



Leicester
City Council

New Walk Character Area

Townscape Analysis & Design Guidance

Evidence Document



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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.

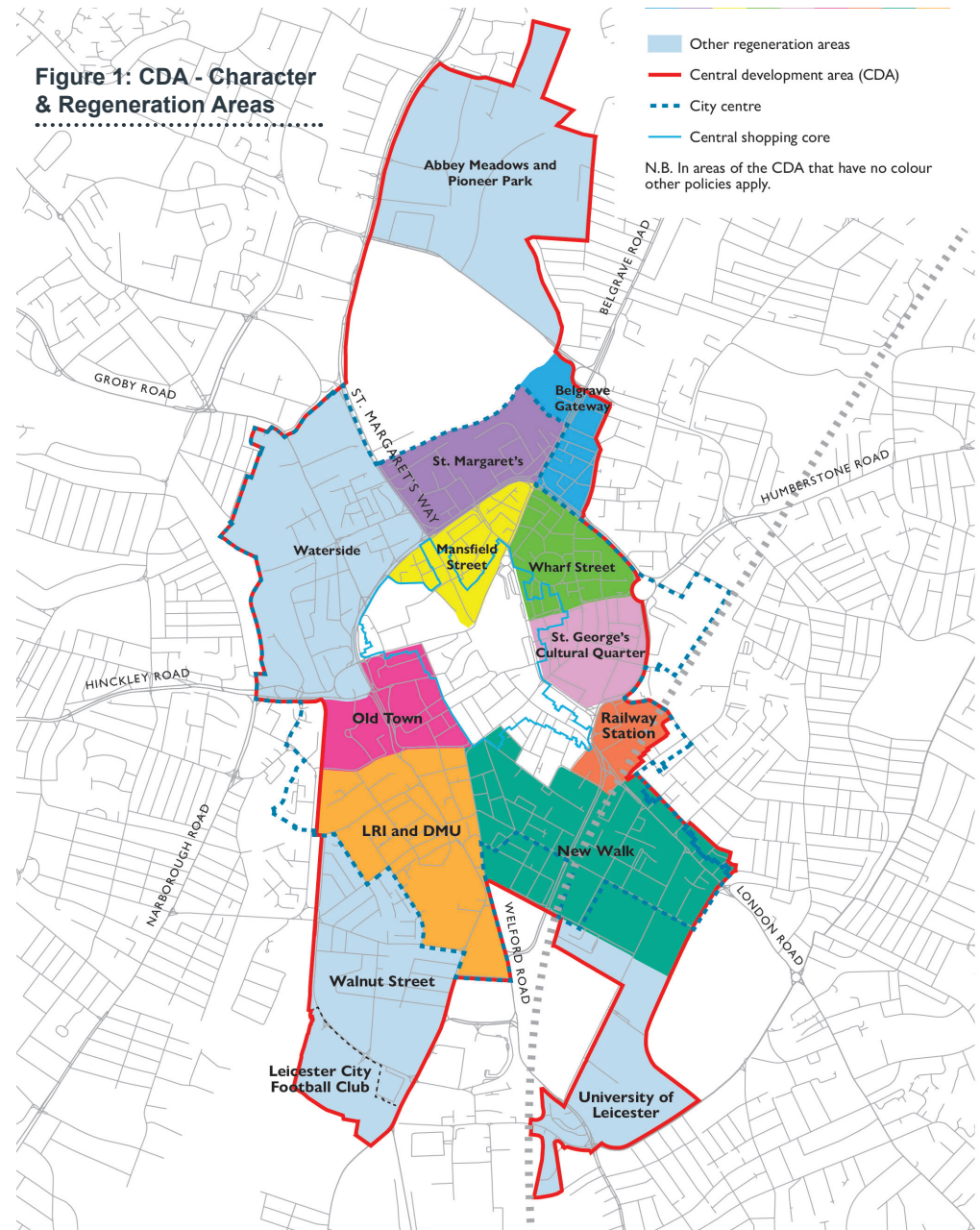


Figure 1: CDA - Character & Regeneration Areas

■ Other regeneration areas
■ Central development area (CDA)
- - - City centre
— Central shopping core

N.B. In areas of the CDA that have no colour other policies apply.

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

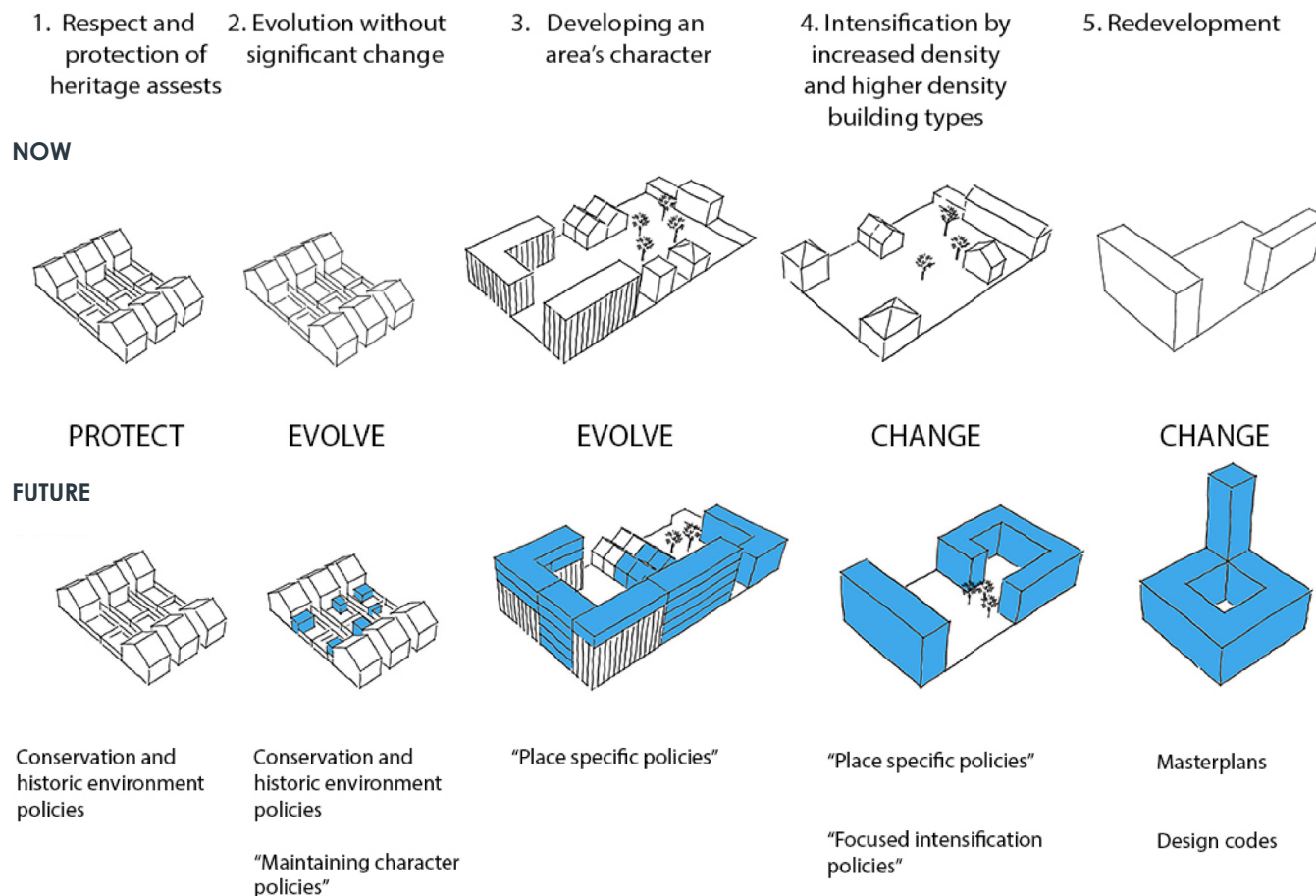
To inform and guide policy, it is helpful to understand the level and scope of change that the specified character areas are likely to undergo during the plan period and beyond. Some of the character areas will predominantly include heritage assets, with few development opportunities, requiring protection 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

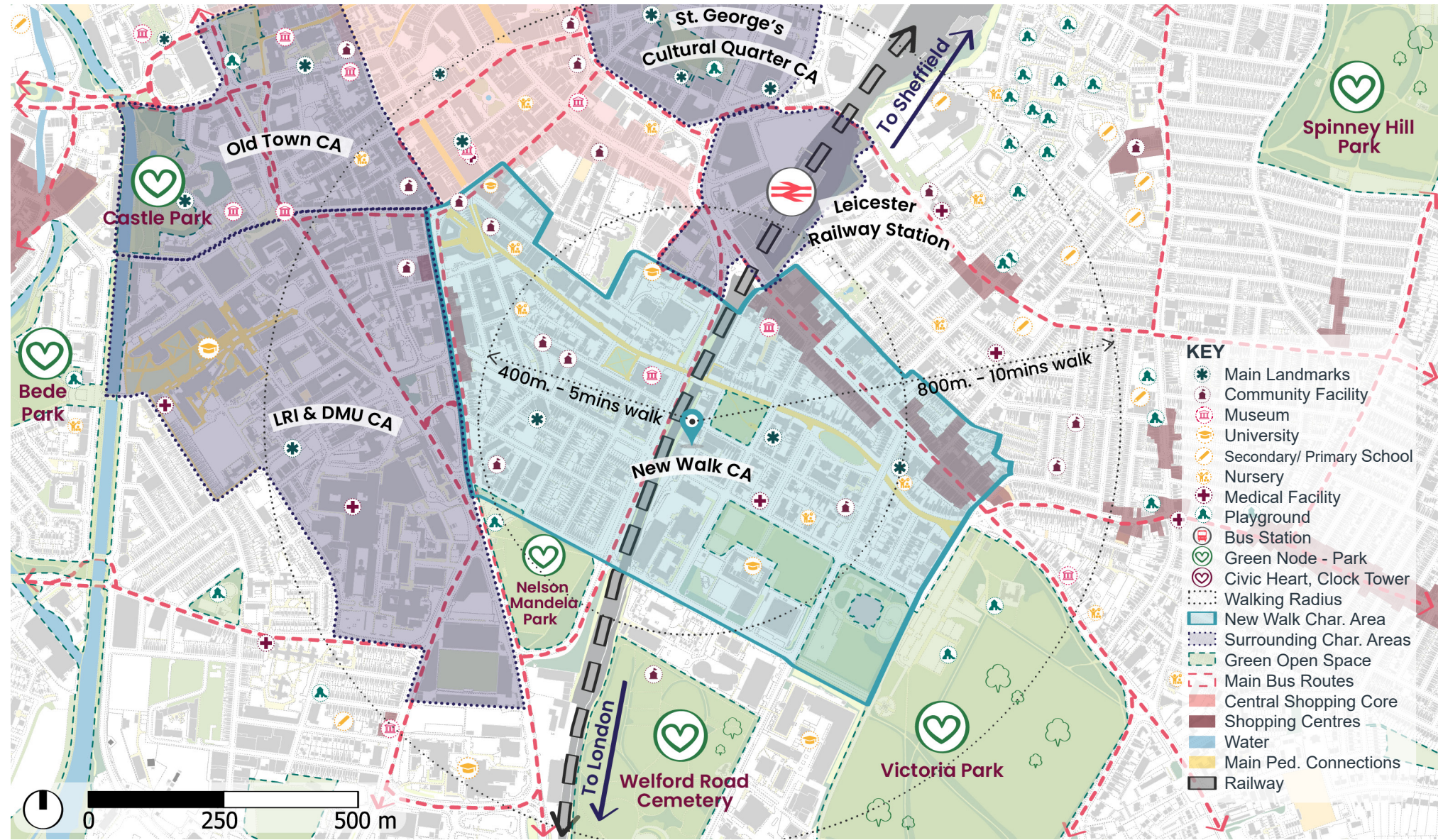


Figure 3: New Walk Character Area within the Greater Context
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The New Walk character area is located within the CDA, being part of Leicester's city centre (located at its south edge). It connects Leicester's city centre with the southern surrounding residential neighbourhoods. Surrounded by LRI & DMU, Old Town and Railway Station character areas, it is a place of identity, legibility and cohesiveness, presenting a fine, nationally 'rare' example of Georgian masterplanning.

The Railway Station, Welford Road Cemetery, Nelson Mandela and Victoria parks and the Leicester's Royal infirmary can be found within a 5 minutes walking distance. Moreover, the Clock Tower, Leicester's civic heart, can be reached within a 10 minutes walk, whereas Haymarket and St. Margaret's bus stations can also be reached within a 15 and 20 minutes walk.

New Walk character area is bordered by Welford Road (west), Lancaster Road (south-west), Granville Road (south) and a series of smaller roads to the north edge of the area. New Walk itself, a nationally rare example of Georgian promenade, permeates the area from west to east, being the most distinctive and unique element of the overall character area.

Today the New Walk area accommodates a mix of uses, striving for a balance between the established residential community and the later office uses. Including examples of notable architecture and heritage assets, New Walk character area is a synthesis of well-enclosed, legible and fine grain streets and spaces.

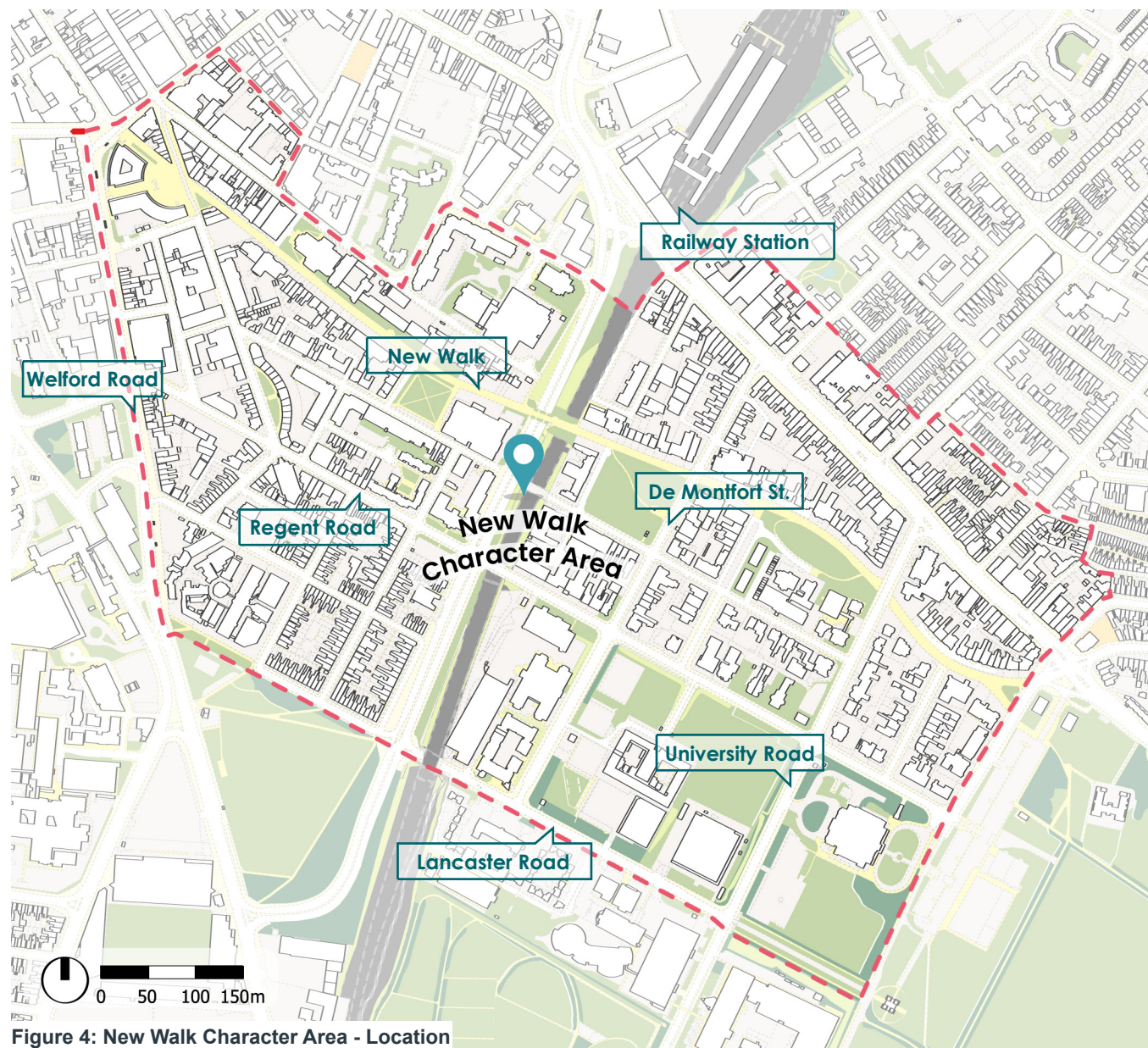


Figure 4: New Walk Character Area - Location

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2.2. History & Evolution of New Walk

18th Century

The 1792 map shows that the area currently forming the New Walk Conservation Area was part of the town's South Fields, a large area of unenclosed open fields, owned by the Borough Freemen and used for grazing. A footpath leading to Gartree ran through the fields, possibly on the line of the Roman road from Leicester to Colchester. The land was above the River Soar's flood plain and outside the increasingly cramped confines of the town's medieval core, making the South Fields area highly desirable for building to the Corporation of Leicester. The promenade was laid out by the Corporation of Leicester in 1785.

