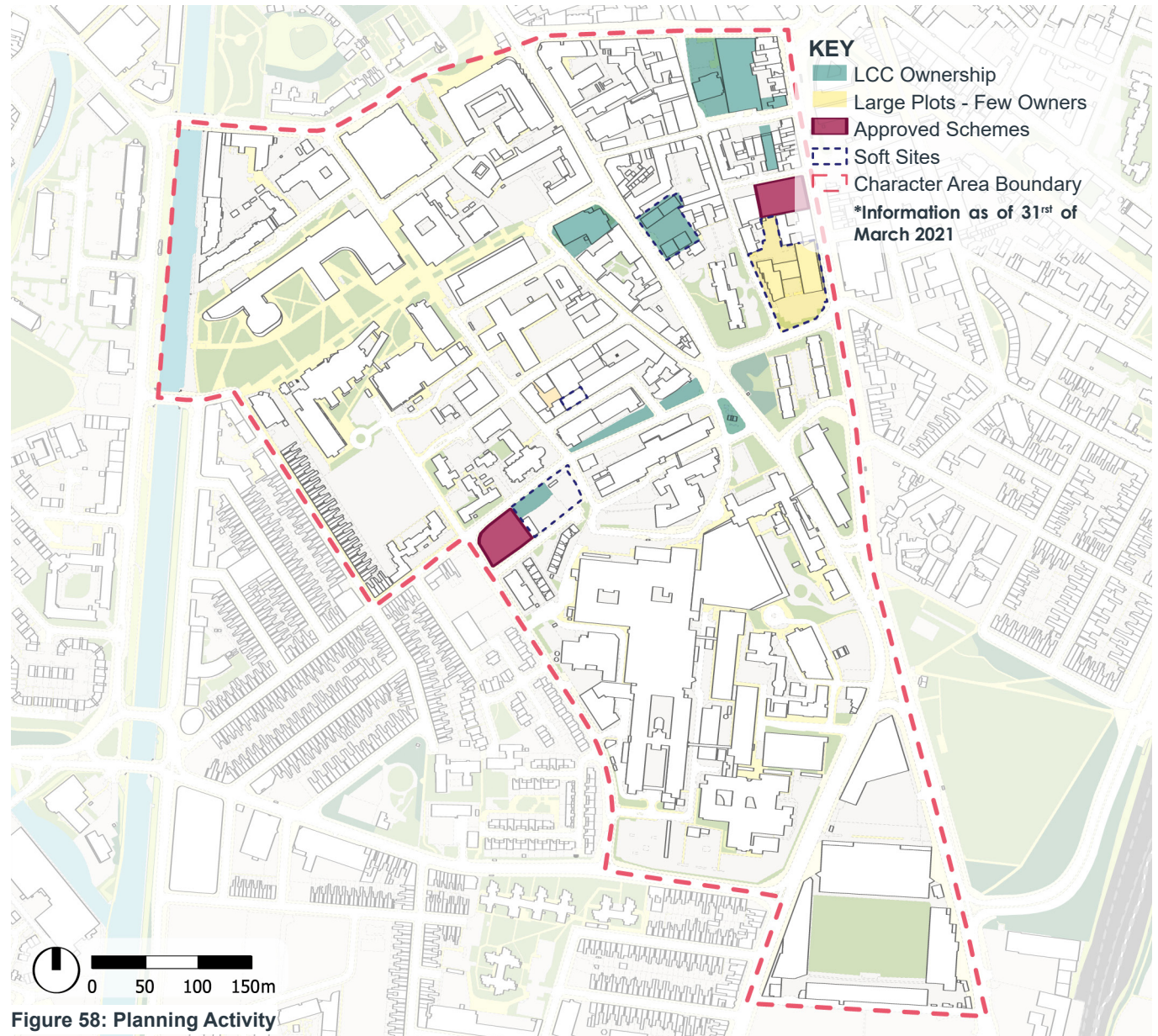


Figure 58: Planning Activity

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3



Townscape Diagnosis

3. Townscape Diagnosis

3.1. Constraints & Opportunities

The detailed townscape analysis of the LRI & DMU character area, set out above, considers all of its composing elements, peculiarities and unique characteristics. This chapter critically evaluates this analysis, defining the main existing development constraints and future opportunities presented within the area.

Today, the character area is defined by its education and healthcare uses which will continue to deliver their long term strategies. However, the LRI & DMU character area has been consistently subject to planning applications and pre-application enquires for residential development and student accommodation given its proximity to the above campuses. Its relationship with the Walnut Street area and its development potential are key considerations for the Council.

As a result, it is recognised that a holistic vision for the area, together with the undertaking of a thorough townscape appraisal that will be able to identify and further highlight the state and potential of the current urban fabric, socio-economic activity and the overall use, function and perception of the area are crucial. In accordance with both the NPPF and the National Design Guide, it has to be understood that any potential growth and future development requires a coordinated and comprehensive approach to enable the creation of an attractive, successful and sustainable place with a distinctive identity.

It is recognised that the LRI & DMU character area has challenges to overcome, but at the same time further potential to explore.

Constraints

In creating a holistic, comprehensive and coordinated approach to the area's future growth the following constraints (figure 59) should be taken into account:

- LRI & DMU character area is an area with heritage and townscape assets that should be cherished and preserved within any future development. To the north, part of the area falls within Market Street and Castle Conservation Areas and there are nationally designated and locally listed heritage assets. Furthermore, additional buildings that make a positive contribution to the townscape have been identified, these should also be retained. The south of the area is in the viewing corridor for a view of a city-wide significance.
- The Leicester Royal Infirmary is an impermeable area to the south of the area providing no legible and direct connections through it. It has a very poor interface with the public realm and streets around its periphery, which has a detrimental effect on the townscape quality of the area.
- There is no legible north-south pedestrian connection through the area with Havelock Street, Jarrom Street and The Gateway being the most obvious and direct route. There are other weak pedestrian and cycle connections to be addressed (figure 59) where cycling and pedestrian infrastructure and/ or active frontages are poor, in particular between Jarrom Street and Welford Road.
- Jarrom Street is a main pedestrian east-west connection, however, it is generally unwelcoming for pedestrians and is vehicle-dominated. Variable building lines, heights and surface car parks have resulted in a poorly defined main street lacking a sense of enclosure and a cohesive approach to the frontages.
- St. Andrews Church is a key landmark within the area, but its visual prominence and setting has been weakened overtime.
- A view of a city-wide significance from Welford Road cemetery and a listed Registered Park and Garden, is experienced to the south and west of the area.
- The key node between Jarrom Street, Oxford Street, Grange Lane, and Carlton Street is a problematic space. It is vehicle-dominated, poorly enclosed, lacks cohesion and does not provide a favourable setting for the historic 1771 Royal Infirmary building. The 'Infirmary Square' as a place has deteriorated over time.
- The urban grain is quite fragmented, with blocks not properly defined and pavilion buildings located to the centre of plots. The majority of the streets are characterised by weak enclosure, which is even more evident due to surface car park use. To make matters worse, very narrow streets, with a width under 10 metres, put extra pressure on the built environment and the massing of the existing building forms.

- Other issues that should be taken into account are the noise and traffic disruption mainly coming from the peripheral road network (main central connector roads).
- The residential offer is mostly flats with very few opportunities for family homes.