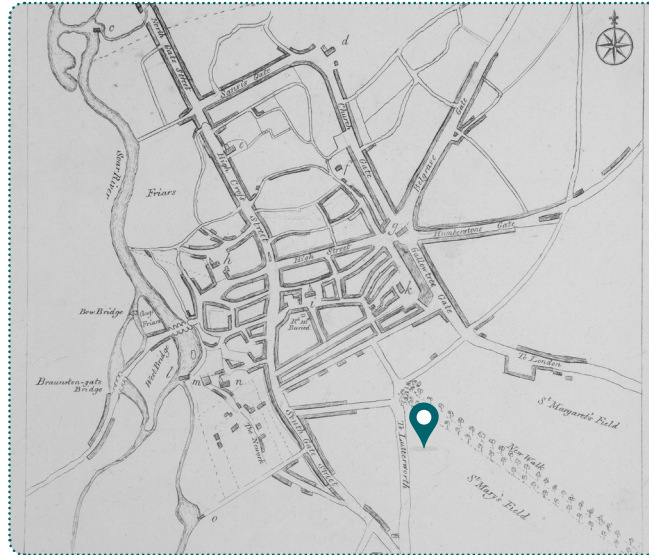


Figure 5: 1792 Throsby Map (LCC)

19th Century

The provision of a pleasant formal pathway linking the town's more affluent residents with the open countryside and Leicester's Race Course (today's Victoria Park) would have been another desirable outcome. However, despite this first move, it was not until nineteen years later, in 1804, that the Inclosure Act was passed. The Inclosure Award was issued in 1811, and following that King Street was laid out. This was followed by Wellington Street, Princess Road and the streets surrounding Holy Trinity Church in 1812, 1815 and the 1820s respectively.

In 1840 the railway line was built and it effectively formed a boundary between the north developed area and the south undeveloped area of the New Walk character area. This boundary is evident in all the historical maps and still maintains to the present day a clear separation.



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 New Walk character area has been marked for further clarity.

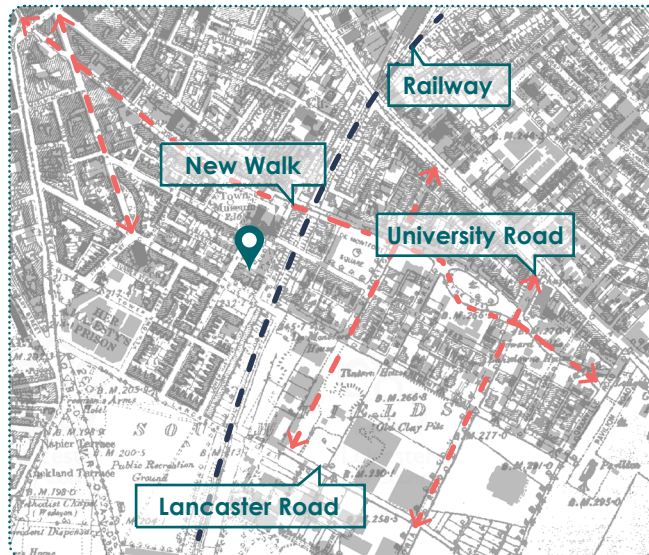


Figure 6: 1886-87

20th Century

The social history of New Walk reflects its changing function within the city from an upmarket residential area to a more varied area of mixed use development. The houses initially built on New Walk were designed for wealthier large families with servants. Spaces along the promenade such as The Oval were popular with nannies employed by wealthy families. By the late 19th Century, with the decrease in family sizes, some of these large houses became lodgings or apartments.

University Road and De Montfort Street are key north to south connections. Even today the railway line divides the character area between a more rectilinear grid layout of the blocks in the east and a less rectilinear but still well defined layout in the west of the area.

By the 1930s the south east of the of the New Walk character area had seen the construction of the De Montfort Hall (1913), Regent College (1926) and Leicester Fire and Rescue Station (1925-1927).

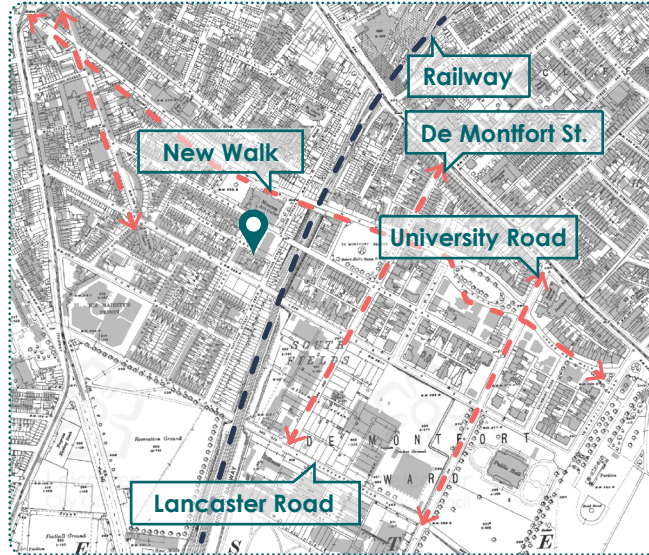


Figure 7: 1914-16

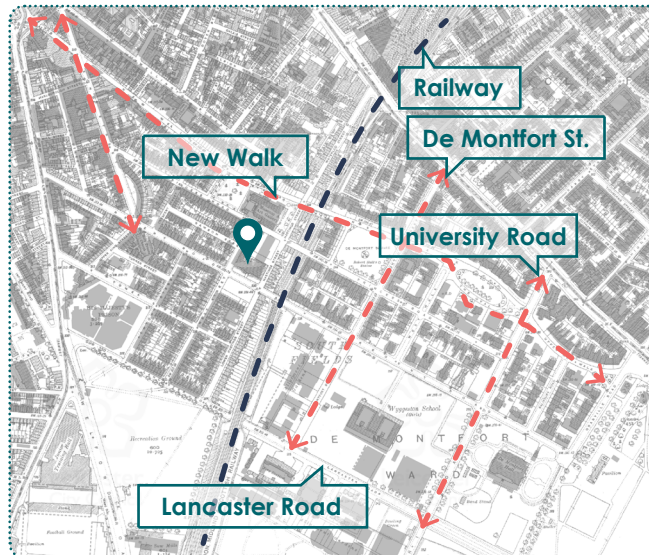


Figure 8: 1940

In the 1950s proposals were made for a central ring road and a major Civic Centre, both of which would have required the demolition of, amongst other buildings, The Crescent on King Street. Although the original proposals were abandoned, a number of buildings in the area deteriorated substantially because of planning blight and were eventually demolished. Many were replaced by offices, such as 20-40 New Walk, Provincial House (37 New Walk) and the buildings at 20-34 and 9-43 Princess Road West.

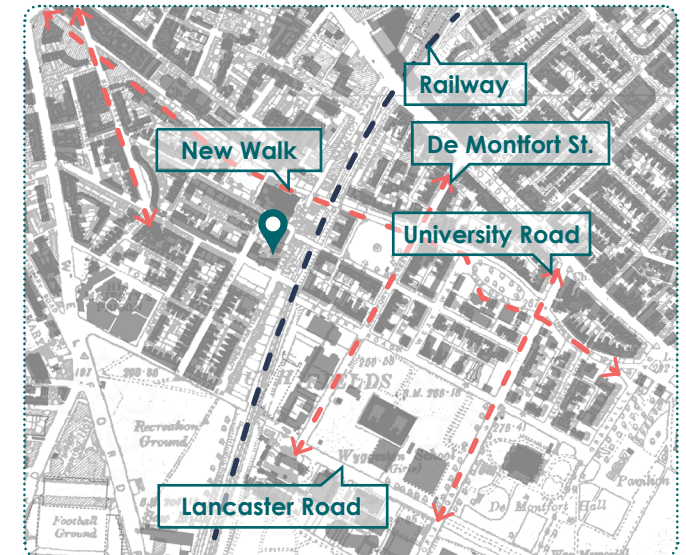


Figure 9: 1952

It was the area's decline that led to the New Walk character area's greater part designation as one of Leicester's first conservation areas, in 1969. The first improvements to New Walk were also undertaken at that time when it was relaid in red tarmac, with granite and concrete setts forming drainage channels and edging. Consequently, when a central ring road (Waterloo Way) was again proposed in the 1970s, the Council succeeded in having it built in a cutting to minimise further damage to the continuity and character of New Walk. Although, Waterloo Way's construction did lead to some buildings of note being demolished.

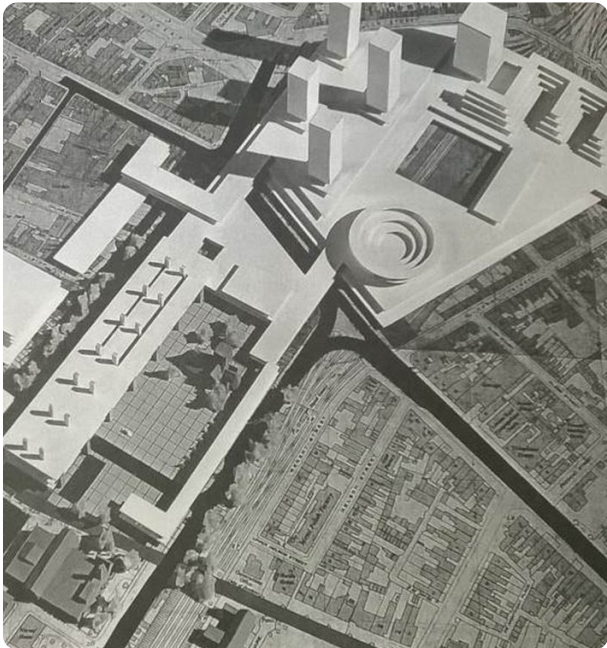


Figure 10: Model of proposed comprehensive development across New Walk, 1950s (LCC).

2.3. Heritage & Townscape Assets

After reviewing the history and evolution of the New Walk character area, this sub-chapter presents the main heritage and townscape assets of the area (figure 11). However, it should be noted that it does not seek to reproduce the Conservation Area Appraisal (CCA), relevant to this area, although the CCA has informed the present content. For further details the Conservation Area Appraisal and the Conservation Area Management Plans should be referred to and considered.

Additional buildings which make a positive contribution are identified (figure 11). They are buildings which are not listed, locally listed or within Conservation Areas; however, this classification reflects their importance as part of the New Walk character area's townscape. As such there is a general presumption against the demolition of these buildings.

New Walk's historical importance to the city of Leicester is evident by the numerous heritage assets that are both nationally designated and locally listed (figure 11). Almost the entirety of the character area is situated within the New Walk Conservation Area. The very north-west of the character area (including London Road) is located within the South Highfields Conservation Area. Following Connecting Leicester improvements, the public realm improvements to create New Walk Place (5) is considered to make a positive contribution to the townscape.

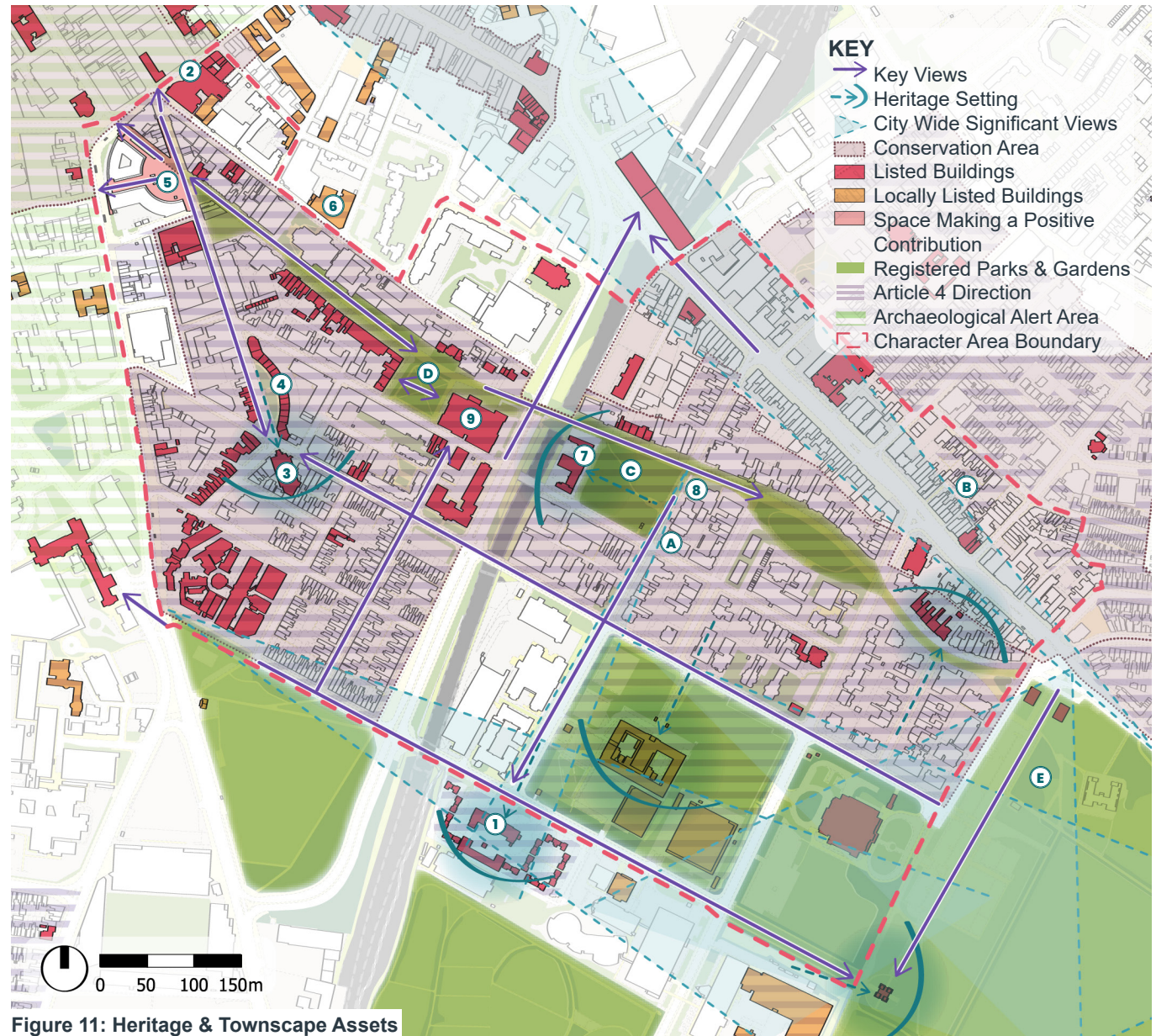


Figure 11: Heritage & Townscape Assets

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Most of the houses to the south of New Walk, on Princess Road, West Walk, De Montfort Street and Regent Road were built between 1862 and 1875. They depart from New Walk's style and begin to introduce more decoration. Some remain Classical, while others proclaim their owner's wealth and status, such as 44 Princess Road East (A) (which was built in 1870 for F J Morley, the owner of Morley's department store on Cheapside, by his brother)(figure 11). One of the most distinctive row of buildings in the character area is The Crescent (4) on King Street. It is set behind an area that was originally fenced off, and has a gently curved and well-proportioned façade of plain red brick with a slightly projecting central section featuring a pediment (figure 11). Semi-circular fanlights above the doors and finely detailed wrought iron balconies and pediment porches combine to create a building of considerable architectural distinction.

The character area also features registered parks and gardens. The New Walk Promenade is designated as a Grade II registered park and garden. This also includes De Montfort Square (C), Museum Square (D) and Victoria Park (E), (figure 11). This sits immediately to the east of the character area and is also designated as a Grade II registered park and garden by Historic England.

* Please see Heritage & Townscape Assets Plan (figure 11) for the location of the following key building frontages.



1 Lancaster Road Fire Station



2 Belvoir Street Chapel



3 Holy Trinity Church



4 The Crescent



5 80 New Walk Place



6 The Pick Building



7 Bob Trewick House, De Montfort Square



8 St Stephen's Church



9 Leicester Museum & Art Gallery

In 1980, the area surrounding the Holy Trinity Church (3) was declared a Housing Action Area (HAA). Due to this the Council agreed to extend the boundaries of the New Walk Conservation Area and to declare an Article 4 Direction in order to preserve the character and appearance of the houses adjacent to the south-west of the character area. There is also an Article 4 Direction within the South Highfields Conservation Area (B), which was declared in 1981 (figure 11).

Some of the important heritage assets and public spaces within the area include (see page 16);

1. Lancaster Road Fire Station
2. Belvoir Street Chapel
3. Holy Trinity Church
4. The Crescent
5. New Walk Place
6. The Pick Building
7. Bob Trewick House, De Montfort University
8. St Stephen's Church
9. Leicester Museum & Art Gallery.

There are four views and vistas of city-wide significance that are of heritage and townscape value. These views in New Walk are (see page 18):

- View south from London Road and Granville Road, through the Victoria Park Gates and listed Lodges, towards the War Memorial and the University of Leicester's cluster of tall buildings (the Engineering Building, Charles Wilson Building, the Attenborough Building). This view takes in part of Victoria Park. (a)
- View south along De Montfort Street that is terminated by the Grade II listed Fire Station. (b)
- Long view south-east along Lancaster Road which is terminated by the Grade I listed War Memorial in Victoria Park. (c)
- View north-west along London Road towards Bradgate Park. (d)

Additional key views are taken from the New Walk and South Highfield Conservation Area Appraisals which are important to the heritage setting of key buildings and the heritage and townscape character of the area as a whole. Some of these key views are (see page 18):

- View south-east along King Street towards the Grade II listed Holy Trinity Church. (e)
- View north-east along West Street that is terminated by the Leicester Museum & Art Gallery. (f)
- View south-east along Lancaster Road that is terminated by the War Memorial in Victoria Park. (g)
- View from bridge across Waterloo Way terminated by the listed Porte Cochere of the Railway Station. (h)
- Sequence of views along Regent Road towards Holy Trinity Church. (i)
- View from London Road towards St. Stephen's Church. (j)
- View from London Road towards the Seventh Day Adventist Church. (k)



View South from London Road towards Lodges & Gates



View South along De Montfort Street towards Fire Station



View South-East towards Holy Trinity Church



View North-East towards Leicester Museum & Art Gallery



View South-East from Lancaster Road towards War Memorial



View Across Waterloo Way Terminated by Porte Cochere



View Along Regent Road towards Holy Trinity Church



View from London Road towards St. Stephen's Church



View from London Road towards the Seventh Day Adventist Church

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 is defined as an Archaeological Alert Area and indicates where development is most likely to have an impact upon archaeological remains. While the Archaeological Alert Area does not extend into New Walk character area, Belvoir Street in the north and Welford Road in the west of the character area, are both within the Archaeological Alert Area. Therefore the presence of sites of archaeological importance cannot be ruled out if developments come forward around those streets.



Figure 12: Holy Trinity Church, Viewed from King Street (Wigston Historical Society)



Figure 13: New Walk Centre Newly Built, Image from 1975 (ITV News Central)



Figure 14: Leicester Museum & Art Gallery Shown in 1860 (Story of Leicester)



Figure 15: The Friars, 154 Upper New Walk (Story of Leicester/English Heritage)



Figure 16: The Crescent on King Street, 1950. (LCC).



Figure 17: Postcard of St Stephens Church 1905 (Leicestershire Records Office)

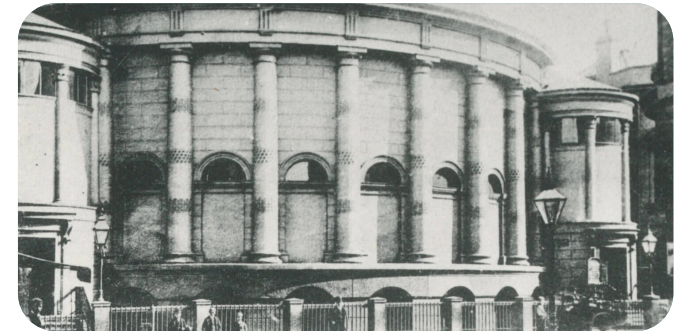


Figure 18: Belvoir Street Chapel, 1909 (Story of Leicester)



Figure 19: Cramant Cottages, Behind King Street, Built 1820s (Story of Leicester)

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 New Walk character area has a predominantly fine grain of perimeter blocks within a well-ordered street pattern, characteristic of the Georgian masterplanning. There are some large plots to the east of the area, with large buildings within them, such as De Montfort Hall and WQE College (Regent College) between Lancaster and Regent Roads, but most of these are notable landmarks with structured landscaping. Thus, they are not too harmful to the townscape, despite affecting street enclosure.

A major detrimental impact on the urban grain of the area is the cumulative impact of 'backland development', both extensions and independent buildings, which is not in keeping with the character of the area. This is a particular issue for the blocks highlighted (figure 20).



Figure 20: Street & Block Pattern

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.

The area is characterised by well-defined perimeter blocks, consistent building lines and cohesive frontages with streets that are well enclosed. Whilst styles of architecture may vary, a distinct identity and sense of place is evident.

New Walk itself and public spaces along New Walk are also well-enclosed, providing welcoming and unique spaces.

The 'backland developments' that are taking place to the perimeter blocks to the north of the Oval are not in keeping with the grain of the area and cumulatively are resulting in a detrimental change to the character of the area.

Inevitably, Tigers Way has also caused fragmentation between the east and west of the area, although not affecting New Walk itself, which retains its continuity. The enclosure of the streets crossing Tigers Way should be prioritised.

The enclosure along Regent Road and Lancaster Road is generally poor given the large plots adjacent with pavilion buildings. At the same time, the removal of boundary treatments, especially to provide off street car parking, remains a concern.



Figure 21: 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 New Walk character area consists mostly of buildings that are between 0 - 9m. Newer developments such as the residential and office buildings on the site of the former New Walk Centre are generally between 9 - 21m.

The spires of St Stephen's Church, Holy Trinity Church and the Seventh Day Adventist Church, along with the Fire Station's tower are tall structures in the area.

With a height of up to 45m, the Opal Court student accommodation building on Regent Road is the only example of a tall building within the context of the character area. The building does have a detrimental impact on the adjacent heritage assets such as the Fire Station, the WQE College (Regent College) and the view of the Grade I listed War Memorial from Lancaster Road.

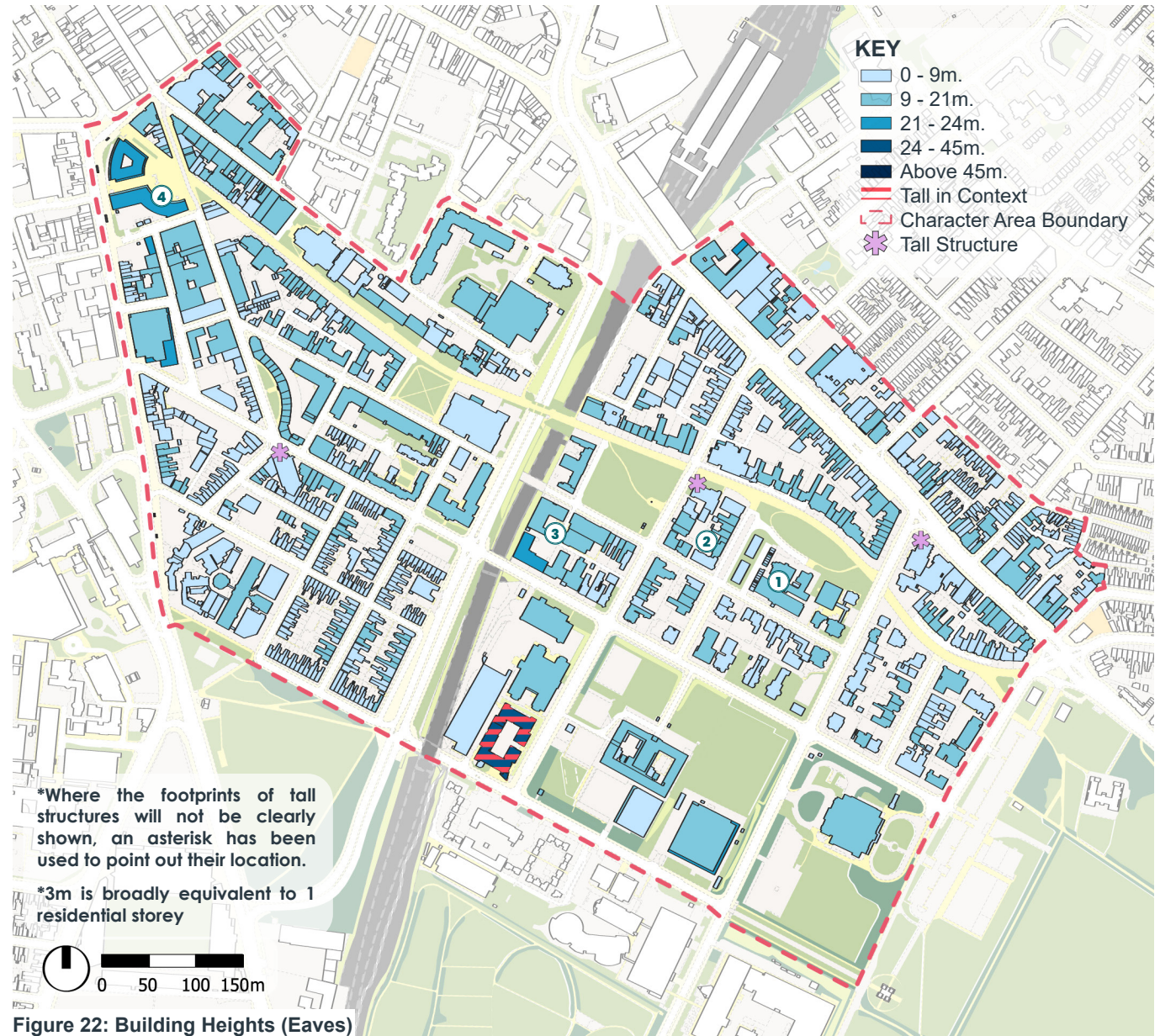


Figure 22: Building Heights (Eaves)

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Planning History

Most approved/determined applications in the area have primarily been office to residential conversions of existing buildings, sometimes with limited upward extensions

There are recent examples in the New Walk character area of recent developments that have respected and enhanced the character of the area and are of an appropriate height and massing for their context (see figure 22).

1. The Oval on 57 New Walk (20161047) - a building of maximum height 12.5m for 54 residential units. The articulated façade helps to break up the elevation. While the area predominantly consists of red brick buildings, it has been to the building's benefit that quality detailing and materials were used. This has allowed for a positive contemporary scheme.
2. 8-10 West Walk (20162277) - change of use from B1 offices to student accommodation. This included the construction of a building of maximum height 16.5m. A positive townscape aspect of this building is that it provides good surveillance onto the street. The ground floor in particular has a good size opening that should theoretically provide an active frontage to West Walk.
3. 67-75 Princess Road East (20160758) - a building of maximum height 13.35m comprising of studio flats for student accommodation. The building sits well in the setting around De Montfort Square and when viewed from the New Walk promenade as the photograph shows.



Figure 23: Oval Living, 57 New Walk (20161047)



Figure 24: West Walk (20162277)



Figure 25: 67-75 Princess Road East (20160758) - from New Walk Promenade Across De Montfort Square.

4. New Walk Centre following redevelopment (20150946) - a significant change to the New Walk character area demolishing the 8 and 13 storey towers of the old New Walk Centre and the redevelopment of the site with mixed uses (residential, offices, retail) at a maximum height of 23.3m. It also provides a new public space and extension to the New Walk Promenade.

Approved, but not yet constructed;

- 20200936 at 100 Welford Road, Land Rear Of - Demolition of four buildings; construction of part 3 storey, part 4 storey and part 5 storey building to contain 58 student studios, basement, single storey building for use as security office, bin store and cycle store; change of use of two buildings (Class B2/B8) to provide 4 student studios (Sui Generis); associated landscaping and facilities (Amended plans)(S106 Agreement)



Figure 26: New Walk Place in 2019

2.6. Land Uses

There are a variety of uses within the New Walk character area, organised into a fine grain mix. The predominant uses are office, residential and commercial/ retail.

Clusters of office uses can be identified along New Walk, where previously upmarket residential homes have been converted to office uses, and along King Street. Generally, however, office uses are evenly distributed across the area. Retail and commercial uses are concentrated, as expected, along London Road, Welford Road and towards the north west of the area approaching the city's retail centre.

Similarly, residential uses are evenly distributed recognising the different residential typologies within the area. Large scale, managed residential properties have been increasing, especially within the last 20 years. Some are conversions from offices, such as at 77-89 Princess Road East and 140 New Walk, and others are new builds, such as 4 University Road, 19-61 Princess Road West and 2 Salisbury Road. The area's proximity to the city's universities also attracts student accommodation.

Clusters of educational uses are evident. The University of Leicester occupies many buildings alongside Regent College, Beauchamp City Sixth Form and the Adult Education College. There are also some hotels and guest houses and places of worship. Closer to the city centre, there are more leisure uses, with London Road having a high concentration of retail, pub and cafe uses. Leicester Museum & Art Gallery and De Montfort Hall are two major leisure destinations in the area.

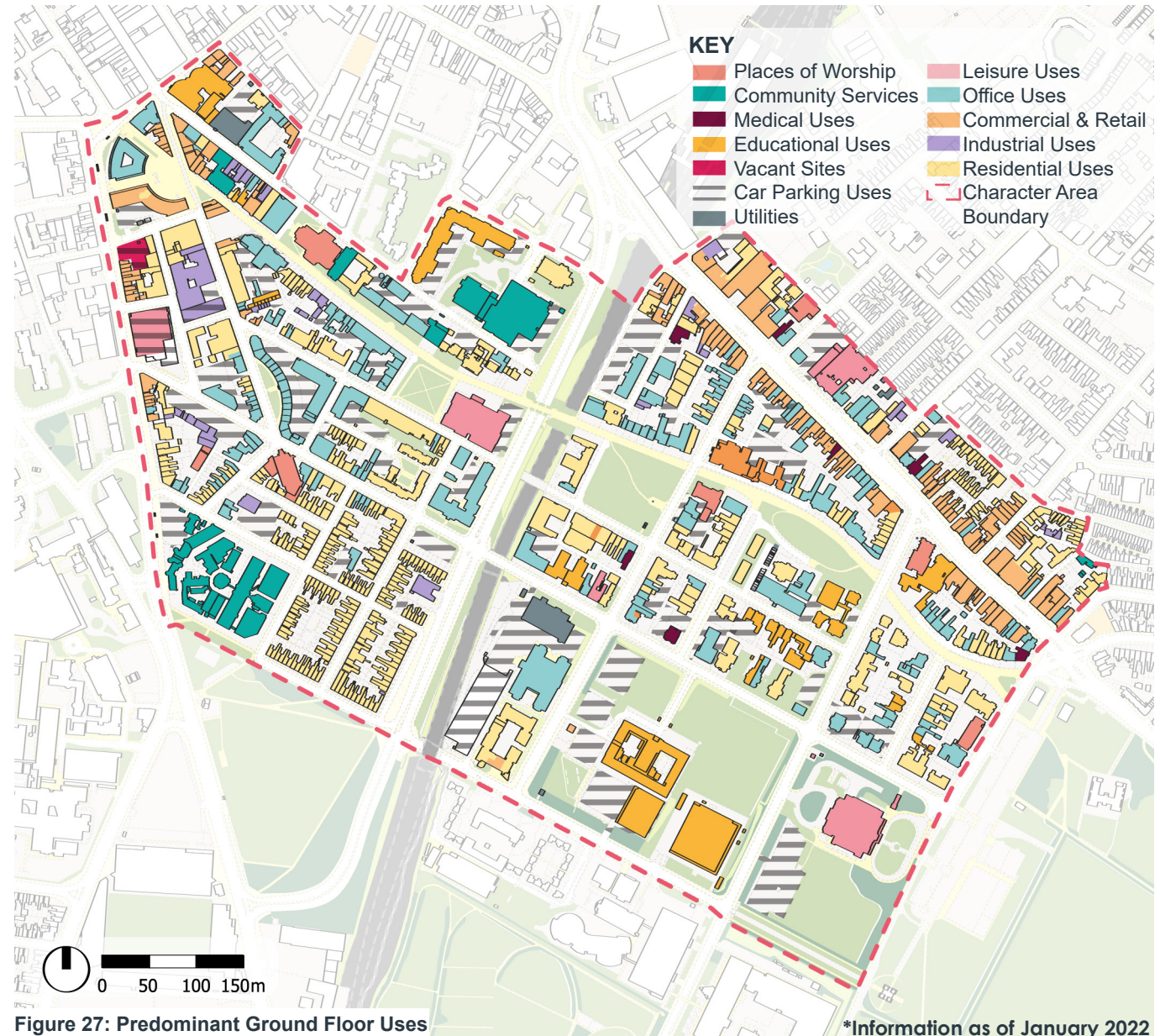


Figure 27: Predominant Ground Floor Uses

*Information as of January 2022

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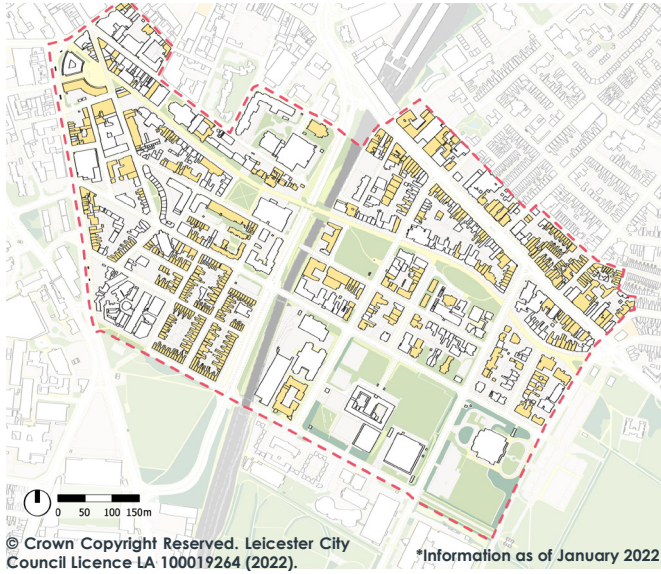