KEY

-  Problematic Space
-  Problematic Legibility View
-  Car Park Areas
-  Noise & Traffic Disruption
-  Unpermeable Area
-  Streets of Weak Enclosure
-  Blank Façades
-  Frontages to Be Retained
-  Weak Pedestrian/ Cycle Connections
-  Significant Views
-  Under 10m. Street Width
(Building line to Building Line)
-  Fragmented Urban Blocks
-  Listed Park
-  Listed Buildings
-  Locally Listed Buildings
-  Space Making a Positive Contribution to the Townscape
-  Conservation Area

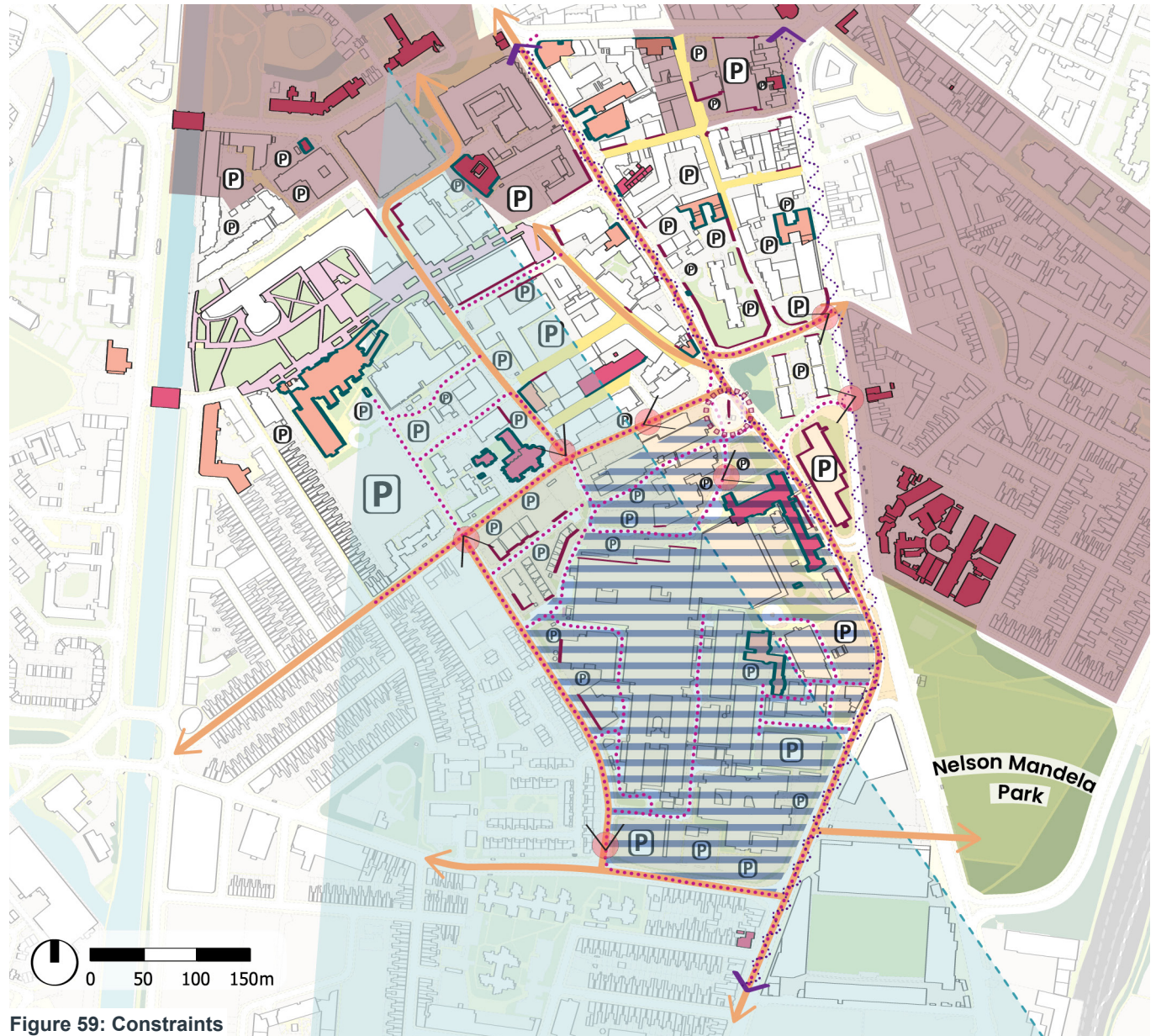


Figure 59: Constraints

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Opportunities

The following points present development opportunities and assets that if properly utilised will enhance, upgrade and contribute to the LRI & DMU character areas evolution and future development.

- Key characteristic of LRI & DMU area is its prime location to the south west of the city centre, being a crucial link between the city centre and the surrounding residential neighbourhoods to the south and west of the character area. Accommodating the key destinations of Leicester Royal Infirmary and De Montfort University, the Railway Station and Clock Tower are within a 10 minute walking distance. Bede park, Nelson Mandela Park and Castle Park are all located adjacent to the area giving it potential as an ideal place to work, live and visit.
- There are a number of heritage assets in the area that contribute to the area's character, particularly to the north of Jarrom Street, where the concentration is highest. Along Jarrom Street, St. Andrew's Church is a landmark and its setting and status could be enhanced through sensitive development adjacent and public realm improvements. The historic 1771 Infirmary Building also has a major presence that could be improved with a new space and improved public realm to its north façade.
- Mill Lane represents the neighbourhood heart and is a well-animated and well-designed public space providing place to dwell, meet and enjoy. It is also a main east-west pedestrian and cycle route.
- The De Montfort University campus is well-integrated into the city urban fabric. It is permeable and welcoming and provides high quality architecture and public spaces, which contribute significantly to the identity and character of the area. The activity, vibrancy, creativity of the educational setting is evident.
- Generally, the north of the area is very legible with well-defined streets and spaces, landmarks, distinctive and unique buildings and a recognisable identity.
- In recent years, significant public realm improvements to streets and spaces, including cycling infrastructure have been undertaken to Mill Lane, York Road and Welford Road. These have contributed to improved connectivity and place-making. However, there remains connections requiring improvement. East-west connections along Jarrom Street could be enhanced for pedestrians linking Upperton Road bridge, a main crossing, with the Oxford Street gateway/ arrival point. This will assist in leading and guiding pedestrians through the area and upgrading the area's legibility and permeability. Cycle connectivity along Mill Lane could be extended to Bede Park and beyond to connect to city centre to the Great Central Way.
- The Walnut Street area to the south and east offers further place-making and development opportunities. The relationship between the two areas needs further consideration as potentially they should not be seen as separate neighbourhoods but rather as one integrated neighbourhood providing a well-balanced and well-served community.

KEY

-  Existing Landmarks
-  Gateways
-  Bus Stops
-  Place-Making Development Opportunities
-  Neighbourhood's Heart
-  Enhanced River Relationship
-  Improved Pedestrian/ Cycle Connections (Connecting Leicester Delivered & Planned)
-  Potential for Better Street Interface
-  Opportunities for Better Enclosure
-  Active Frontage Opportunities
-  Existing Active Frontages
-  Opportunity to Redefine Urban Blocks
-  Listed Park
-  Listed Buildings
-  Locally Listed Buildings
-  Space Making a Positive Contribution to the Townscape
-  Enhanced Inter-Relations with Walnut Street Area