Figure 28: Residential Uses

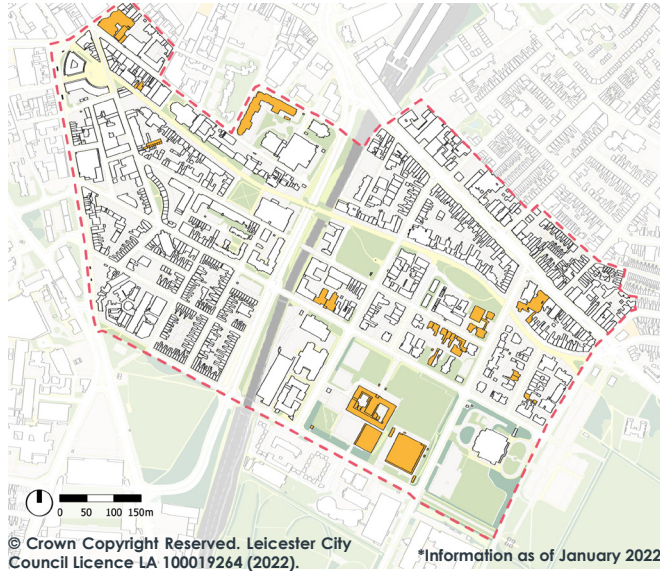


Figure 29: Educational Uses

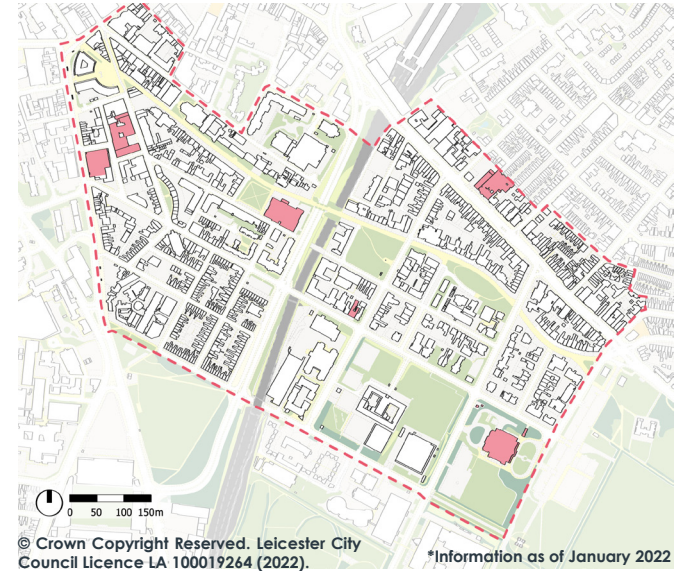


Figure 30: Leisure Uses

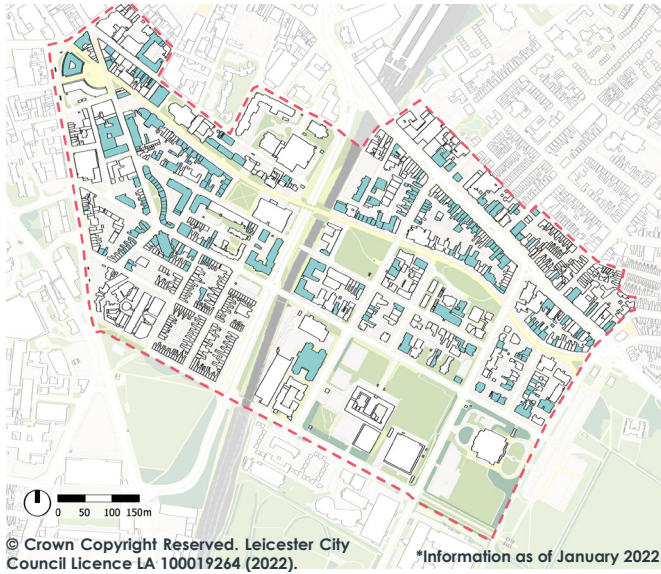


Figure 31: Office Uses

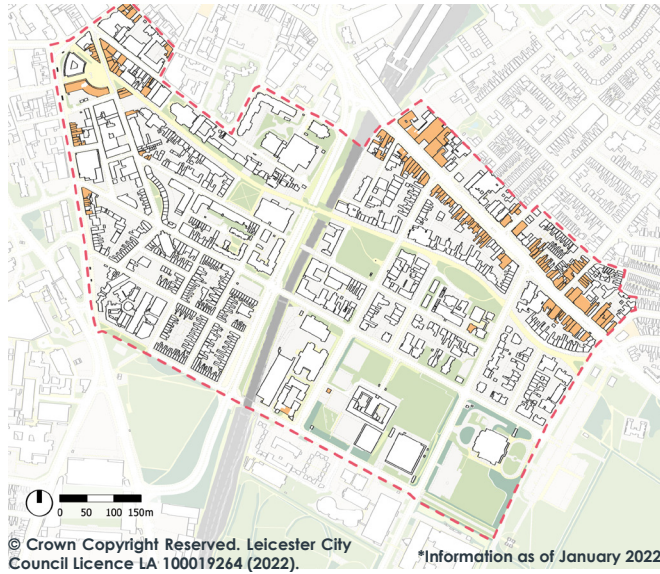


Figure 32: Commercial & Retail Uses

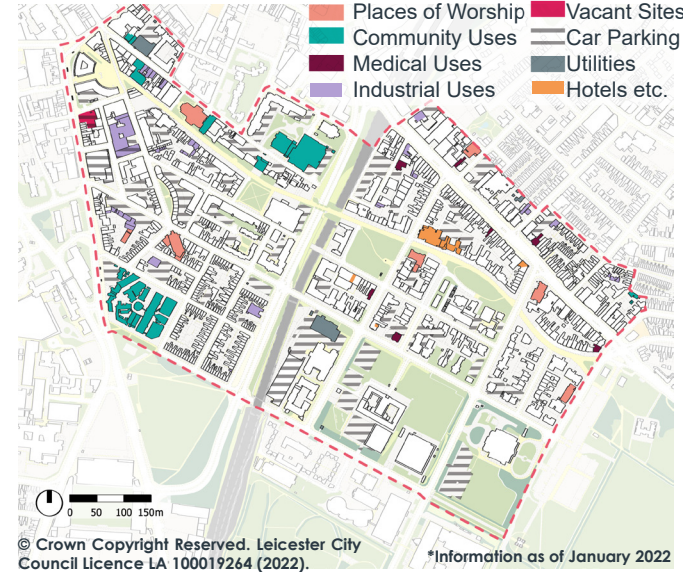


Figure 33: Miscellaneous Uses

- Places of Worship
- Community Uses
- Medical Uses
- Industrial Uses
- Vacant Sites
- Car Parking
- Utilities
- Hotels etc.

2.7. Community Infrastructure & Influence

The New Walk character area is well-served by services and facilities that support both the city and the neighbourhood.

Within the area there are visitor attractions, such as De Montfort Hall and Leicester Museum & Art Gallery, educational facilities, colleges, schools and campus buildings belonging to the University of Leicester. These bring a large proportion of people into the area, further enhanced by non-educational services and facilities, such as nurseries, that support people both living and working in the city centre and the surrounding area. However, such a provision is not at the expense of facilities that cater for the existing neighbourhood, and in particular its residents. New Walk residents are subject to a large number of facilities and services within walking distance, without needing to access the core of the city centre, including easily accessible public transport and a variety of open spaces, public spaces, sports areas and play provision.

Moat Community College is the nearest secondary school within a 10 minutes walk. There are no primary schools within the area but there are three within a 10 - 15 minutes walk.

KEY

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

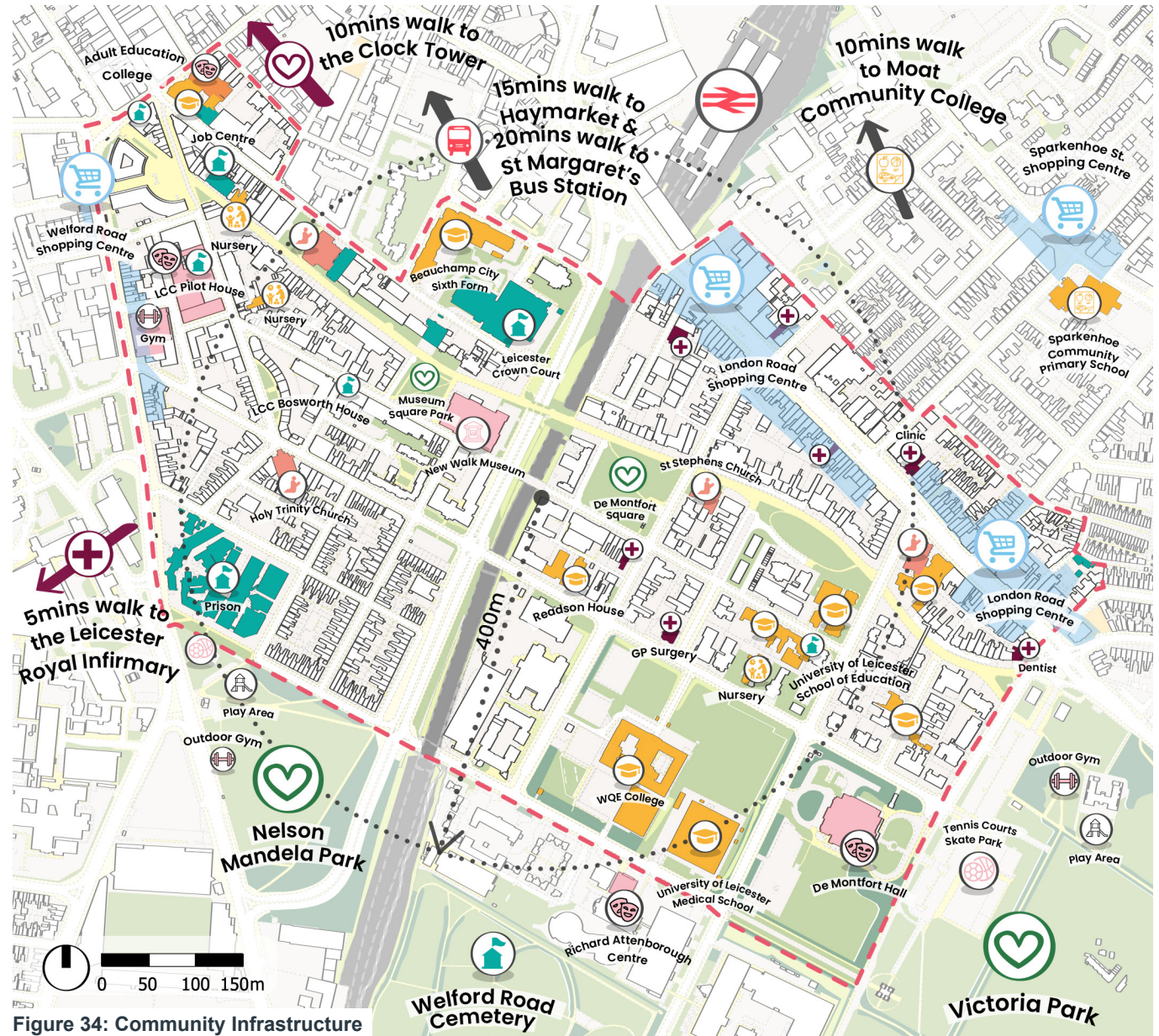


Figure 34: Community Infrastructure

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2.8. Housing & Tenure

Looking at New Walk character area, its residential coverage is high with a fairly even distribution across the area.

The residential offer consists of a large variety of typologies, many suited to the fine urban grain of the area. To the south, the terraced houses, still being used as individual dwellings are clearly legible with some of the homes along New Walk itself. There are also terraced homes to the east of London Road, some of which support owner occupiers in the area. However, the conversion of these houses to flats and their use as HMO's (house in multiple occupation) is also apparent.

Flats are the main residential offer consisting of, as above, converted larger homes and larger heritage buildings and flats above retail uses. There are also larger purpose built blocks, which include both managed accommodation for the private rental market and student accommodation.

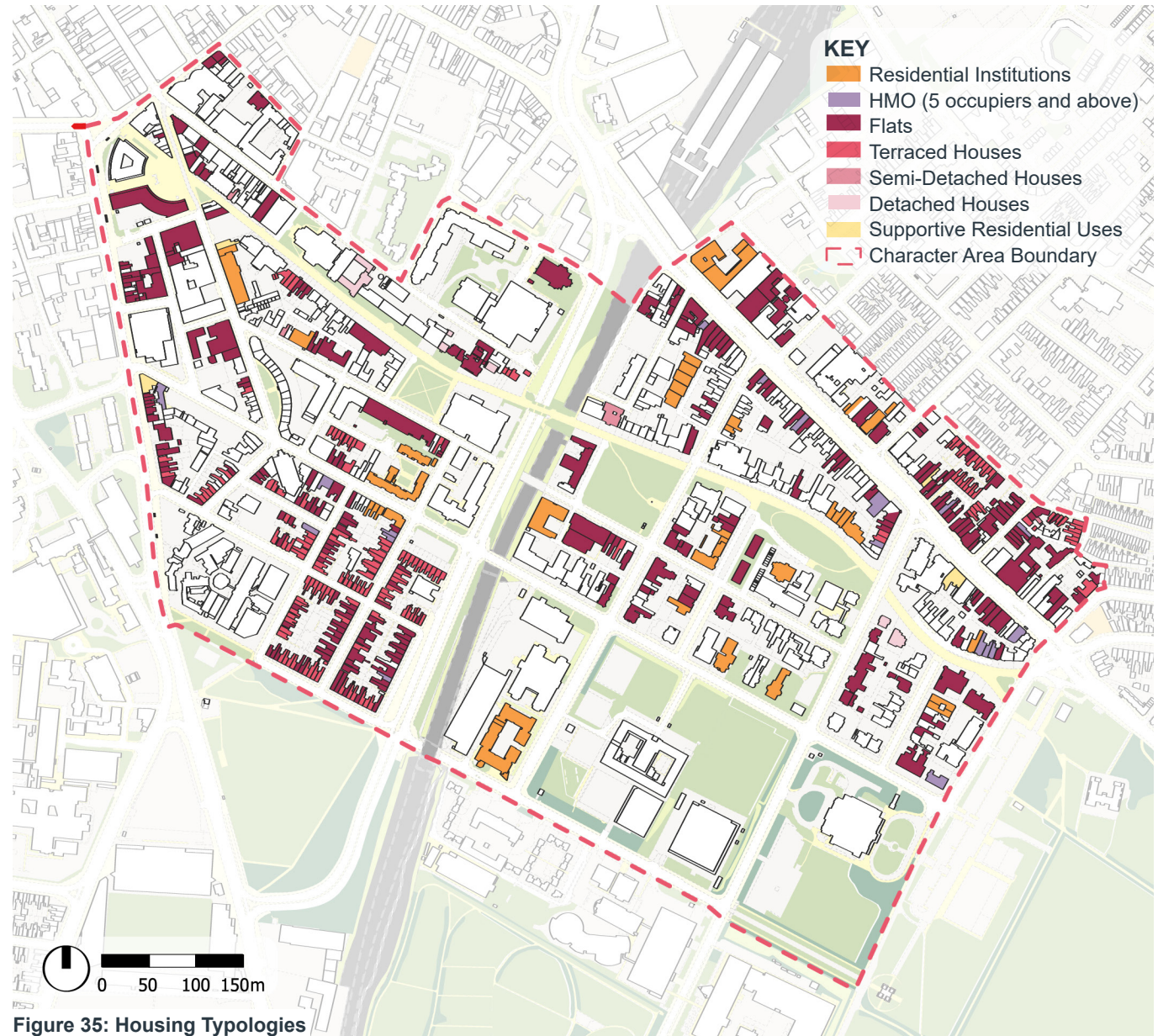


Figure 35: Housing Typologies

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2.9. Open Spaces & Public Realm

The main open space/ public realm area within the New Walk character area is New Walk itself, with some well-sized and well-overlooked squares and spaces, which will serve the residential community. Towards the city centre, New Walk Place provides another city-wide, public space.

Within 5 minutes walking distance is Victoria Park, offering a wide variety of facilities including three play areas, outdoor gym and sports facilities. Nelson Mandela Park and Welford Road Cemetery are also within 5 minutes walk.



Figure 36: Nelson Mandela Park



Figure 37: New Walk Place



Figure 38: De Montfort Square



Figure 39: Museum Square



Figure 40: New Walk Promenade



Figure 41: The Oval



Figure 42: Victoria 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.

Given that Tigers Way/ Waterloo Way feeds into the ring road, it is unsurprisingly the street with the highest order in the character area (a centre connector).

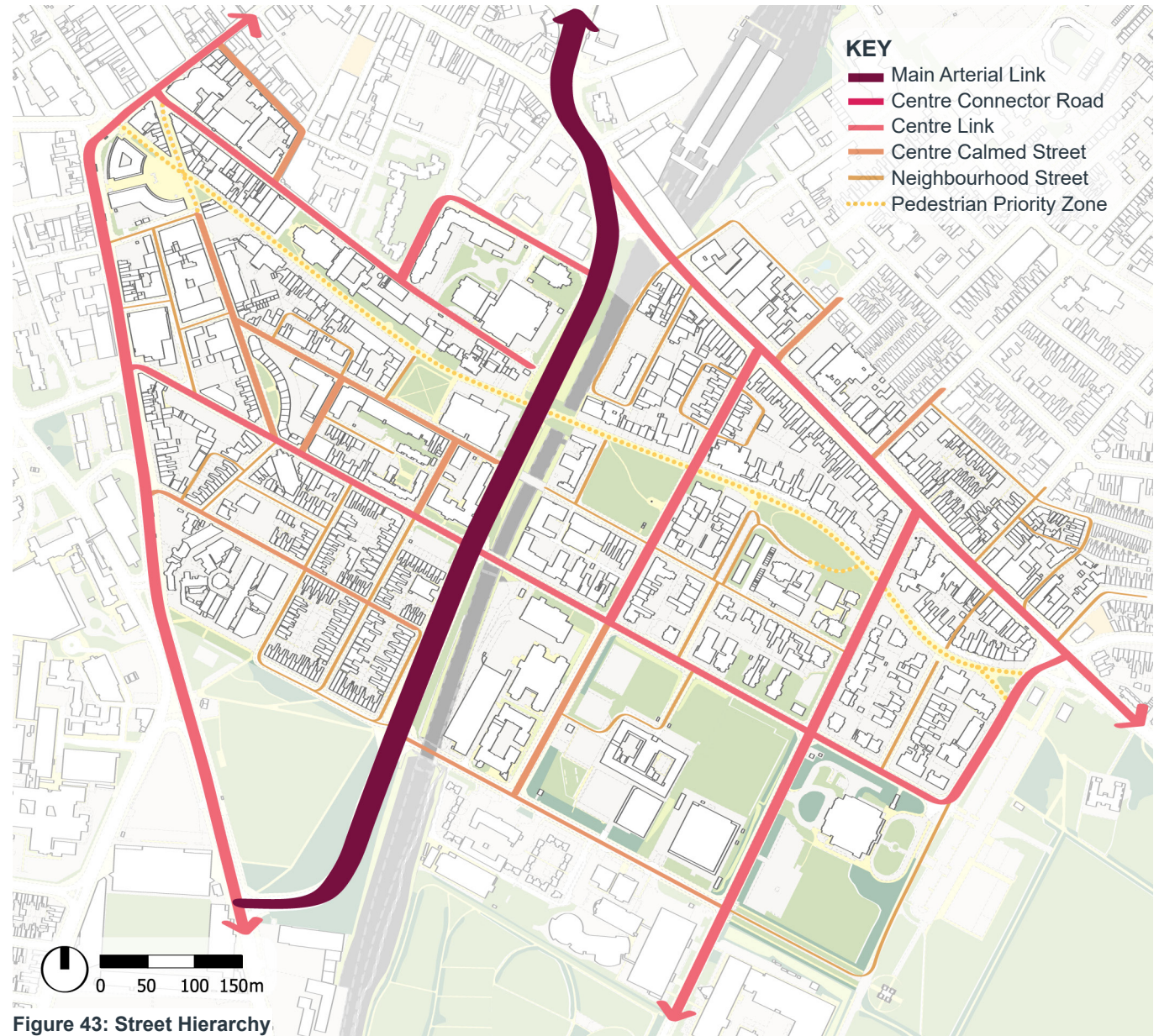


Figure 43: Street Hierarchy

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The New Walk character area has its highest order of streets on the edge of the area and the centre of the area has lower order streets, with London Road and Welford Road being designated as a 'centre link' streets. Some of the key routes through New Walk such as Regent Road and Lancaster Road have also been designated as 'centre link' roads that reflect their importance in the main grid of routes in New Walk.

Many of the internal streets of New Walk have a lower hierarchy and this reflects much of the uses of the adjacent buildings as small offices and residential accommodation. For example Wellington Street has been designated as a 'neighbourhood street' and Turner Street which predominantly serves residential accommodation is also classed as a 'neighbourhood street'. Some streets, such as West Walk are 'neighbourhood streets' with an informality and character that contribute to sense of place.

The New Walk Promenade and the public space on the site of the former New Walk Centre are designated as Pedestrian Priority Zones (PPZ).



Figure 44: Centre Connector Hub, Tigers/Waterloo Way



Figure 45: Neighbourhood Street, King Street



Figure 46: Neighbourhood Street, West Walk



Figure 47: Pedestrian Priority Zone (PPZ), New Walk Promenade

Parking Areas & Streets Configuration

There is a significant one way road network in the west of the area off the main routes. Many of these streets have a comparatively lower order and are residential. Regent Road is the main two-way vehicular route through the character area from east to west. Welford Road and Tigers/Waterloo Way are the main vehicular connections that traverse north to south through the area. Tigers Way/Waterloo Way provides a connection barrier in conjunction with the railway line between the two halves of the New Walk character area. This route is the least pedestrian friendly within the overall New Walk neighbourhood.



Figure 48: Car Parking & Street Configuration

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Public Transport

The character area is well-served by bus connections that run along Waterloo Way, London Road and Welford Road.

The Railway Station is within 5 minutes walk and St. Margaret's and Haymarket Bus Stations are within a 20 minutes and 15 minutes walk.

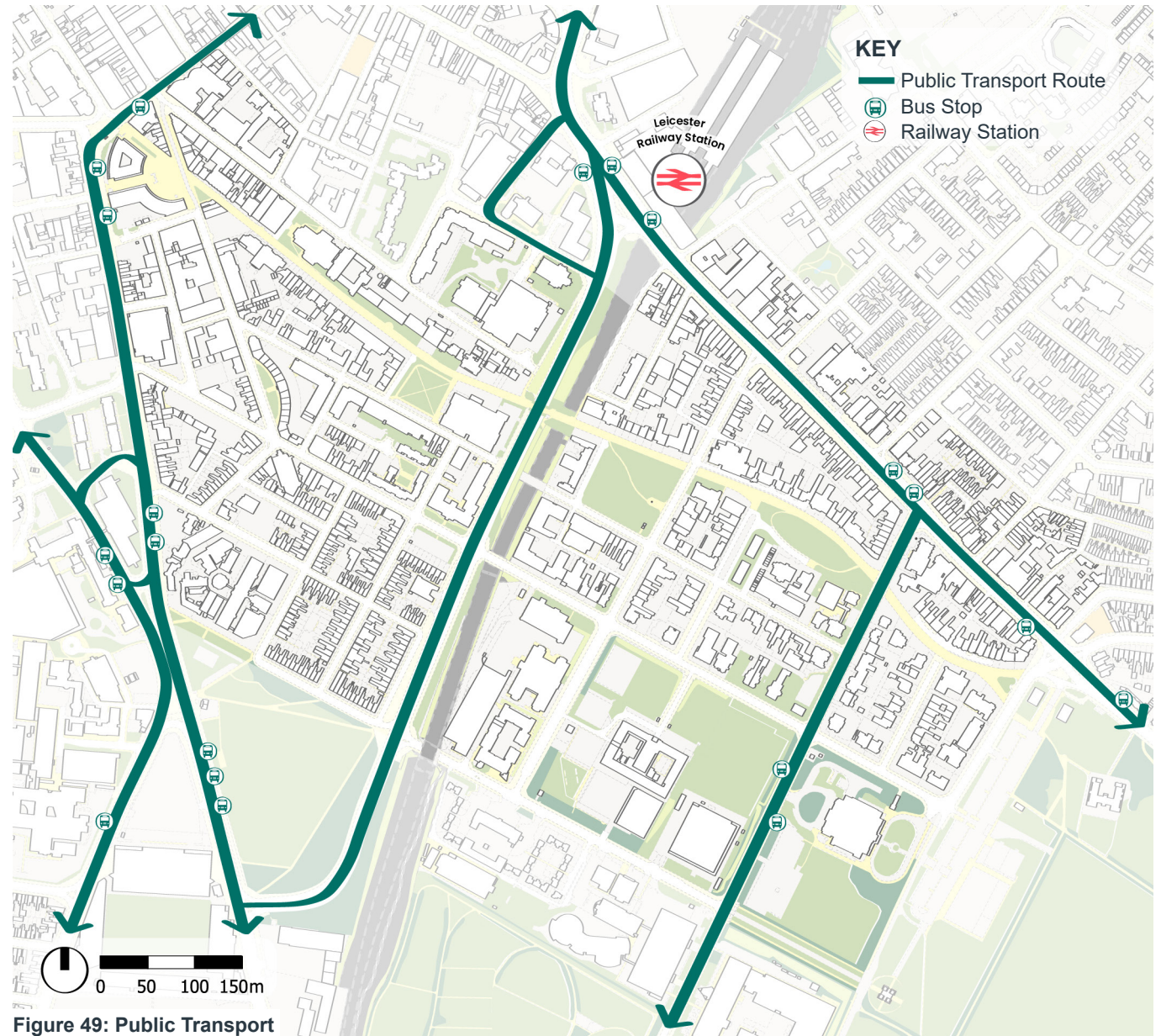


Figure 49: Public Transport

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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.

The New Walk Promenade is the main east-west pedestrian connection through the area and spans the length of the character area with many north-south routes connecting to it. As a safe, active, pleasant and direct route into the city centre from some adjacent neighbourhoods it is very well used. The New Walk promenade is also the main crossing point (via a pedestrian bridge) over the Railway Line and Tigers Way.

Other key pedestrian routes are King Street, Regent Road, University Road, De Montfort Street and London Road. On match days for the City's professional rugby and football teams, Tigers Way/Waterloo Way is a key pedestrian route that links supporters from the railway station to the stadia.

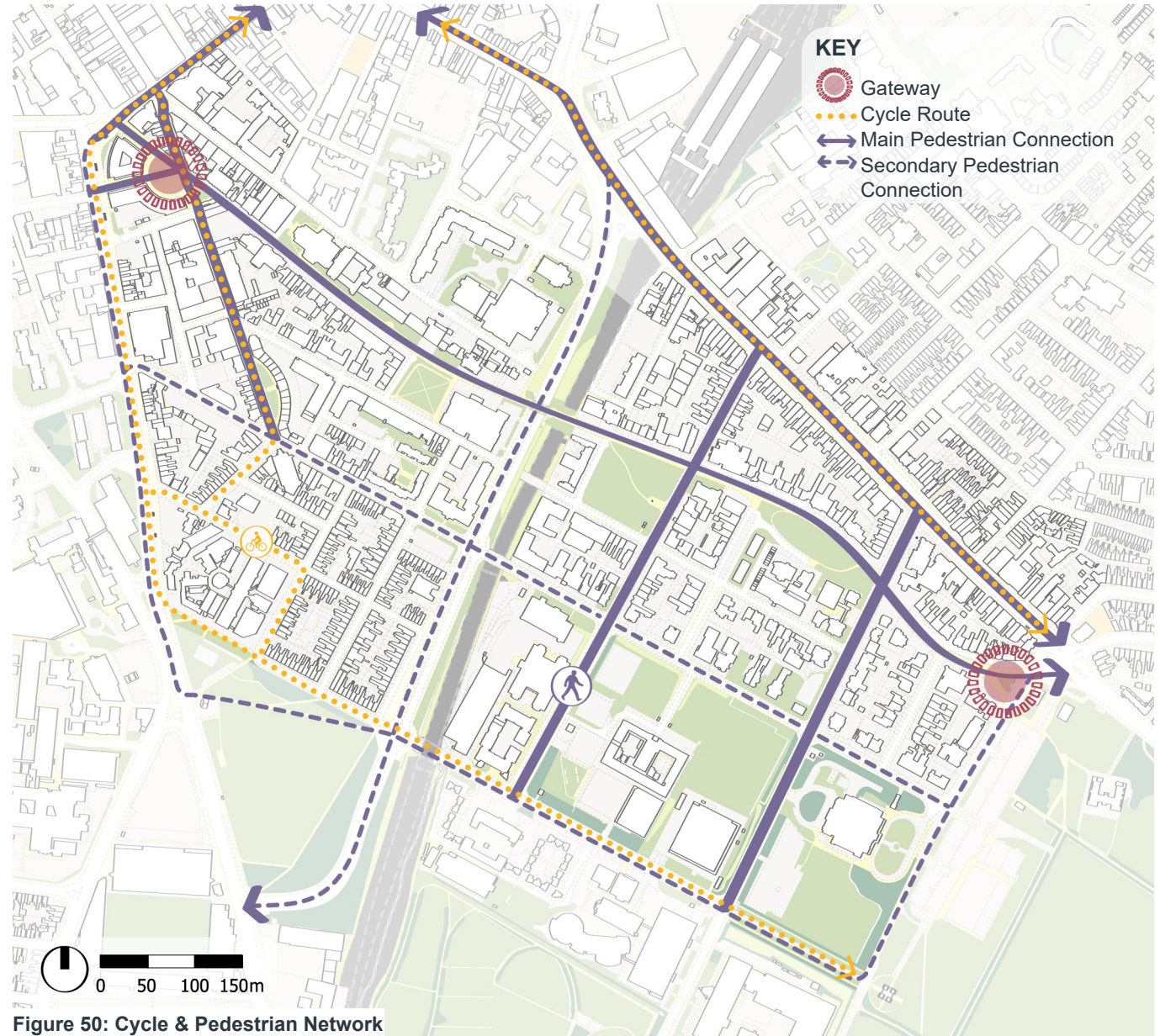


Figure 50: Cycle & Pedestrian Network

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The main, and most legible, pedestrian gateways are at the ends of New Walk.

London Road is a key cycle route with segregated cycle infrastructure and a key vehicular route into the city centre. Lancaster Road is also a key cycle route.

Due to the greatest vehicular movements being on the peripheral streets, the character area has a noticeable number of pedestrians, particularly along the New Walk Promenade itself. There are junctions within the area, such as the junction of University Road and Regent Road and Regent Road and Granville Road that could be improved for pedestrians.



Figure 51: New Walk Place
.....



Figure 52: New Walk Gateway, Granville Road
.....



Figure 53: Junction of University Road and Regent Road
.....



Figure 54: Junction of Granville Road and Regent 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.

The New Walk character area has been subject to extensive public realm improvement schemes.

The redevelopment of the site of the old New Walk Centre was carried out as part of the Connecting Leicester Improvements. The 8 and 13 storey towers of the old New Walk Centre were demolished and replaced with a 5 storey residential building and 5 storey office building. Additionally, the layout of the new buildings on site provided the opportunity for an open public space. Moreover, public realm improvements have enhanced the pedestrian connections between New Walk, Belvoir Street and Welford Road, and created a new well used public space. On the western boundary of the character area have been cycle lane improvements on Welford Road.



Figure 55: Leicester Improvements

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Significant improvements have also been carried out on London Road. Carriageway space has been reallocated for dedicated off road cycle lanes, improved bus stops and pedestrian crossings.

Along Lancaster Road (east from the railway bridge to University Road) the footpath has been widened on the north of Lancaster Road and a segregated “with-flow” cycle lane has been constructed within Nelson Mandela Park.

Improvements along the length of University Road and out beyond the character area have been discussed.

Figures 56 and 57 show the site of the former New Walk Centre before and after the Connecting Leicester Improvements (see figure 55). What was a surface-level car park and space that suffered from wind turbulence around the two buildings is now a successful well-used public space that provides good pedestrian connections between Welford Road and New Walk.

Figures 58 and 59 show improvements along London Road (see figure 55).



Figure 56: Old New Walk Centre (A. Hannam, Flickr). N.d.



Figure 57: New Walk Place (2019)



Figure 58: London Road - January 2019



Figure 59: London Road after 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 façade of buildings, including the main entrance faces and opens towards the street. They are vital to create activity and vitality to an area and a sense of safety with well overlooked streets. Blank frontages provide no active visual engagement between those in the street and those on the ground floor of buildings. Frontages in existing buildings could contain blocked up or screened windows and doors for various reasons.

The use of the ground floor appears to have a significant impact upon how active a frontage is within New Walk. The character area has a significant number of office uses. During the daytime, the area generally feels active, but outside of office hours there is concern that some of the spaces and streets may not feel as active as earlier in the day.

The pedestrian routes along the Railway line and Tigers/Waterloo Way has limited activity and due to the lower footfall (as a result of the vehicular dominance) is not a particularly active or overlooked space.

There are instances of where the boundaries in some streets limit the effectiveness of an active frontage. The height of the boundary treatment has also led to frontages becoming blank for passing pedestrians. This is especially the case when the property's ground floor is not elevated.