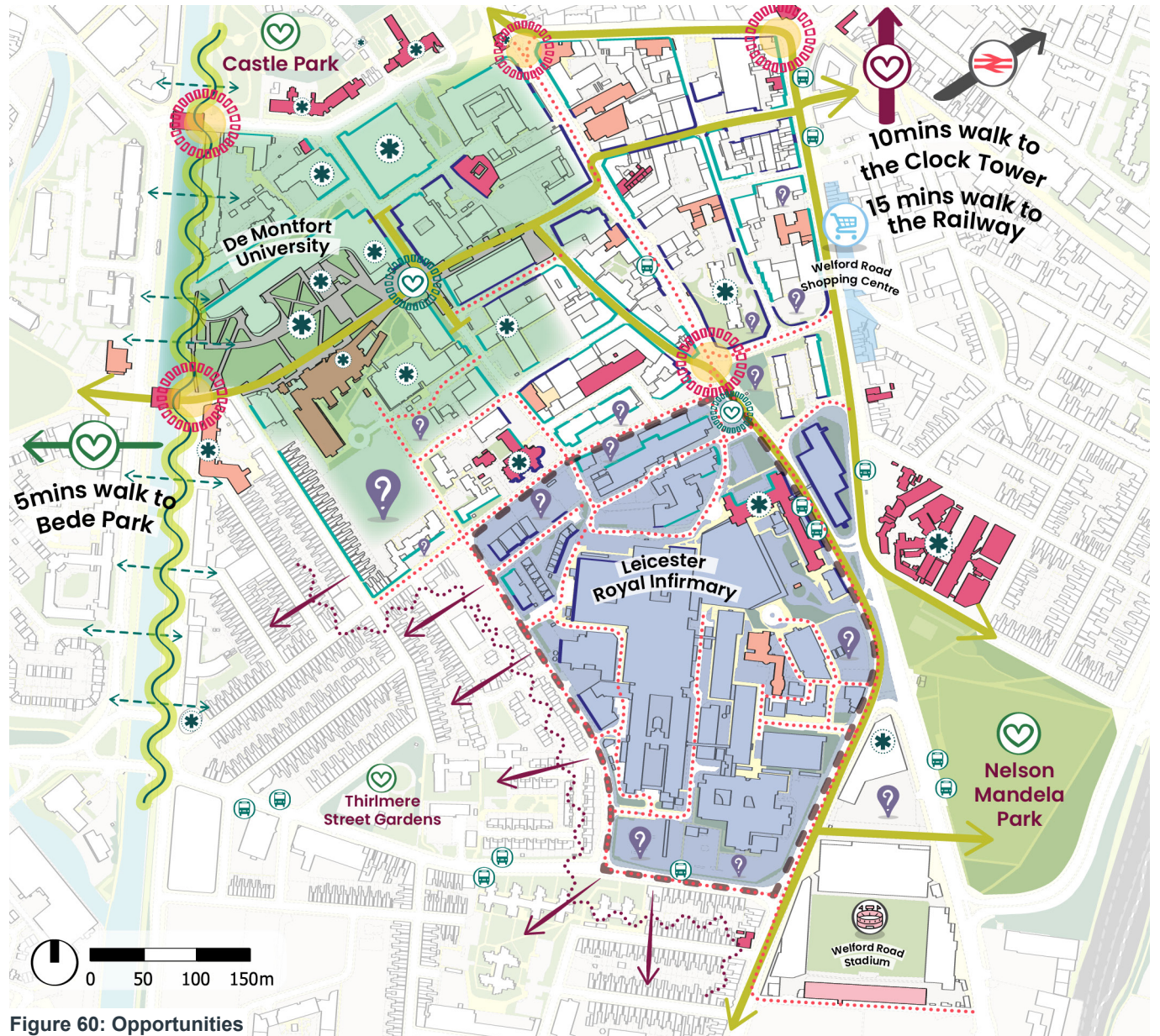


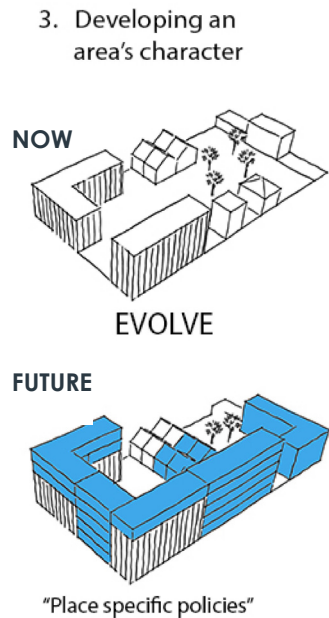
Figure 60: Opportunities

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Character Area Townscape Management

- The adjacent figure illustrates the sites that could present future development, transforming and place-making opportunities for the overall area's regeneration. Whilst limited, they are along main pedestrian connections and offer potential for new residential development in the city with a range of home types and tenures.
- Figure 60 identifies existing active frontages that are understood as development assets, but also locations which present active frontages or pedestrian-friendly façade-treatment opportunity areas. Screens and obscured glazing removal, together with development that properly addresses and engages with the street-level would enhance the overall streetscape. At the same time, areas have been identified where the urban blocks could be redefined and better enclosure and definition could be achieved through future, well-designed, well-structured and well-connected development.
- The mix of uses appears to work well, recognising that the campus of LRI needs to better integrate within the area where possible.

LRI & DMU character area falls within 3. *Developing an Area's Character* in the Townscape Management Options. Place specific policies will be used to guide future development (see page 7 - Townscape Character Management).



KEY

	1. Respect & Protection of Heritage Assets
	2. Evolution without Significant Change
	3. Development an Area's Character
	4. Intensification by Increased Density & Higher Density Building Types
	5. Redevelopment



Figure 61: Character Areas Development & Management Plan

4



Guiding the Future

4. Guiding the Future

4.1. Establishing a Vision

Chapter 4 establishes a holistic vision for the character area's future development, setting the main future development objectives and parameters through which development will take place, be structured and come to life.

Taking into account the aforementioned elements of townscape appraisal, LRI & DMU character area is envisaged as:

A **city-wide destination** defined by its education and healthcare setting.

At its **heart** can be found the **vibrancy, diversity and openness** of De Montfort University, while a **better integrated** LRI campus will **positively alter** the overall townscape and public realm.

Being part of the **well-served** and **well-connected community** to the south, the area supports **student accommodation** and consolidates **family homes**.

Figure 62 illustrates LRI & DMU character area vision for its future growth and development, where the area's place-making and character development are placed at the centre of the process.