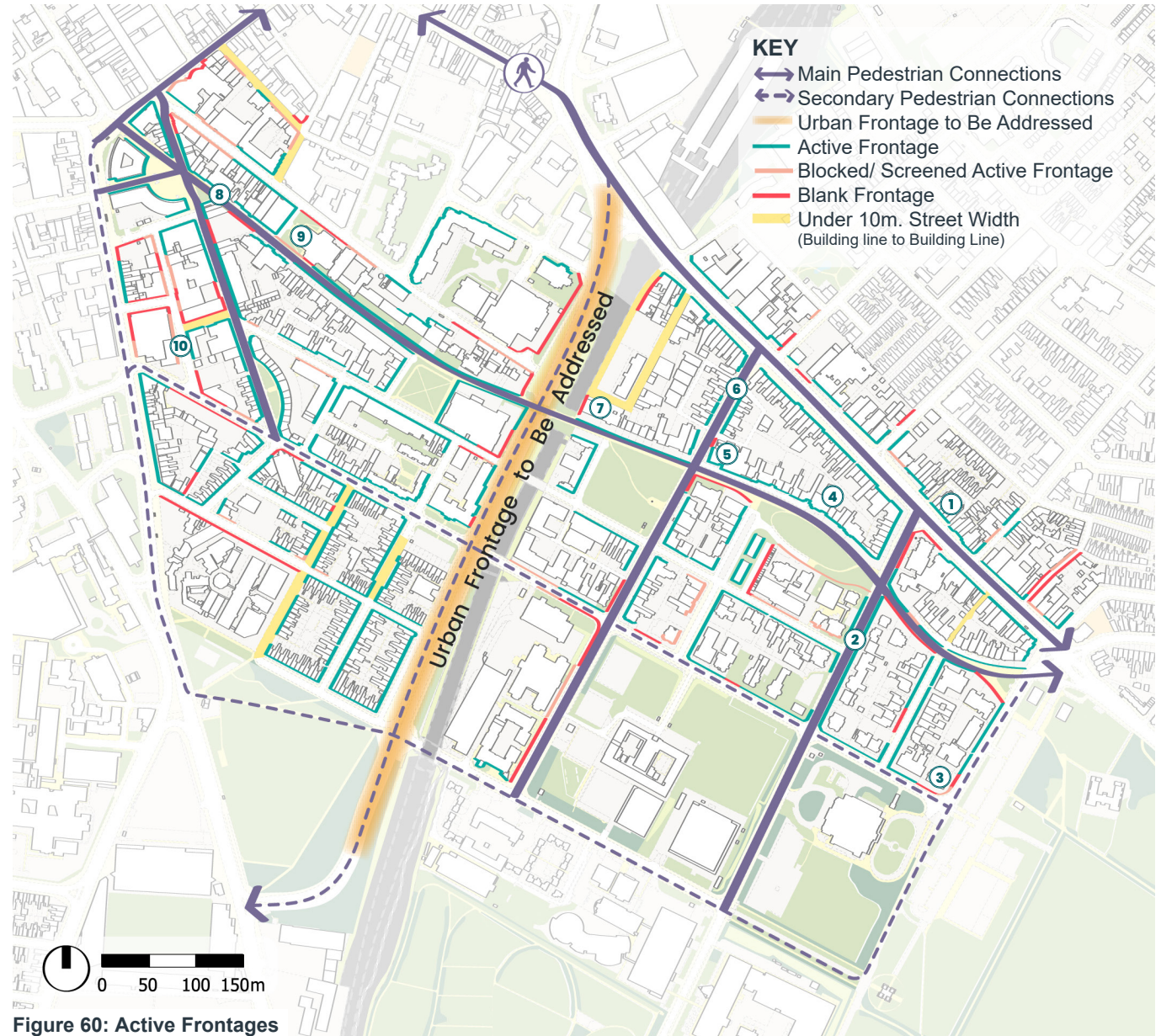


Figure 60: Active Frontages

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Despite some high boundary treatments and buildings that are set back along the New Walk Promenade, the spaces and routes feel active due to the daytime's footfall, especially the site of the former New Walk Centre.

There are examples of both successful and unsuccessful frontages within the New Walk character area. Small changes and attention to detail regarding frontages can have a big impact upon the area's character.

- By recessing the doorway and providing bays for seating next to a window (shown on London Road (1)), a building frontage is successfully active and allows for a greater interaction and relation between the internal space and the public realm. The seating within window bays is also utilised at the Belmont Hotel (2) and provides surveillance onto the New Walk Promenade.
- By having the ground floor windows of buildings elevated half a storey (as shown on University Road (3)) this offers a successful compromise between the privacy of the building occupants and the surveillance onto the street below.
- Some of the boundary treatment within the character area, for example on Regent Road, create a blank frontage by having high hedges together with walls (4). In combination with the building line being set back, the public realm does not feel as well overlooked as it could be. Examples of frontages working that could work successfully include ground floor bay windows that offer surveillance around the perimeter of hedges and boundary walls (5).
- The ground windows on West Walk (6) are of a good size and a threshold is provided. Despite this, ground floor residents still cover the windows with blinds/curtains.
- Regent Street, that connects London Road with Nelson Street, is narrow and lacks surveillance, with windows that are above head height on the adjacent building. This has led to signs of vandalism along the route (7).
- Conversely, King Street and the spaces around the site of the New Walk Centre feel very active. This is achieved by transparent building frontages, and so called 'thick frontages' with seating areas outside, working in collaboration with a public space with high footfall (8).
- The Pick building on Wellington Street provides ground floor windows; however, the windows have been tinted. While surveillance onto the street may be provided from within the building, pedestrians may not feel that there is surveillance (9).
- The ground floor of the homes on the corner of Marquis Street and Duke Street have front doors that open onto the street. Each home has a space within the threshold, separated with railings, as a private space including planting. The home features floor to ceiling glazing, which includes the front door. This example shows that providing surveillance onto the street, protecting the privacy of residents and making a positive contribution to the street is possible (10).





2.13. Key Views & Legibility

The New Walk character area is a very legible place. New Walk promenade is a unique and well-known public space and is the well-established heart of the area. At each end are New Walk Place and Victoria Park, a new and historic destination respectively.

The predominant rectilinear grid street pattern provides numerous well-enclosed streets, often terminated with the many local landmarks and buildings of city-wide significance. The combination of the views, the setting of heritage assets and the historical precedence are greatly important to the city as a whole. The spires of St. Stephen's Church, Holy Trinity Church and The Seventh Day Adventist Church can be seen along many routes given their heights.

The redevelopment of New Walk Place has created a view west onto Welford Road. This is an important view out of the character area and aids legibility between New Walk and LRI/DMU character area.

Regent Road is not as well-enclosed as other streets in the area, but the view of Holy Trinity Church in the sequence of views from east to west is particularly important.

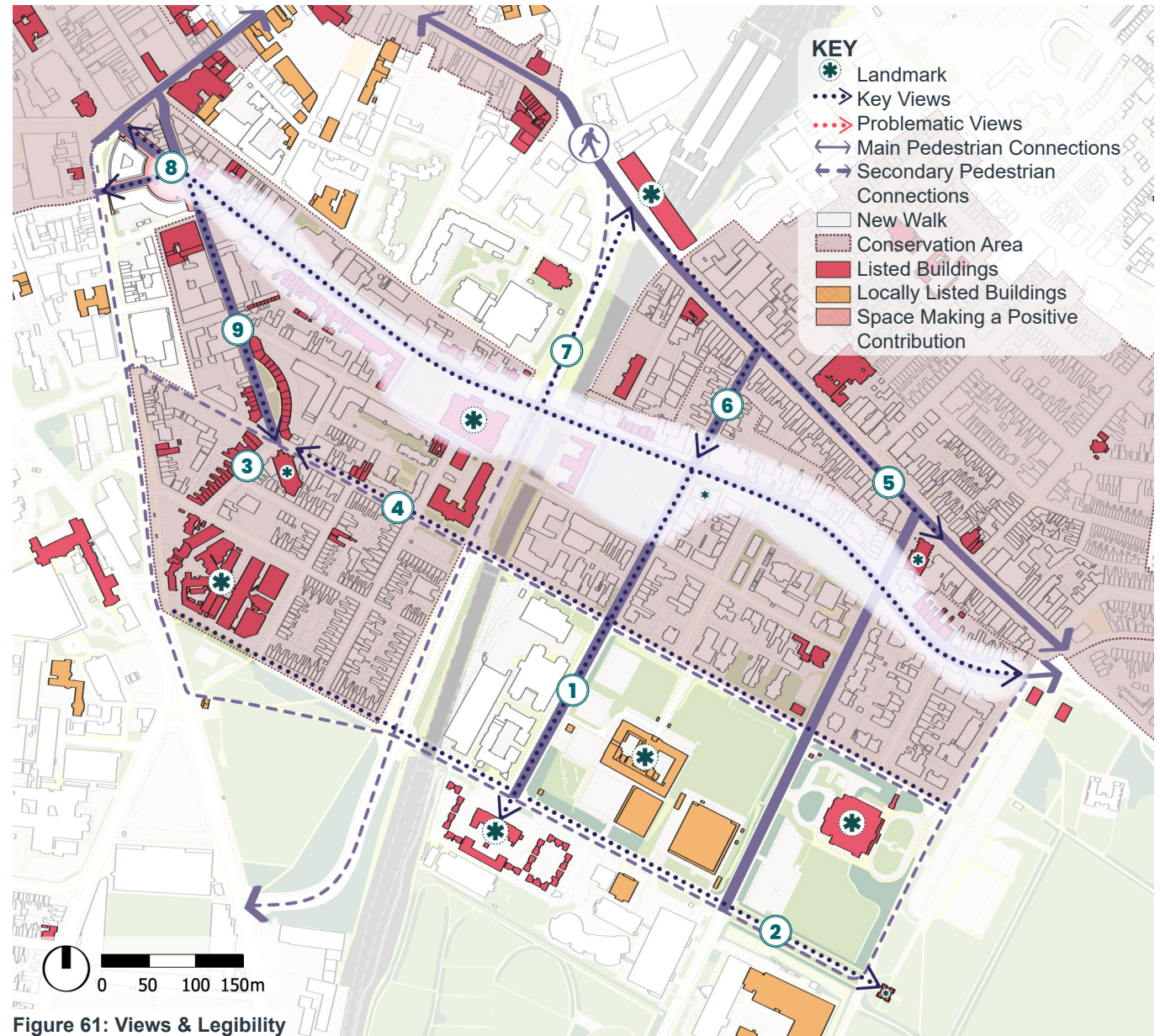


Figure 61: Views & Legibility

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Many of the views that assist legibility, detailed below and in figure 61, are also significant to the heritage and townscape character of the area:

1. View south along De Montfort Street that is terminated by the Grade II listed Fire Station
2. Long view south east along Lancaster Road which is terminated by the Grade I listed War Memorial in Victoria Park.
3. View south east along King Street towards the Grade II listed Holy Trinity Church
4. Sequence of views north west along Regent Road towards Holy Trinity Church
5. Sequence of views south east along London Road towards The Seventh Day Adventist Church
6. View south from London Road towards St. Stephen's Church
7. View north from New Walk towards the Railway Station
8. View west towards De Montfort University from New Walk Place
9. View west towards up Regent Road towards the Grade II listed Holy Trinity Church.



2.14. Architecture, Materiality, Details

Architecture

New Walk has a variety of styles. Early 19th century Regency style is common. To the east of De Montfort Street there is a greater variation in styles with the English vernacular adopted by many builders and owners from the 1870s onwards. There are Classical styles in a variety of forms that dominate New Walk and continue proportions from the Georgian town to the early phases of the development. University Avenue marks a sharp change in style. The sequence of houses becomes the Domestic Revival style rather than the Greek or Roman styles.

Red & Grey Bricks



In recent years, there are a handful of contemporary buildings that have been built. These include the development at New Walk Place.

Decorative Features



Materiality

Red-orange bricks are amongst the most common colour of bricks within New Walk. Streets such as University Road, feature this brick colour. There are some examples of lighter buff bricks on some of the Victorian stock. Grey bricks are also being introduced.

Stucco



King Street and the former hospital building on Regent Road.

Decorative stonework can be found on a large number of buildings, with the former factories on King Street being notable examples. Of particular note are the elegant details which can be found in the pilasters and door cases. Metal is used as a glazing material in some of the properties from the early twentieth century.

Decorated Balconies & Historic Iron Railings



Details

Examples of brick detailing include machiolated brick and stone corning on University Road. Detailing with stonework is very common. Such details on buildings include window frames, lintels as well corning and quoins.

Brick Detailing



The majority of buildings in the area are roofed with Welsh Slate. The buildings at 2 University Road and 146-154 Upper New Walk were designed by Stockdale Harrison and include features such as red clay roof tiles, a prominent gable, a corner turret, mix timber framing, lead work and stone. Timber is used on a small scale for decoration – such as the ornate balcony at 5 West Street. Ironwork is used sparingly throughout the area and very few examples of historic iron railings can be found, the panels on 7-9 Wellington Street and the fine railings outside 81 King Street are notable examples of railings being used.

Windows and Framing



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 current 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.

The New Walk character area is an established residential neighbourhood and potentially offers a good example of a well-served and well-connected, 'walkable' community, illustrating how city-centre living can be successfully supported. Clearly, the area will continue to provide homes in the city consolidating the residential community, having a few potential sites for new development. Therefore, additional homes will mainly be delivered through the change of use and /or conversion of existing buildings and smaller interventions. This will need to be balanced with maintaining a good mix of both office and residential uses, protecting the character and heritage identity of the area and potentially giving further consideration to the type of residential uses that should be encouraged or discouraged. Some of the housing typologies in the area, for example the terraced houses, would support families, and further, owner occupiers. The student and private rental market could be managed in the area to be provided in other housing typologies less suitable for families.

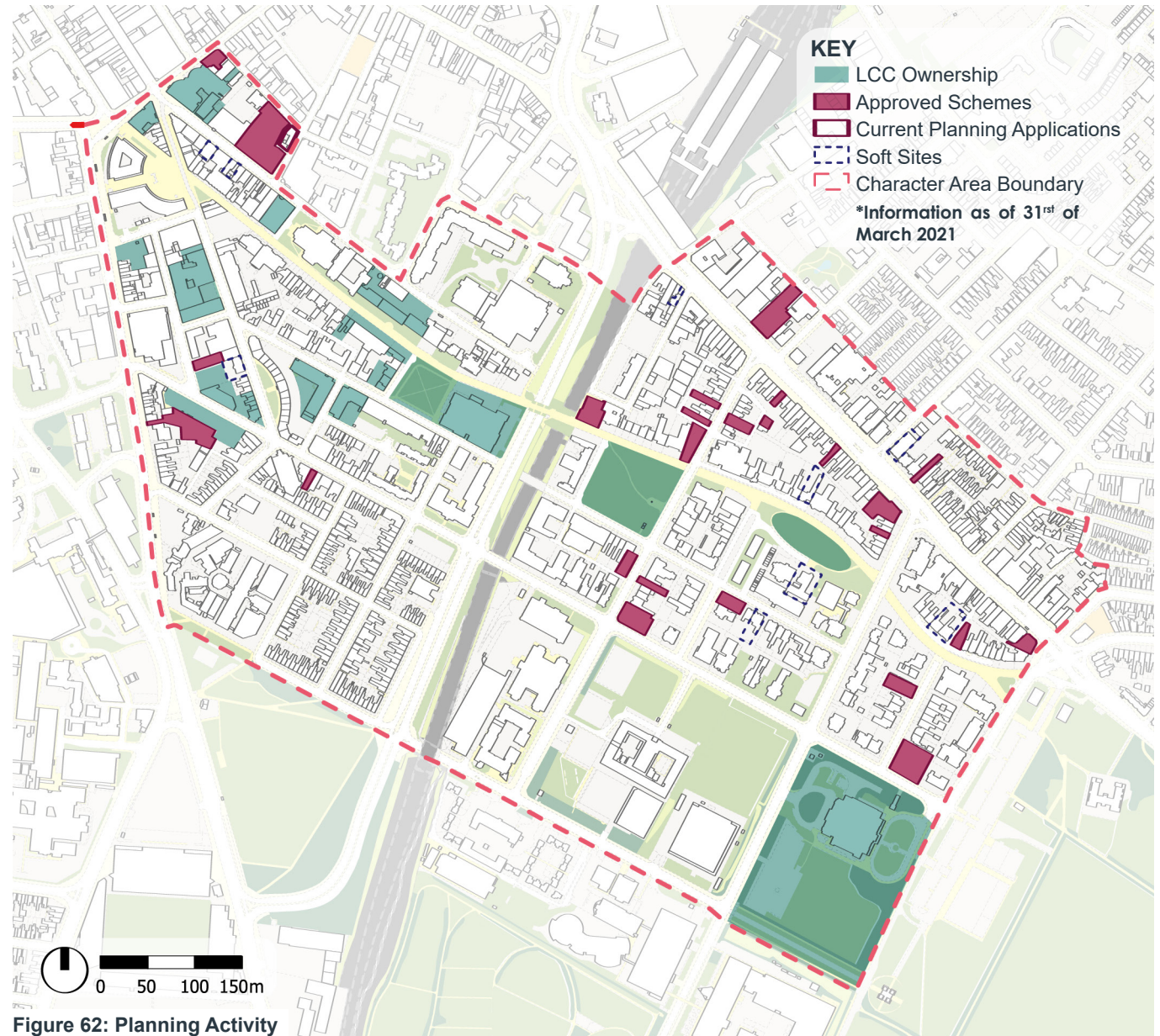


Figure 62: Planning Activity

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3



Townscape Diagnosis

3. Townscape Diagnosis

3.1. Constraints & Opportunities

The detailed townscape analysis of the New Walk 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.

At this point it should be stated that much has already been achieved in the development of New Walk in the recent years with several key projects successfully delivered, with major improvements to the public realm most notably on the site of the New Walk Centre. Acknowledging what has already been achieved and recognising current challenges and opportunities will lead to cohesive and successful growth and future development. Thus, moving forward and 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 respect and protect the area's current assets, together with the enhancement and further evolution of an attractive, successful and sustainable place with a distinctive identity.