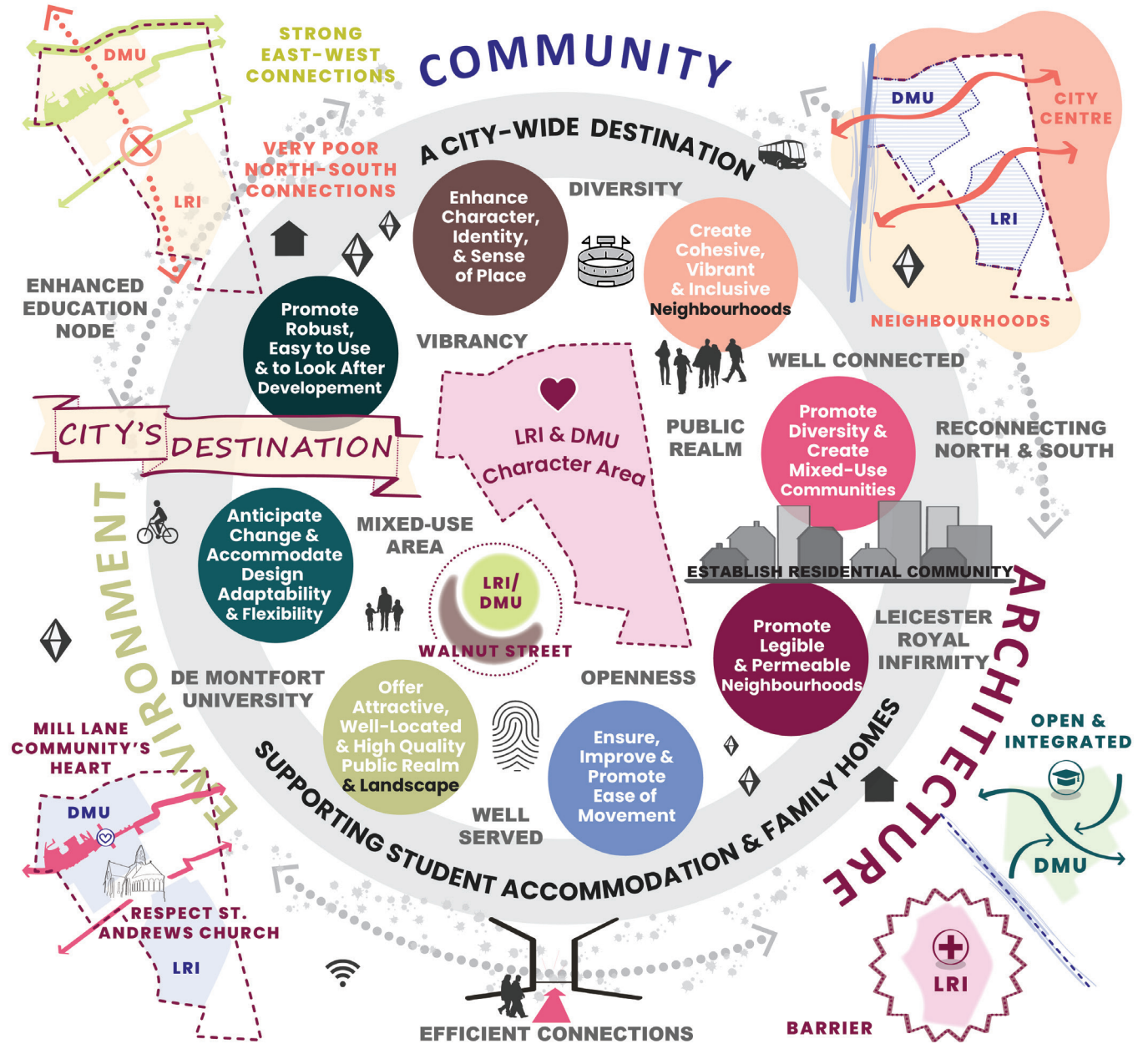


Figure 62: LRI & DMU Character Area Vision

4.2. Main Future Development Objectives

1 Character & Identity



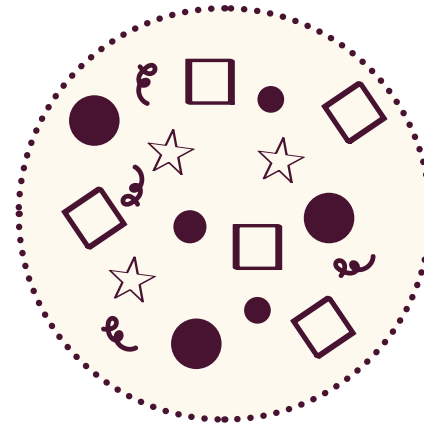
Development should enhance the character, identity and sense of place by considering the built, natural and historic context, responding to it ecologically, socially and aesthetically. All development should contribute to the unique character of the area by protecting and enhancing existing heritage assets, achieving creative re-use, while ensuring that they will continue to make a significant contribution to the area as it undergoes change. All development should celebrate the Character Area's local distinctiveness and create memorable places that are visually attractive and offer a unique experience to its users.

2 Cohesive, Vibrant & Inclusive Neighbourhoods



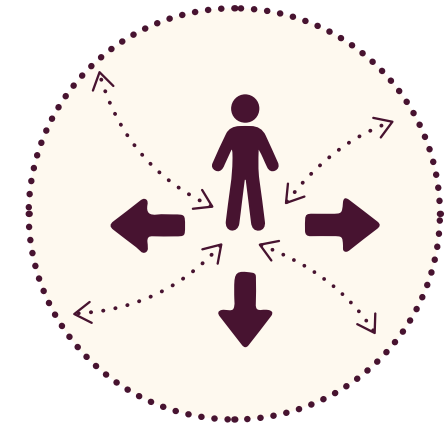
Ensure everyone's health, safety and quality of life creating buildings, streets and spaces that encourage people of all ages, backgrounds and abilities to meet and mix. All development should use the appropriate built form, layout, scale and mixture of uses and tenures to create a welcoming and attractive place for people to live work and visit. There should not be any differentiation between the quality of market and affordable housing.

3 Diversity



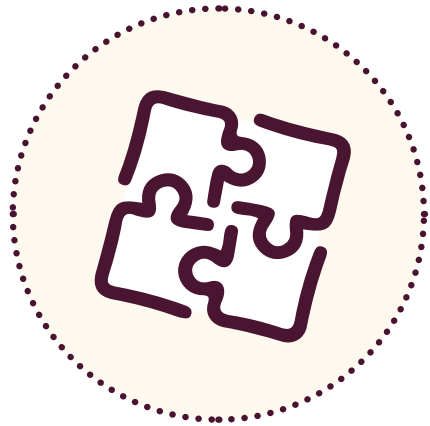
Within each Character Area variety, choice and design sensory richness should be provided in keeping with local distinctiveness. Development should promote and create mixed-use communities through providing a diverse range of facilities, activities and residential typologies with good access to public transport.

4 Ease of Movement



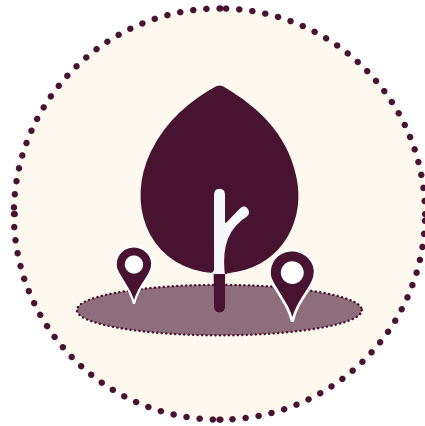
Ensure, improve and promote ease of movement, accessibility and connectivity within the Character Area and to the surrounding neighbourhoods. The use of creative and innovative solutions for reducing car-dominated streetscapes should be considered to promote safe and welcoming pedestrian and cycle movement. This is to allow direct and convenient access to existing and new local services, facilities and open spaces. Active frontages and doors on streets, especially along main and secondary pedestrian connections will maximise natural surveillance over the public realm.

5 Legibility & Permeability



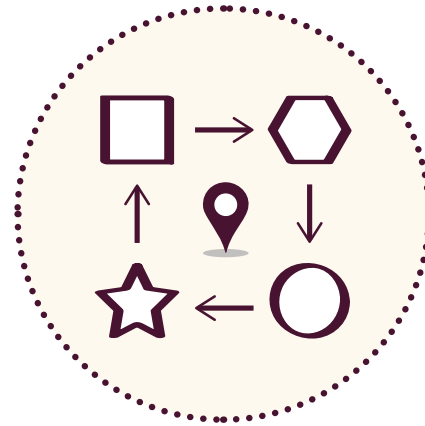
Ensure that each Character Area can be properly understood and easily navigated. There should be a positive relationship between the fronts and backs of buildings and structures, together with clearly defined public and private spaces, well-defined block and street pattern and distinctive townscape markers. Future development should enhance and create a clear and permeable hierarchy of streets, routes and spaces to provide safe and convenient ease of movement by all users.

6 Public Realm & Landscape



Create a high-quality public realm with well-managed and maintained areas that incorporate natural features and new green infrastructure. Development and future changes within the Character Area should deliver attractive and well-located public realm and landscape features that contribute to a greater cohesion of the streetscape. Places for people to rest, meet and gather, together with the insertion of trees, landscaping and planting will encourage inclusivity and social integration, enhancing people's quality of life and a place's perception.