It is recognised that the area has a few challenges to overcome, but at the same time many and great assets to preserve and enhance and further potential to explore.

Constraints

In creating a holistic, comprehensive and coordinated approach to the area's future growth, the following constraints (figure 63) should be taken into account:

- New Walk character area is an area with heritage and townscape assets that should be cherished and preserved within any future development. The area's significant heritage value is reflected by the numerous nationally designated and locally listed heritage assets, whereas almost the whole of the area, falls within the New Walk Conservation Area. Furthermore, additional spaces that make a positive contribution to the townscape have been identified, which should also be retained. There are five views of city-wide significance that are in, or impact on, the area
- Waterloo and Tigers Ways divide the New Walk character area into two halves, severing a number of connections between the two parts of the character area, creating a barrier between them. Inevitably Waterloo Way/ Tigers Way has caused fragmentation between the north and south of the area, although this does not effect New Walk (promenade) itself.
- The frontage of Waterloo Way leading to Tigers Way, needs to be properly identified and addressed, responding both to the ring road and the railway station. New development should provide appropriate enclosure and definition.
- Although New Walk character area is described as a walkable and cycle friendly area, being the 'city's promenade', there are still a couple of weak pedestrian connections (figure 63) to be addressed, where cycling and pedestrian infrastructure and /or active frontages to create safe routes are needed. East-west Waterloo and Tigers Ways connectivity (leading from the Railway Station to Welford Road and King Power Stadia space) could and should be improved, together with the north-south pedestrian connection along Regent Road. Those connections are, in places, poorly overlooked, with very narrow footways and poor overall streetscape.
- The enclosure along Regent Road and Lancaster Road is generally poor given the adjacent large plots with pavilion buildings. At the same time, the removal of boundary treatments, especially to provide off street car parking, remains a concern.
- A major detrimental impact on the urban grain of the area is the cumulative impact of 'backland development', both extensions and independent buildings, which is not in keeping with the character of the area. This is a particular issue for the blocks highlighted (figure 63).

KEY

- P Car Park Areas
- Noise & Traffic Disruption
- 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)
- Backland Development
- Listed Buildings
- Locally Listed Buildings
- Space with Positive Contribution to the Townscape
- Weak & Unidentified Frontage
- Listed Parks & Gardens
- Conservation Area

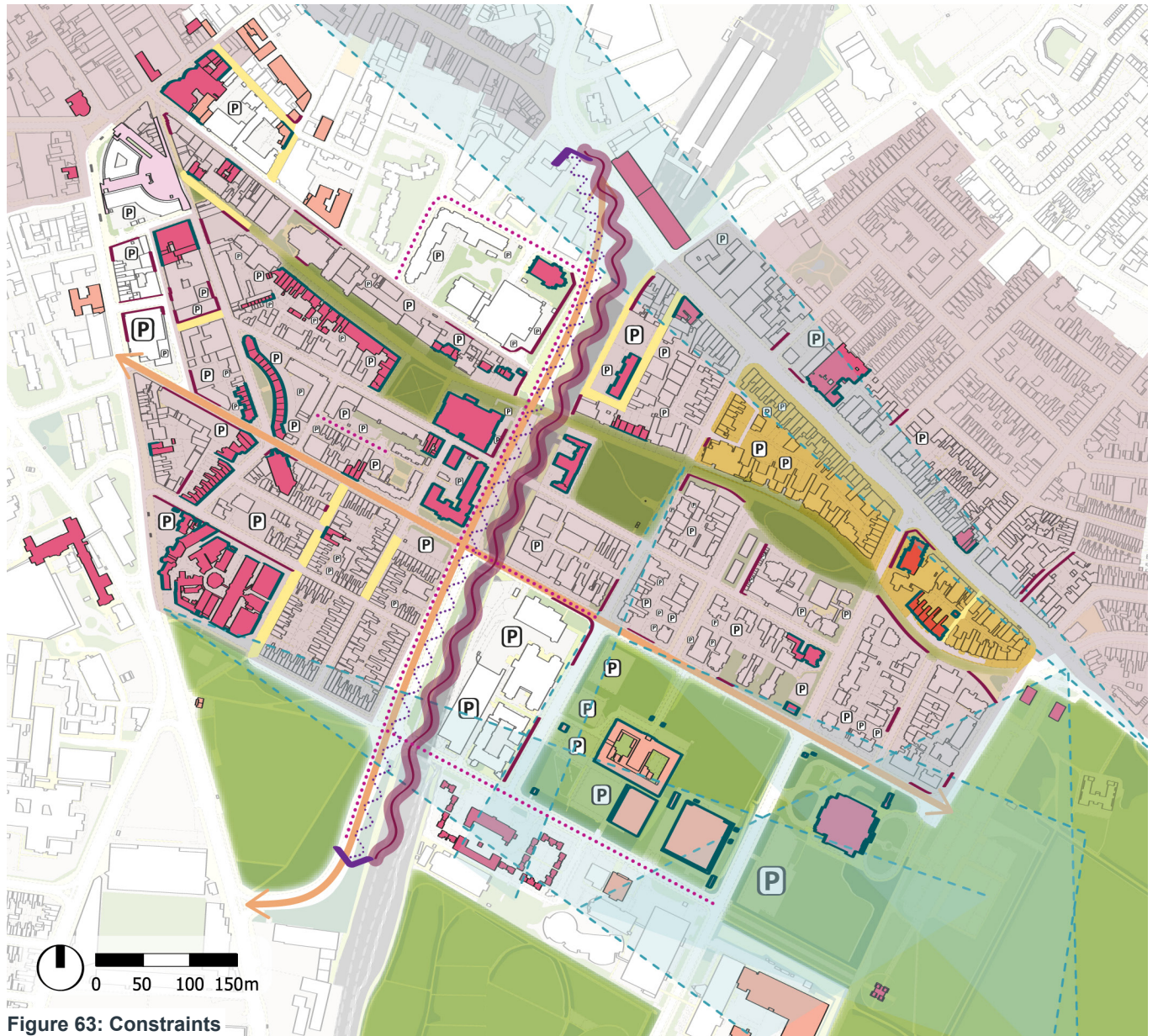


Figure 63: Constraints












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Opportunities

The following points present development opportunities and assets that if properly utilised will enhance, upgrade and contribute to the area's current success and further aspiring regeneration:

- Blank façades can be found to the east of the character area, emphasising the lack of activity, vibrancy and surveillance at street level due to fewer uses and a more fragmented urban grain.
- The residential offer mainly consists of flats and whilst this area is a well-established residential neighbourhood there are only a few houses to the south-west of the area, making the lack of family homes quite evident.
- Other issues that should be taken into account are the noise and traffic disruption mainly coming from the peripheral road network (main arterial and central connector roads) and existing active frontages that should be retained and further enhanced.
- The New Walk character area is located in the south-east of the city centre, being one of Leicester's most distinctive and recognisable places. Located within a 5 minutes walking distance from the Railway Station and a 10 minutes walk from the Clock Tower, makes it an ideal place to work, live and visit. It is a truly walkable neighbourhood.
- New Walk character area is a very legible place, with a rectilinear grid street pattern that creates perimeter blocks and well-enclosed streets. New Walk itself is a nationally rare, unique, well-known and cherished example of a Georgian promenade and marks the ambition and growing wealth of the Borough Corporation in the late 18th century.
- New Walk character area is a destination for city residents and for visitors much further afield. The cultural and creative offer, with nationally significant venues such as the Leicester Museum and Art Gallery and De Montfort Hall, contribute significantly to the city's identity set within a rich and varied heritage and townscape context.
- The area has undergone considerable public realm improvements to the New Walk Place and added/ enhanced cycling infrastructure to Welford Road, London Road and Lancaster Road. However, Regent Road (east-west) and Tigers Way (north-south) connections could be enhanced for pedestrians and cyclists, linking to the current gateways, arrival points and Victoria and Nelson Mandela parks (figure 63-constraints). Furthermore, the existing gateways could be also further enhanced, leading and guiding pedestrians through the area and upgrading the area's legibility and permeability.
- Figure 64 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.
- Although few and of fine-grain, the adjacent figure illustrates the sites that could present future place-making development opportunities in the area. Important buildings and existing landmarks highlight the area's value and heritage.

KEY

-  Existing Landmarks
-  Gateways
-  Bus Stops
-  Place-Making Development Opportunities
-  Potential to Redefine Development Frontage & Ring Road
-  Improved Pedestrian/ Cycle Connections (Connecting Leicester Delivered & Planned)
-  Opportunities for Better Enclosure
-  Active Frontage Opportunities
-  Existing Active Frontages
-  Opportunity to Deal with Backland Development
-  Listed Parks & Gardens
-  Listed Buildings
-  Locally Listed Buildings
-  Space with Positive Contribution to the Townscape

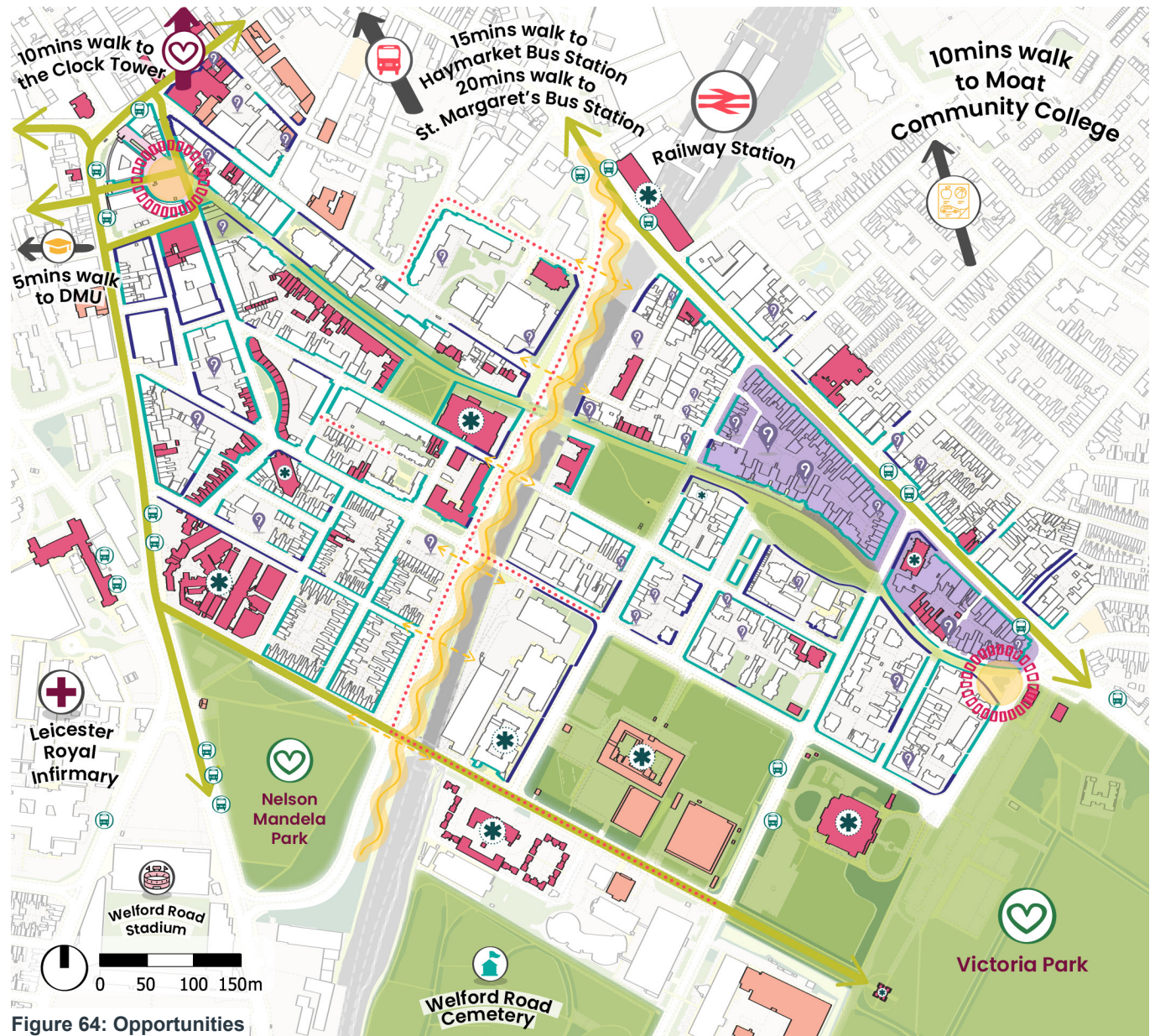


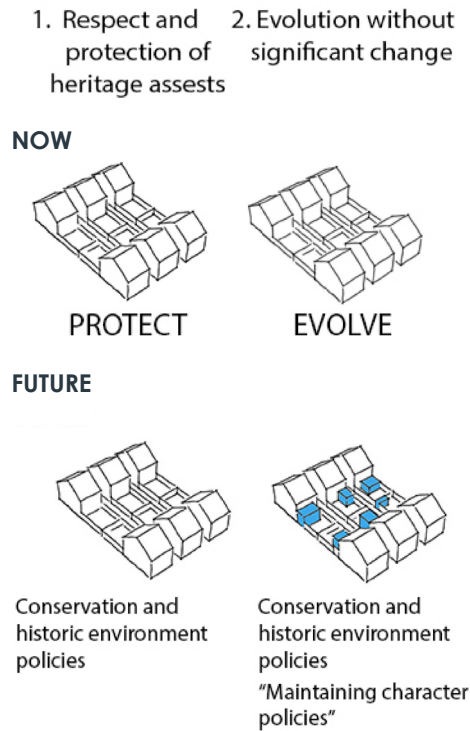
Figure 64: Opportunities

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Character Area Townscape Management

- The mix of uses in the area works well and is an essential part of the area's richness. Future development should protect and enhance the mix of uses, allowing them to continue to successfully co-exist, balancing office and residential uses.
- The New Walk character area is well-served by services and facilities that support both the overall city and the New Walk neighbourhood itself. There are visitors attractions, educational facilities, colleges and schools, nurseries and a large number of facilities and services within walking distance, without needing to access the city centre, including public transport, open spaces, sports and play provision.
- The New Walk character area could make a contribution to the city's housing supply, through small developments and changes to the built form of existing buildings. Given the development potential it will be important to guide development to ensure the existing townscape and place-making qualities of the area are continued into the future. Thus, it is essential that any future development doesn't become detrimental to the existing overall character and townscape, but rather to positively reinforce and enhance it.

The New Walk character area falls within 1. *Respect and Protection of Heritage Assets* and 2. *Evolution without Significant Change*, where conservation and historic environment 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 65: 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.

The New Walk area needs be preserved, enhanced and managed pro-actively. Taking into account the aforementioned elements of the townscape appraisal, New Walk character area is envisaged as:

A **truly walkable neighbourhood**, with **New Walk** at its heart. Being the **"city's promenade"**, it displays Leicester's **Georgian legacy** and provides an ideal **place to live and work**, connecting the city-centre with its surrounding residential areas.

A place where **small scale office development** blends with **high-quality residential uses** within the area's fine-grained urban fabric.

Figure 66 illustrates New Walk character area's vision for its future growth and development, where the area's place-making and character development are placed at the centre of the process.