7 Adaptability & Flexibility



Anticipate the need for change to buildings and outdoor spaces so that they function well today, last for the future and can adapt to changing needs. This includes accommodating the changing dynamics of family life, the needs of older people, the ways residential and workspaces are used, environmental changes and future expansion of the development.

8 Lifespan



Development should be robust, easy to use and to look after. Materials should be chosen in accordance with their function and context, with the ability to be maintained over time and age well.

4.3. Future Development

The LRI & DMU character area will provide growth to the city centre, which needs to be in accordance with the aforementioned vision and main development objectives. Specifically:

KEY

- Existing Landmarks
- Proposed Landmarks
- Gateways
- Bus Stops
- Redefine the Development Frontage in Relation to the Ring Road, Minimising the Edge Barrier
- Proposed Improvements to Main Network
- Main and Enhanced Pedestrian/ Cycle Connections
- Secondary and Enhanced Pedestrian Connections
- Potential Streetscape Improvements - Materials & Layout
- Active Frontages Priority Areas/ Façade Animation
- Built Continuous Frontage - Repair Urban Grain
- Enhanced Inter-Relations with Walnut Street Area
- Enhanced/ Proposed Civic Public Space - Neighbourhood's Heart
- Enhanced/ Proposed Green Space/ Public Realm
- Redefine Street Interface - Minimising the Barrier Effect
- New Visual Connections
- Redefined Water Relation
- Listed Park
- Redefined Urban Blocks
- Potential Development Sites
- Larger Sites & Areas That Would Benefit from Redevelopment
- Listed, Locally Listed & Positive Contribution Buildings & Spaces

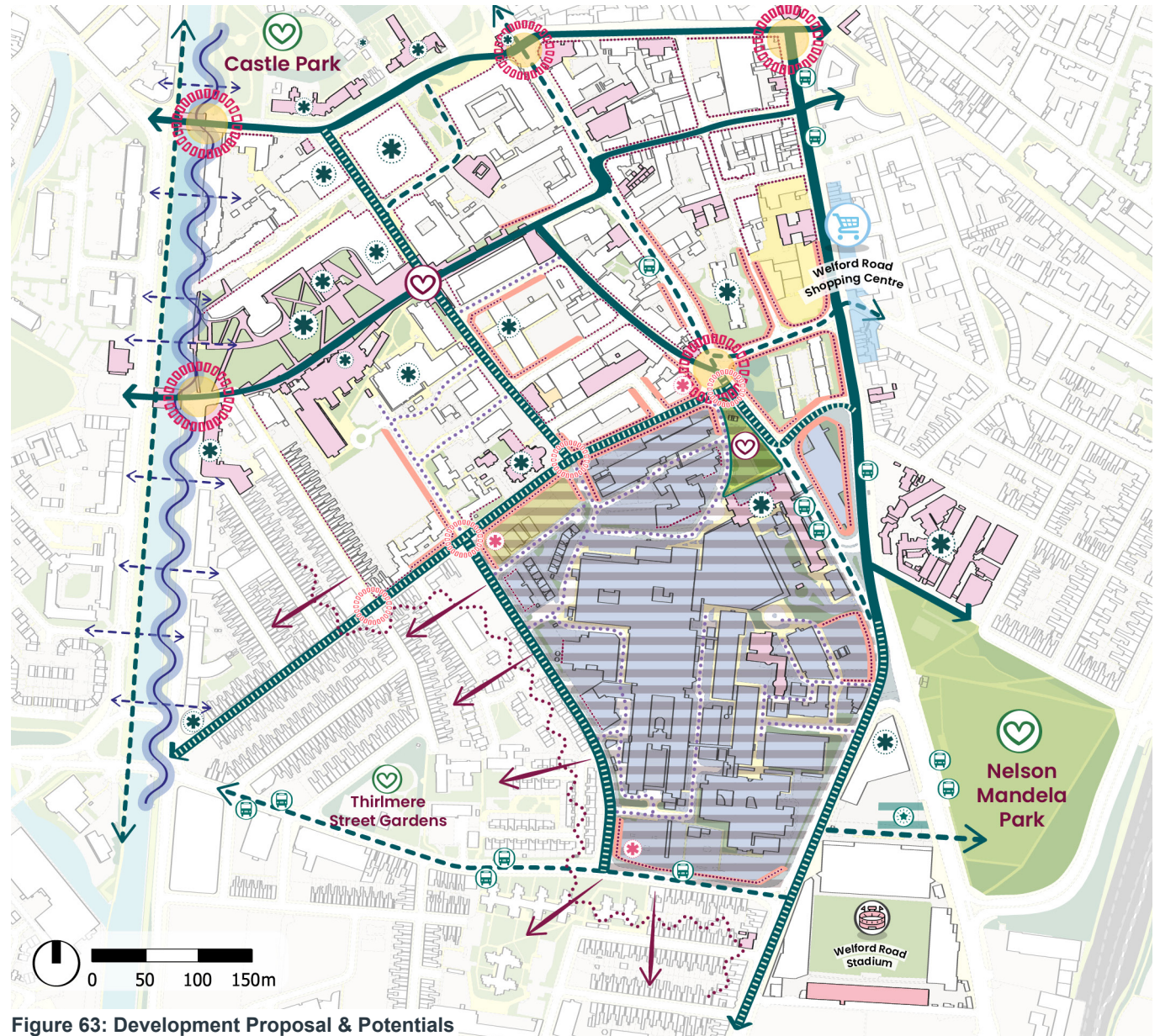


Figure 63: Development Proposal & Potentials

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- Specific area policies and a coordinated and comprehensive approach will ensure that the LRI & DMU character area will preserve and enhance existing assets, while addressing current challenges and utilising present development opportunities. Potential development sites should not be considered in isolation to the area's main, wider objectives.
- Enhance and strengthen the network of main east-west and north-south routes for pedestrians and cyclists to provide infrastructure and active frontages and to improve legibility and movement in and through the area from adjoining neighbourhoods, extending beyond the gateways. Such as the north-south connection of Havelock Steet and The Gateway and the east-west connection of Jarrom Streets, Carlton Street to Welford Road.
- Recognise Mill Lane as the 'neighbourhood heart', the principal east-west connection for communities in the west of the character area and its significant contribution to the identity of the area as a whole. Ensure future development protects and enhances this key space.
- Redefine the key node, Infirmary Square, where Jarrom Street, Oxford Street, Grange Lane, and Carlton Street meet as a place, another heart. Create a new, well designed, well enclosed public space, for use by people working and visiting the hospital providing an enhanced setting for the distinctive historic 1771 Royal Infirmary building.
- Work in partnership with the University Hospitals of Leicester NHS Trust and De Montfort University on future strategies for their campuses, ensuring townscape and design objectives are aligned, especially along main pedestrian and cycle routes and public-facing streets and interfaces.
- Redefine the public interface of the Leicester Royal Infirmary to minimise the barrier effect and maximise opportunities for active frontages, landscaping and street enclosure to contribute to place-making.
- Retain and consolidate the De Montfort University campus as a well-integrated, well-designed, permeable and welcoming part of the urban fabric and identity of the city.
- There are buildings of heritage value that contribute to the uniqueness of the LRI & DMU character area. Heritage and townscape assets (listed, locally listed, landmarks and positive contribution buildings (buildings not nationally/locally listed or within conservation areas, but with a positive contribution to the townscape)) will be integrated into any new development so they successfully define the area's ongoing identity and legibility as dominant 'markers' and frontages. Adjacent new development will be designed to be sympathetic to the townscape and heritage value of these assets allowing valuable features to remain dominant in the streetscape preserving and enhancing the industrial heritage and the historic setting of the area. Areas of focus include the enhancement of the setting of the historic 1771 Infirmary building and St. Andrew's Church, where the scale and design of new development will be guided along Jarrom Street.
- Proposed development will be expected to present active frontages, especially along main and secondary pedestrian connections (according to figure 62) to maximise natural surveillance over the public realm. It is expected that particular attention will need to be given to ground floors, where there is a need to balance privacy with surveillance and provide appropriate design solutions. Areas have been specified where new active frontages and façade animation are needed. The frequency of doors will also assist in establishing the appropriate level of activity and interaction within a street.
- New development will deliver homes of various typologies and tenures to encourage and support a well-balanced community. Student accommodation will be supported.
- Understand the relationship between the LRI & DMU character area and the Walnut Street area to the south. As one integrated neighbourhood the area could support a well-balanced community with a range of infrastructure and services and a mix of housing and tenures, including family housing. Therefore, new development will recognise the potential of a wider neighbourhood and will deliver homes of various typologies and tenures to encourage and support this with supporting social infrastructure and community facilities.

- New development will be expected, in design terms, to repair fragmented urban grain and the street-level status of the area, reinstating perimeter blocks that will be able to efficiently facilitate both residential and mixed-use development and recreating well-defined and enclosed streets (figure 63). Surface car parking which is currently detrimental to this objective will be minimised. Larger sites and areas that would benefit from redevelopment have also been identified, making a significant contribution to place-making if they were to come forward for development.
- Provision of new green infrastructure will be expected, which makes a significant contribution to the character of a place and how it feels. This is needed particularly in building-dominated urban environments, where the relief of trees, landscaping and planting provision is important. Explore opportunities to improve access to the Mile Straight on its east side.

4.4. Proposed Heights

The proposed building heights are based on the townscape appraisal and development guidance undertaken in the previous chapters, followed, where required, by more detailed site testing. All heights shown are defined in metres. To note 3m is broadly equivalent to 1 residential storey. Notwithstanding the proposed heights, each proposal will need to be considered in relation to its context.

Where there is an existing tall building within the character area it should not be assumed that a replacement tall building on that site would be acceptable. The proposed building heights reflect the Council's up to date view. Taller buildings will only be permitted where exceptional design quality can be demonstrated including a positive ground floor relationship to the street and the surrounding context, including the setting of heritage assets. They should comply with the Local Plan Tall Development Policy and Tall Development SPD.

Given their specific characteristics, the LRI & DMU campuses have not been included in the proposed building height plan. The Council understands that the University and Hospital Trust Estates Strategies will inform the campuses' development. Therefore the campuses have not been included in the proposed building heights plan at this time.

The main focus is areas where there is the potential for intensification, adjacent to Oxford Street leading into the ring road, and where there is a clear need for preservation and protection, the blocks adjacent to St Andrew's Church.

An average height of 15 metres, broadly equivalent to 5 residential storeys, is proposed to the central area and north of the LRI & DMU character area reflecting the scale of the heritage assets and ambient height. A uniformity of height along Jarrom Street is proposed of up to 15m to define and enclose the street, reflect its importance as a main pedestrian connection and respect and enhance the setting of St. Andrew's Church. Figure 63 shows the street sections along Jarrom Street and the changes in scale along the street and the need for heights to be managed appropriately to respect the setting of St. Andrew's Church and the transition from low scale residential to taller buildings.

There are opportunities for buildings up to 21 metres along Oxford Street towards the ring road reflecting the higher order of this street and its importance as a major connection into and out of the character area. Additionally, a uniformity of height along Welford Road is proposed to define and enclose the street.

As outlined in the previous analysis there are townscape markers, existing landmarks and key frontages that already make a significant contribution to legibility in the area. Given this and the heritage constraints there is no townscape justification for tall developments to provide local landmarks and improve legibility in the LRI & DMU character area.

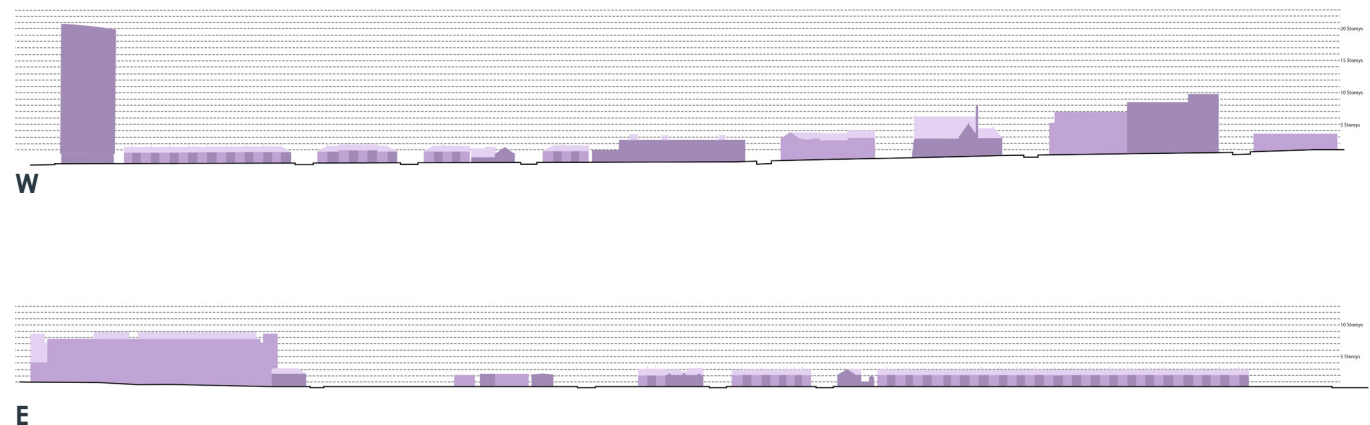


Figure 64: Thumbnail of the Jarrom Street street section from Part A

Shades of colour are illustrative differentiating between adjacent plots and buildings.

The site of James House on Welford Road could accommodate buildings up to 24 metres. Development between 21m and 24m falls within a transition height between what is and is not defined as tall for Leicester. Such buildings, or parts of buildings will therefore need to be considered with care and potentially tall building policies will apply.

There is also some potential for tall elements (above 24m). Tall development is defined as above 24 metres, broadly equivalent to 5 storeys. Proposals should justify both location and appropriateness of design. They will need to consider the setting of adjacent heritage assets, such as the locally listed former Shoe and Boot Factory on the adjacent site and views, including but not exclusively, the sequence of views along Regent Road and the setting of Holy Trinity Church and nearby Conservation Areas. The cumulative impact of tall development adjacent to the mass and scale of De Montfort House is also a concern.

KEY

- - - Important Views
- LRI & DMU Campuses
- Street Enclosure - Keep Heights Consistent
- 0 - 15m.
- 15 - 21m.
- 21 - 24m.
- ✱ Potential for above 24m. - Illustrative Location
- Existing Tall Buildings
- Listed & Locally Listed Buildings
- Character Area Boundary