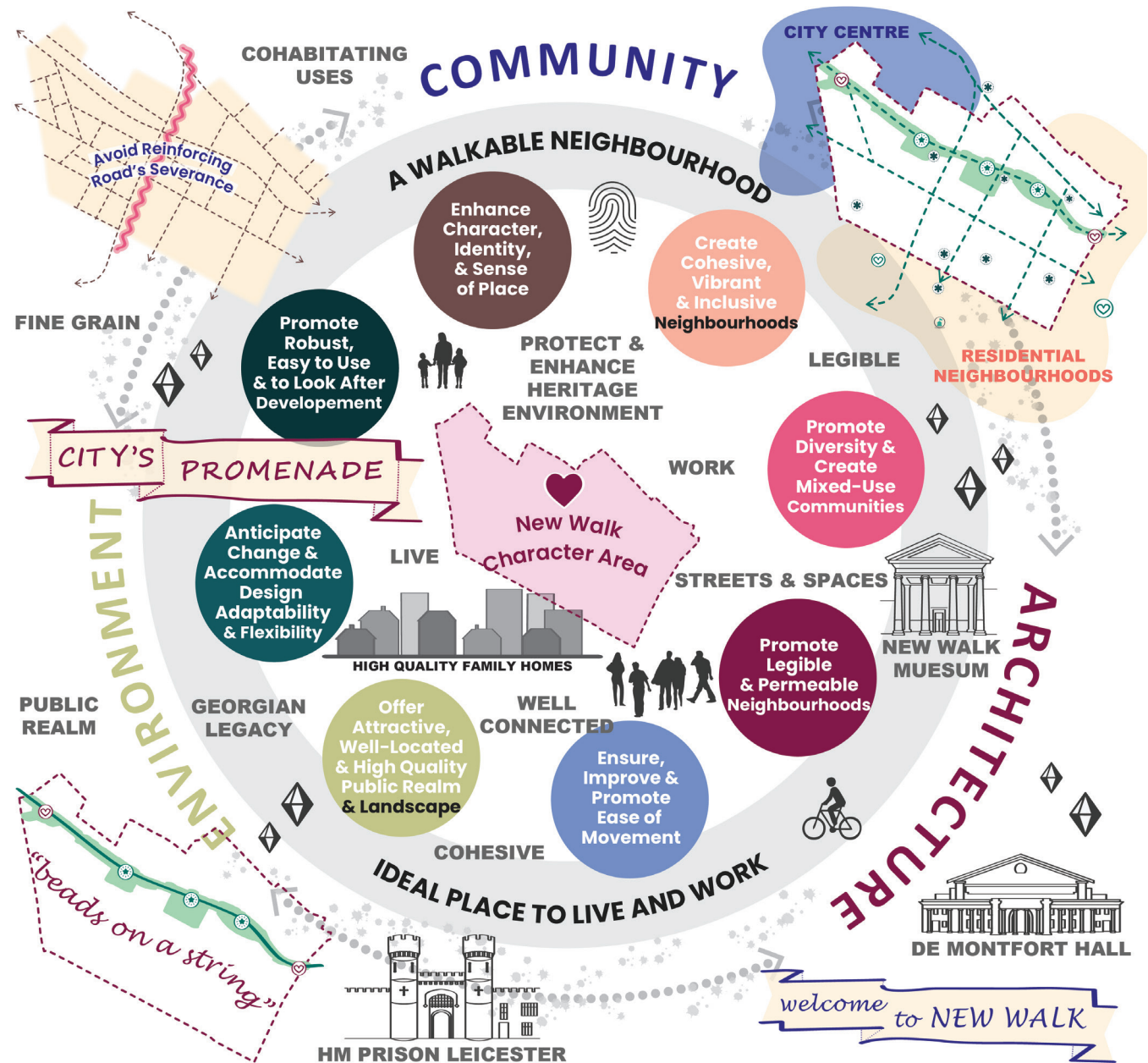


Figure 66: New Walk Character Area Vision

4.2. Main Future Development Objectives

1 Character & Identity



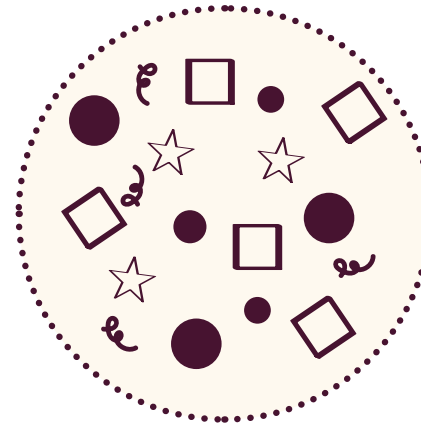
Development should enhance the character, identity and sense of place by considering the built, natural and historic context, responding to it ecologically, socially and aesthetically. All development should contribute to the unique character of the area by protecting and enhancing existing heritage 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



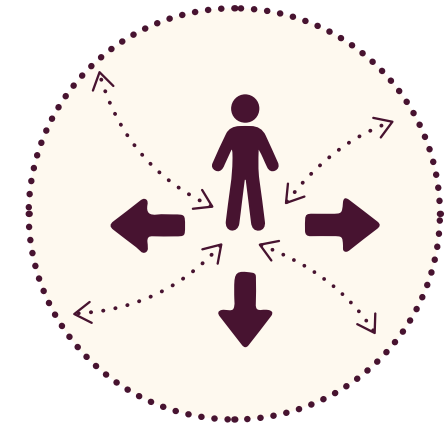
Ensure everyone's health, safety and quality of life creating buildings, streets and spaces that encourage people of all ages, backgrounds and abilities to meet and mix. All development should use the appropriate built form, layout, scale and mixture of uses and tenures to create a welcoming and attractive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

3 Diversity



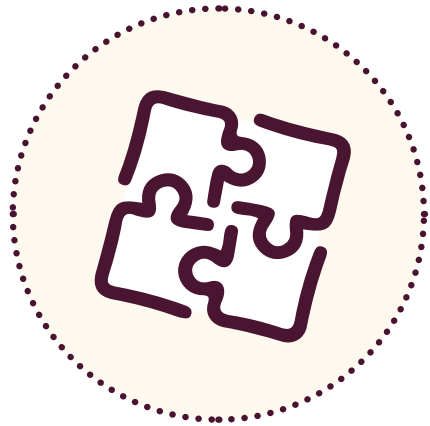
Within each Character Area variety, choice and design sensory richness should be provided in keeping with local distinctiveness. Development should promote and create mixed-use communities through providing a diverse range of facilities, activities and residential typologies with good access to public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

4 Ease of Movement



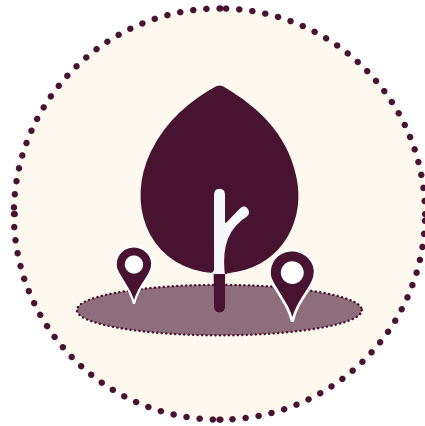
Ensure, improve and promote ease of movement, accessibility and connectivity within the Character Area and to the surrounding neighbourhoods. The use of creative and innovative solutions for reducing car-dominated streetscapes should be considered to promote safe and welcoming pedestrian and cycle movement. 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



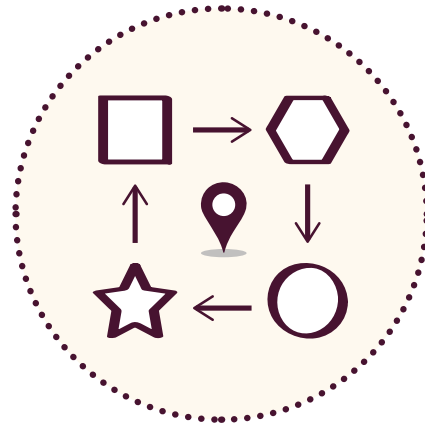
Ensure that each Character Area can be properly understood and easily navigated. There should be a positive relationship between the fronts and backs of buildings and structures, together with clearly defined public and private spaces, well-defined block and street pattern and distinctive townscape markers. 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

New Walk character area's limited growth potential and minimal change will shape the city centre's dynamics, which need to be in accordance with the aforementioned vision and main development objectives. Specifically:

KEY

-  Existing Landmarks
-  Gateways
-  Bus Stops
-  Existing Green Nodes
-  Existing Civic nodes
-  Junctions Improvements
-  New Walk Promenade
-  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
-  Potential Development Sites
-  Deal with Backland Development
-  Listed, Locally Listed & Positive Contribution Buildings & Spaces

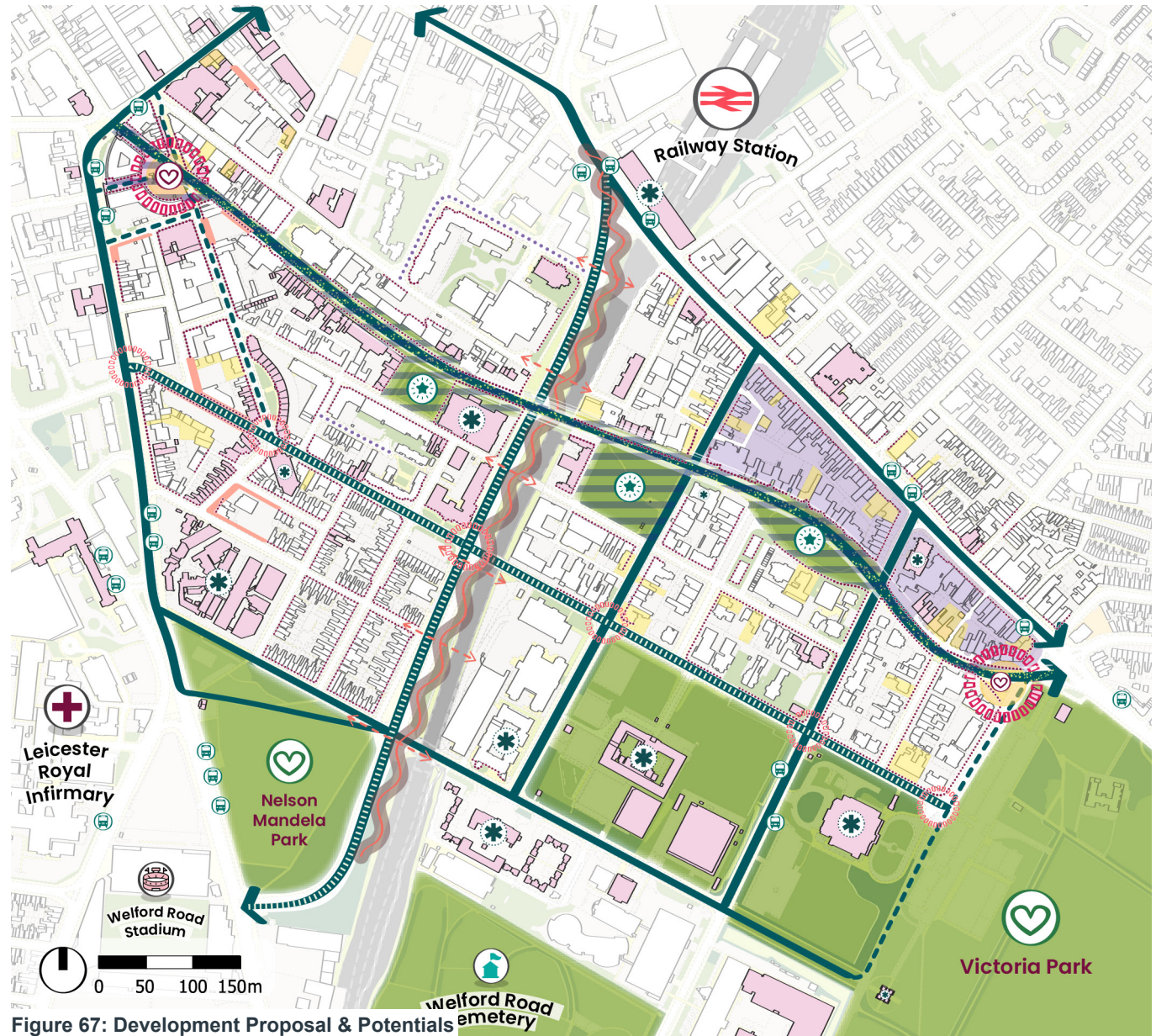


Figure 67: Development Proposal & Potentials
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- Heritage and townscape assets (listed, locally listed and landmark buildings, positive contribution spaces and registered parks and gardens) will be retained and enhanced, continuing to make a significant contribution to the area's ongoing identity of heritage and townscape richness, variety and diversity, while enhancing the area's legibility as dominant 'markers' and frontages. Conservation and historic environment policies will take precedence to ensure that New Walk 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.
- Development should allow for and support the ongoing provision of a mix of uses, including residential, that will co-exist as an essential part of the area's character and contribution to the city centre. A place to live, work and visit is aspired. Existing offices will be retained, wherever their quality permits, unless they are unsuitable for modern office uses.
- North-south and east-west pedestrian and cycle links to Tigers Way and Regent Road are proposed to be enhanced and strengthened, as illustrated at figure 66 to provide active frontages and to create safe routes and improved infrastructure. During that process, junction improvements are further proposed along Regent Street, enhancing the pedestrian experience and safety along Regent Street. All proposed main and secondary connections are linking the existing and proposed gateways, which are to provide a welcoming, vibrant and pleasant experience. Other areas have also been identified in need of streetscape improvements (figure 67).
- Improve the east-west Waterloo and Tigers Ways connectivity, pedestrian experience and wayfinding between the Railway Station and Welford Road Stadium and the Leicester City Football Club Regeneration Area.
- Consolidate the area as a well-balanced residential neighbourhood by managing the mix and type of homes, encouraging family-friendly and owner occupier typologies.
- Manage small scale, incremental development such as 'backland development' and upwards extensions to ensure the existing townscape and place-making qualities of the area are continued into the future. Thus, any future development doesn't become detrimental to the existing overall character and townscape, but rather to positively reinforce and enhance it.
- Proposed development will be expected to present active frontages, especially along established pedestrian connections (according to figure 67) 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 be expected to improve connectivity, accessibility and ease of movement both within and outside the character area, reducing car usage and enhancing existing connections, providing hierarchy of streets, routes and spaces and improving the streetscape.
- New development will be expected, in design terms, to repair fragmented or problematic urban grain and the street-level status of the area, reinstating perimeter blocks and recreating well-defined and well-enclosed streets. Addressing 'backland development' through appropriate design, active frontages and enclosure will be vital in keeping the character of the area.
- 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.

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.

It is proposed that all of the area, apart from a few locations, will be 15 metres and below, broadly equivalent to 5 residential storeys. This respects the scale of the existing buildings and heritage assets within the Conservation Area and the uniformity of height, evident across the character area that makes a significant contribution to the area's identity. This proposed height also respects the setting, character and enclosure of the New Walk promenade itself and its associated spaces and the listed and locally listed parks and gardens.

There are also townscape markers and buildings in the area, for example the church spires, that already make a significant contribution to the legibility of the area and their prominence is enhanced by the low prevailing height.

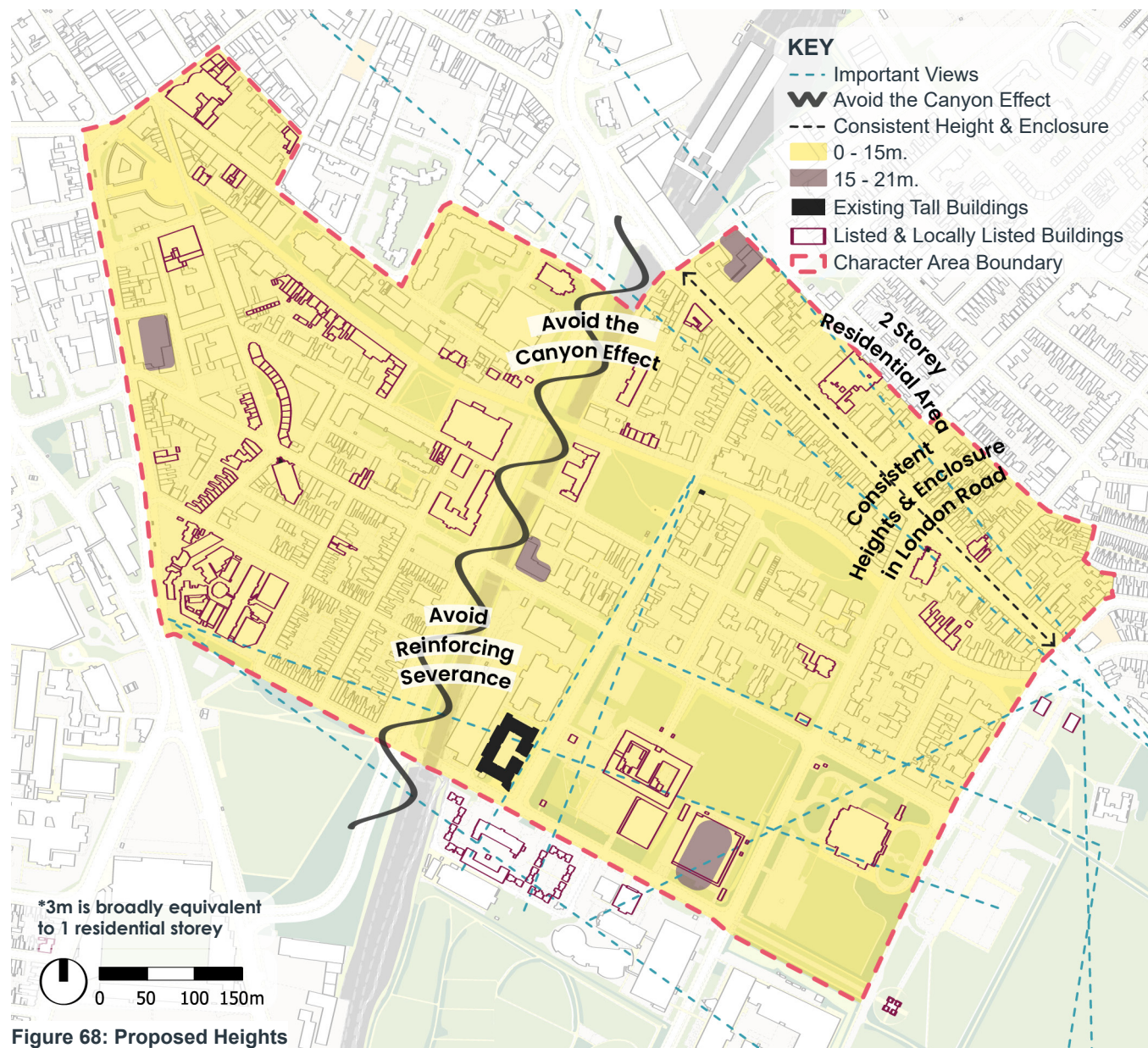


Figure 68: Proposed Heights

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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.



Leicester
City Council

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