*3m is broadly equivalent to 1 residential storey

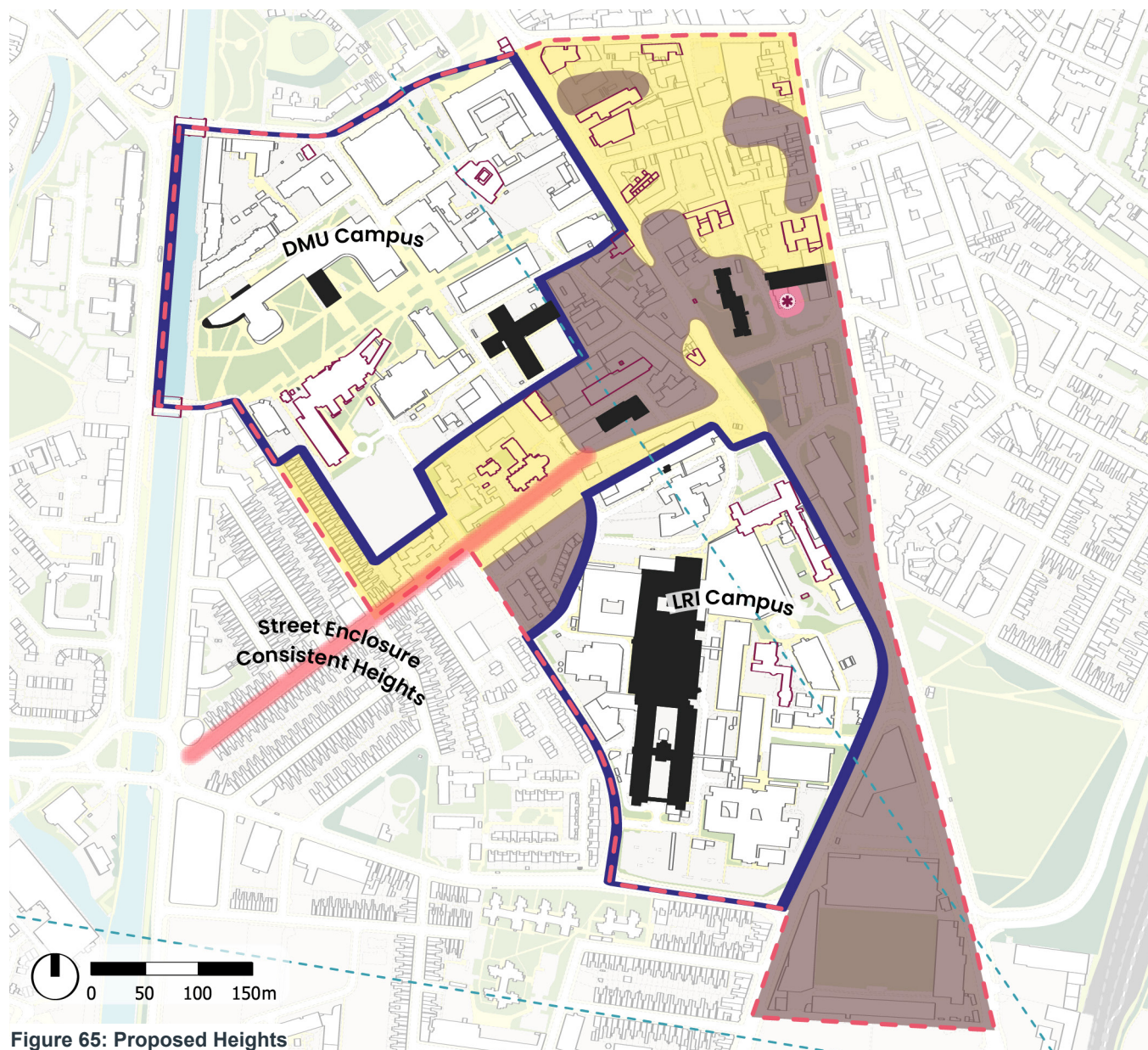


Figure 65: Proposed Heights

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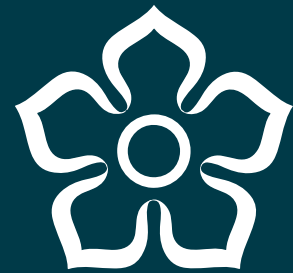
Glossary

- **Accessibility:** The ease of reaching destinations. In a highly accessible location, a person, regardless of age, ability, or income, can reach many activities or destinations quickly, whereas people in places with low accessibility can reach fewer places in the same amount of time. The accessibility of an area can be a measure of travel speed and travel distance to the number of places to be reached prioritising walking, cycling and public transport.
- **Active frontage:** The interface between buildings and streets, where there is an active visual engagement and interaction between the public realm/ those on the street and the premises facing the street (ground and upper floors of the buildings), usually characterised by multiple entrances and windows. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street. Ground floors may accommodate uses such as cafes, shops or restaurants. However, for a frontage to be active, it does not necessarily need to be a retail use, nor have continuous windows. A building's upper floor windows and balconies may also contribute to the level of active frontage.
- **Adaptability:** The capacity of a building or space to respond to changing social, technological, economic and market conditions and accommodate new or changed uses.
- **Ambient height:** The predominant height of an area is referred to as the 'ambient' or 'prevailing' building height.
- **Blank frontage/ wall:** A wall which has very few or no windows/ doors, providing no visual interaction with the public realm.
- **Boundary treatment:** The elements that define the extent of plots and differentiate between public and private space. Soft boundary treatments can be hedgerows and planting, whereas hard boundary treatments can include fences and walls.
- **Brick plinth:** A special shaped brick, which is used for aesthetic detail, allowing change in depth to brickwork, normally at the base of the building. Typically used for window cills, corbelling details, capping and kerbs.
- **Building cluster:** When several elements with similar characteristics are grouped in an area, making a distinct or prominent contribution to the townscape. For example, a cluster of tall buildings is formed when multiple tall buildings are grouped and placed together within a specific city area.
- **Building massing:** Refers to the overall configuration of a building in three dimensions. The height, volume and overall shape of a building as well as its surface appearance.
- **Building scale:** The size of a building in relation to its surroundings, or the size of parts or details of the building, particularly in relation to the scale of a person. Scale refers to the apparent size, not the actual size.
- **Built form:** Refers to the function, shape and configuration of buildings as well as their relationship to streets and open spaces.
- **Character:** It is what defines a place. It represents a variety of physical and non-physical features and qualities factors that help us distinguish the identity of one area from another based on its uniqueness and distinctiveness.
- **Comprehensive development:** Development delivered on several interrelated sites over varying timescales that is guided by a long-term plan for the whole area and describes how the land is expected to be developed and how land uses may change over time. It incorporates the identification and creation of a shared vision, usually planned by local leadership/ government in partnership.
- **Connectivity:** The number of connecting routes within a particular area, often measured by counting the number of intersection equivalents per unit of area. An area may be measured for its 'connectivity' for different travel modes – vehicle, cyclist or pedestrian. An area with high connectivity has an open street network that provides multiple routes to and from destinations.
- **Cul-de-sac:** A street with only one inlet/outlet connected to the wider street network. A closed cul-de-sac provides no possible passage except through the single road entry. An open cul-de-sac allows cyclists, pedestrians or other non-automotive traffic to pass through connecting paths at the cul-de-sac head.

- **Definition:** Ensure that the height and width of buildings or landscape features and the gaps between them relate to the width of the street and space in front of them and those on the other side.
- **Enclosure:** Enclosure refers to the extent to which buildings, walls, trees and other vertical items frame streets and public spaces. The way public spaces are framed by vertical elements in relative proportion to the width of the space can vary providing different character and sense of enclosure a person can experience.
- **Façade:** The external face of a building or group of buildings that face the public realm. Usually refers to the principal wall of a building that is facing the street and is visible from the public realm. It is the face of the building and helps inform passers-by about the building and the activities within.
- **Façade's animation:** The support of sustained activity on the street through visual details, engaging uses and amenities.
- **Figure ground plan:** A plan which shows only building footprints, rendered in black, with the ground plane left white, providing an abstract representation of the development density and the extent that buildings define public spaces. A figure-ground plan is a two-dimensional map of an urban space that shows the relationship between built and unbuilt space. It is used in analysis of urban design and planning.
- **Fine grain:** Grain refers to the pattern of property lines, plots, streets and lanes. It is the general shape and direction of building footprints. Fine grain refers to the higher intensity of smaller plots or streets.
- **Fragmentation:** In the urban context, it refers to the process or state where the urban fabric is broken into fragments, being visually and physically disconnected.
- **Gateway:** A signature building, landscape or space to mark an entrance or arrival to an area. The gathering point or place which acts a transition between different areas and/ or spaces.
- **Groundscraper:** A large building of both significant mass and scale which extends horizontally. It sprawls along the ground, rather than soaring into the sky.
- **Height transition:** the gradual change in height between buildings within a community.
- **Healthy street:** A street defined by its response to 10 evidence-based indicators that create a human-centred framework, embedding public health in transport, public realm and planning. These 10 indicators must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed. Thus, 'healthy' is a street where everyone feels welcome, that is easy to cross, that offers shade and shelter, that provides places to stop and rest, that is not too noisy, where people choose to walk and cycle, where people feel safe, that offers things to see and do, where people feel extra relaxed and with clean air (good air quality), (Lucy Saunders, adopted by TfL).
- **Heritage asset:** A building, monument, site, place area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.
- **Human scale:** Elements and features with a scale that relate well in size to an individual human being and makes people feel comfortable rather than overwhelmed.
- **Inclusive (neighbourhood):** A neighbourhood where all buildings and their surrounding spaces can be accessed and used by everyone (all ages, backgrounds and abilities).
- **Landmark:** An 'object' that provides 'external points of orientation, usually an easily identifiable physical object in the urban landscape' (Lynch, 1960). Usually refers to a tall or taller structure/ built element with great visibility and a significant impact on its surroundings but can also be a building or structure that stands out from the surrounding buildings. It offers distinctiveness to locations within the urban fabric, contributing to an area's character and making it memorable. Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation.
- **Layout:** The arrangement of buildings, streets, uses and spaces in a development.
- **Left over space:** A space with no clear use, character and/ or purpose, usually formed by the residues between various plots. 'Left over' spaces are usually at risk of being neglected/ abandoned and it is best for them to be incorporated within a design.

- **Legibility:** The ease with which a person is able to see, understand and find their way around an area, building or development, reflecting the possibility of organizing an place/ environment within an imageable and coherent pattern. A 'legible' place is one that people find easy to navigate and move through.
- **Local distinctiveness:** The combination of features of a building or a place that give it a distinctive identity, features that define an area or development.
- **Landscape openness:** Landscape openness is determined by the number of elements above eye level, as slopes, tall vegetation such as woods, groves and wooded banks, buildings in towns and villages, houses and commercial buildings.
- **Local (character area) view:** A view identified in the detailed townscape analysis of each Character Area as significant to the urban fabric, contributing to the area's distinctiveness.
- **Marker:** A prominent feature or area of interest that can serve as a visual marker (focal point) and help a person to navigate through a place.
- **Mobile workforce:** A workforce comprising individuals who work outside of a physical office location. These professional workers are not limited to employees who work from home.
- **Overlooking:** Having a view from above into other people's private space. For example, a balcony on the rear extension of a house could easily look into the neighbour's garden.
- **Obscure glazing:** An umbrella term for any type of glass that obscures or distorts the view through the glass. There is not a single type of glass known as obscure glass, rather, obscure glass can be thought of as a category name for various other types of glass. There are different levels of obscurity in glass.
- **Outskirts:** The outer part of the city.
- **Perimeter block:** Development blocks where buildings front onto streets and spaces and back onto rear gardens. It is commonly used to achieve successful development through connected streets and well-defined frontages. It can work at a range of scales but should be large enough to fit adequate amenity space, parking, natural ventilation, use of the block for other purposes and to accommodate the site's topography; and small enough to allow a permeable and walkable street pattern. It enables a clear distinction to be made between public and private realms, as defined by the exterior and interior of blocks respectively and increases natural surveillance of the street.
- **Permeability:** The extent to which the urban structure permits, or restricts, movement of people or vehicles through an area, and the capacity of the area network to carry people or vehicles.
- **Place-making:** A term for the design of public spaces and the greater urban fabric, to create the physical conditions that residents find attractive, safe, neighbourly and legible. It is usually done in close consultation with the residents of a city or neighbourhood, resulting in places that have popular features for recreation, hobbies, socializing, interaction and personal reflection.
- **Positive contribution building:** Buildings that are not listed, locally listed or within Conservation Areas, however, they are important as part of the townscape of each Character Area. As such there is a general presumption against the demolition of these buildings.
- **Problematic view:** A view which is poorly terminated or defined and could be improved to make a better contribution to the townscape and place-making.
- **Rus in urbe:** An illusion of countryside created by a building or garden within a city. The phrase, which is Latin and means literally 'country in the city', was coined originally by the Spanish-born Latin epigrammatist Martial.
- **Sensory richness:** The human experience of the urban environment comes from different sensory channels i.e., sight, hearing, smell, taste, and touch. The depth and breadth of these sensory experiences can be investigated under the general term, sensory "richness."

- **Screened frontage:** A frontage that is blocked by planting or physical objects, interrupting or making difficult the interaction between the public realm/ those on the street and the building premises facing the street (ground and upper floors of the buildings).
- **Sense of place:** A place with strong identity and character that is memorable and deeply felt by local residents and visitors. Sense of place is determined by personal experiences, social interactions, and identities.
- **Skyline:** The outline of land and buildings defined against the sky, the shape viewed near the horizon. It can be created by a city's overall structure, or by human intervention in a rural setting, or in nature that is formed where the sky meets buildings or the land.
- **Slender building:** A building, most notably a tall building, where its proportions of height to width creates a narrow or 'slender' built form.
- **Slum clearance:** Urban slums are regions accommodating people who lack the necessities to sustain a healthy and safe livelihood. Slum clearance refers to the removal for rehousing, by the state, of those people who previously lived in slum areas, to prepare the area for demolition and rebuilding.
- **Soft site:** A site with possible redevelopment potential.
- **Strategic vista:** A view of city-wide significance.
- **Street block/ Urban block:** The space within the street pattern of a city that is subdivided into land, usually containing several buildings.
- **Streetscape:** The visual character of a street space that results from the combination of street width, curvature, paving, street furniture, plantings and the surrounding built form and detail. The people and activities present in the street also contribute to the streetscape.
- **Street pattern:** Refers to the shape and distribution of streets which ultimately determines the shape of the city.
- **Strong frontage:** A frontage of heritage assets and/ or buildings making a positive contribution (as presented within each Character Area Evidence Base document). The building lines, characteristics and heights of these frontages are to inform the streetscape and for them to be retained as 'dominant features' in any street.
- **Tall development:** A building/ development which is significantly higher than the buildings/ developments in the surrounding area.
- **Three-dimensional, urban design framework:** An urban design vision for an area presented in three dimensions (length, width, height) with the use of 3D modelling.
- **Townscape elements:** The visual composition of buildings, spaces, views and features within a town that determine its distinctive character.
- **Urban grain:** The pattern of development in a settlement, the balance between open spaces and built forms, and the nature and extent of subdividing an area into smaller parcels or blocks.
- **View/ Vista of city-wide significance:** A view/ vista of city-wide significance meets a large number of important criteria, significant to the history, identity and place of Leicester.
- **View termination point:** A building or other feature which is placed at the end of a view down a street or square, to aid enclosure or provide a landmark.
- **Vista:** Direct and continuous views along straight streets or open spaces.
- **Visual impact:** The changes to the scenic attributes of the landscape/ townscape brought about by the introduction of visual contrasts (e.g., development) and the associated changes in the human visual experience of the landscape/ townscape.
- **Wayfinding:** All the ways in which people orient themselves in physical space, navigate from place to place and interpret their surroundings. It is a holistic concept with a focus on making all parts of the urban landscape easy to read and understand.



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