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Leicester
City Council

St. Margaret's Character Area

Townscape Analysis & Design Guidance

Evidence Document



Contents

1. Introduction.....	4	2.11. Connecting Leicester Improvements	37
1.1. Development Context	4	2.12. Active Frontages.....	38
1.2. Townscape Appraisal & Character.....	5	2.13. Key Views & Legibility	40
1.3. Overarching Policy	6	2.14. Architecture, Materiality, Details	42
1.4. Townscape Character Management	7	2.15. Planning Activity	44
1.5. The Scope	8	3. Townscape Diagnosis.....	46
1.6. The Structure	8	3.1. Constraints & Opportunities.....	46
2. Townscape Analysis	10	4. Guiding the Future	52
2.1. Location & Context	10	4.1. Establishing a Vision.....	52
2.2. History & Evolution of St. Margaret's.....	12	4.2. Main Future Development Objectives.....	53
2.3. Heritage & Townscape Assets.....	18	4.3. Future Development.....	55
2.4. Urban Grain & Enclosure	24	4.4. Proposed Heights	58
2.5. Height & Massing.....	26	Glossary.....	60
2.6. Land Uses	28		
2.7. Community Infrastructure & Influence.....	30		
2.8. Housing & Tenure.....	31		
2.9. Open Spaces & Public Realm	32		
2.10. Movement & Connectivity	33		

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1

Introduction

1. Introduction

1.1. Development Context

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

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

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

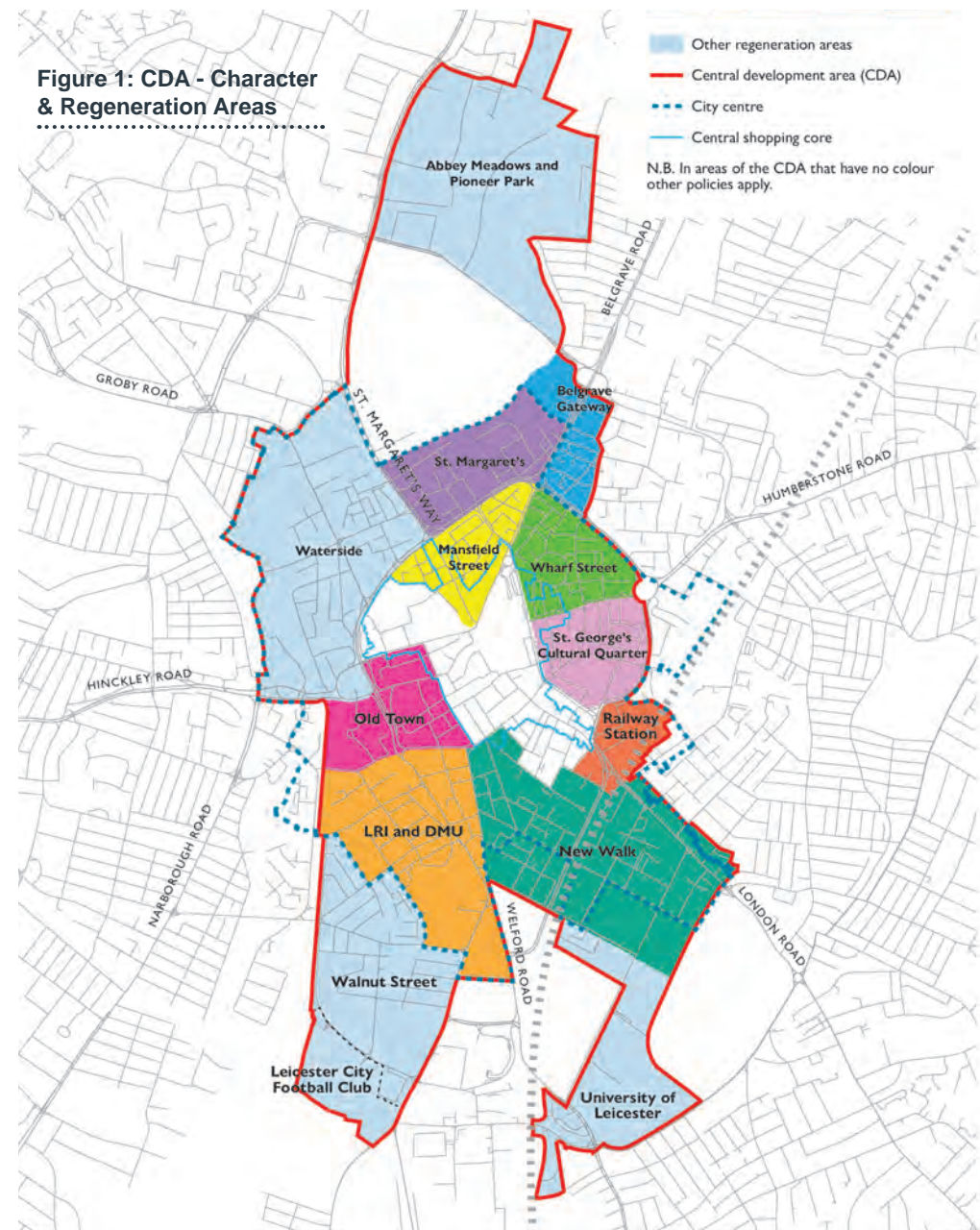
LCC has divided the CDA into 14 distinct areas, including 9 character areas and 5 other regeneration areas, to recognise the individual context of each area and for future policy to be based on the area's defining characteristics. These are:

Nine (9) Character Areas:

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

Five (5) Other Regeneration Areas:

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



1.2. Townscape Appraisal & Character

What is Character?

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

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

What is a Character Area?

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

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

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

What is the Townscape?

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

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

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

What is Townscape Appraisal?

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

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

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

1.3. Overarching Policy

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

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

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

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

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

12. Achieving Well-Designed Places

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

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

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

NPPF Extract (July 2021): Paragraphs 126 - 128

1.4. Townscape Character Management

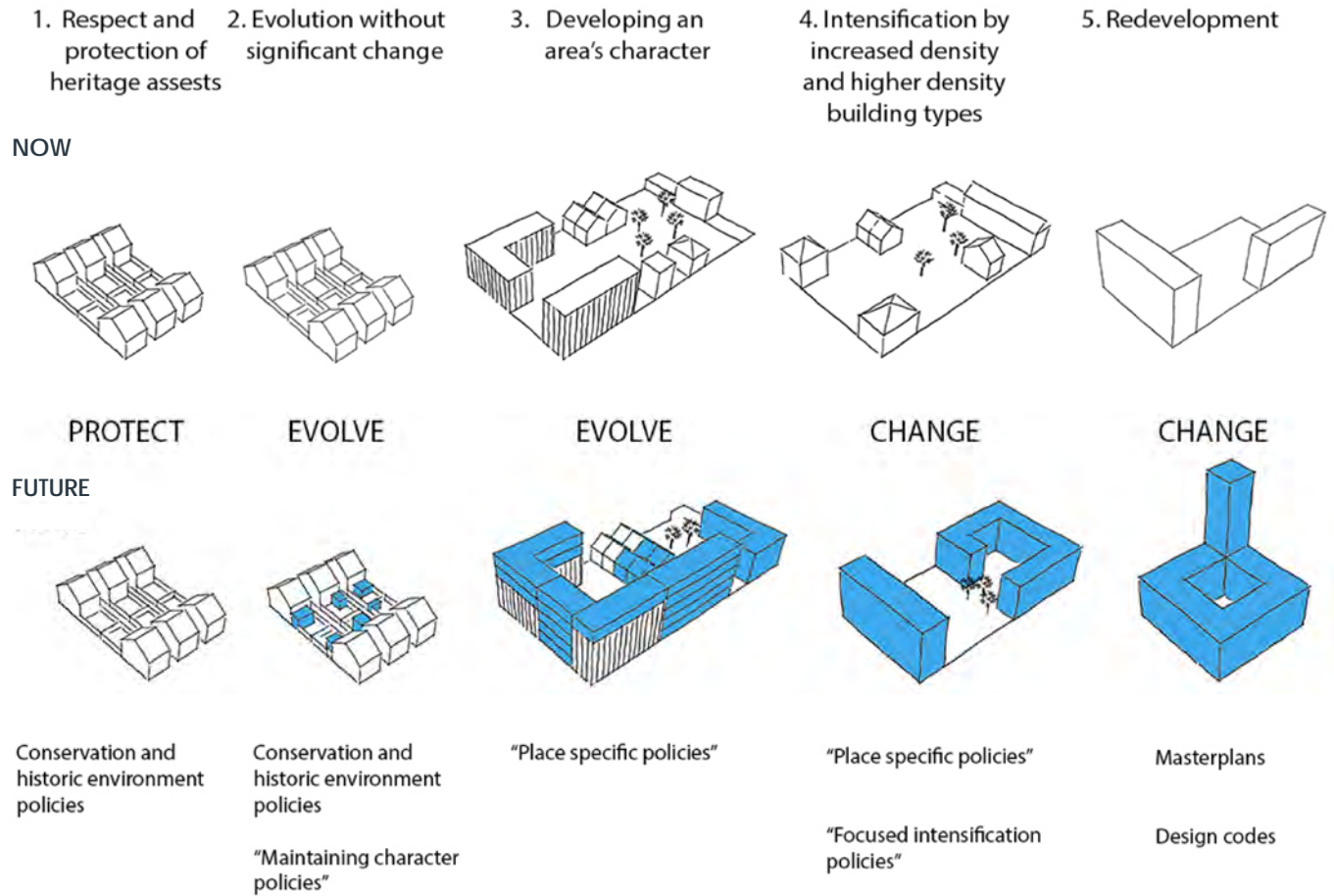
To inform and guide policy, it is helpful to understand the level and scope of change that the specified character areas are likely to undergo during the plan period and beyond. Some of the character areas will predominantly include heritage assets, with few development opportunities, requiring protection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

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

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

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

Figure 2: Character Areas Townscape Management



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

1.5. The Scope

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

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

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

Main objectives:

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

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

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

1.6. The Structure

The document is structured as follows:

Chapter 1 – Introduction

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

Chapter 2 – Townscape Analysis

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

Chapter 3 – Townscape Diagnosis

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

Chapter 4 – Guiding the Future

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



2

Townscape Analysis

2. Townscape Analysis

2.1. Location & Context

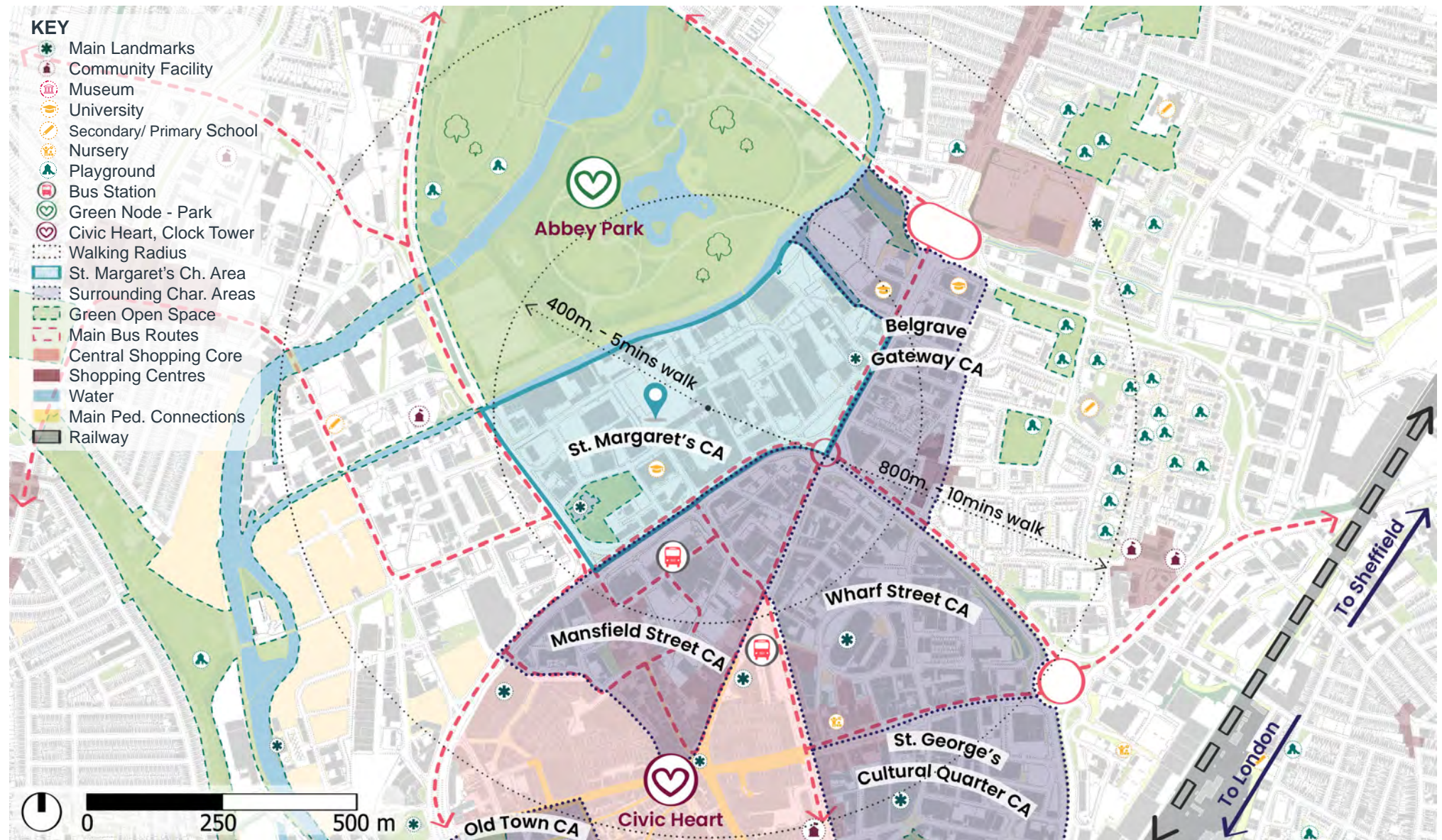


Figure 3: St. Margaret's Character Area within the Greater Context

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The St. Margaret's character area is located to the north of the city centre. It's prime location connects Leicester's city centre with the surrounding, mainly residential, neighbourhoods (to the east) and Abbey Park, Leicester's biggest central green open space. Surrounded by Mansfield Street, St. Margaret's, Belgrave Gateway and Wharf Street character areas, it is an area of industrial heritage and unlocked opportunities.

The Clock Tower, Leicester's civic heart, can be reached within a 10 minutes walk, whereas Abbey Park, Grade II* Listed Historic Park and Garden, can be found at the north-west edge of the character area. Likewise the two main bus stations (St. Margaret's and Haymarket), can be reached within less than a 10 minutes walk.

The St. Margaret's character area is bordered by the River Soar and subsequently Abbey Park to the north, St. Margaret's Way to the west, Burleys Way to the south and Belgrave Gate to the east. Furthermore, it is defined by the location of the Grade I Listed St. Margaret's Church and the Grade II* Listed St. Marks Church. The area comprises a number of locally listed industrial heritage sites, which define much of the form of the area, in particular the former Corah hosiery factory.

Today, much of the character area is used for commercial or light industrial uses with a number of modern warehouse buildings. Occupying prime, city centre land, while benefitting by a waterfront location, the St. Margaret's character area has all the potentials of becoming a vibrant, cherished and welcoming neighbourhood.

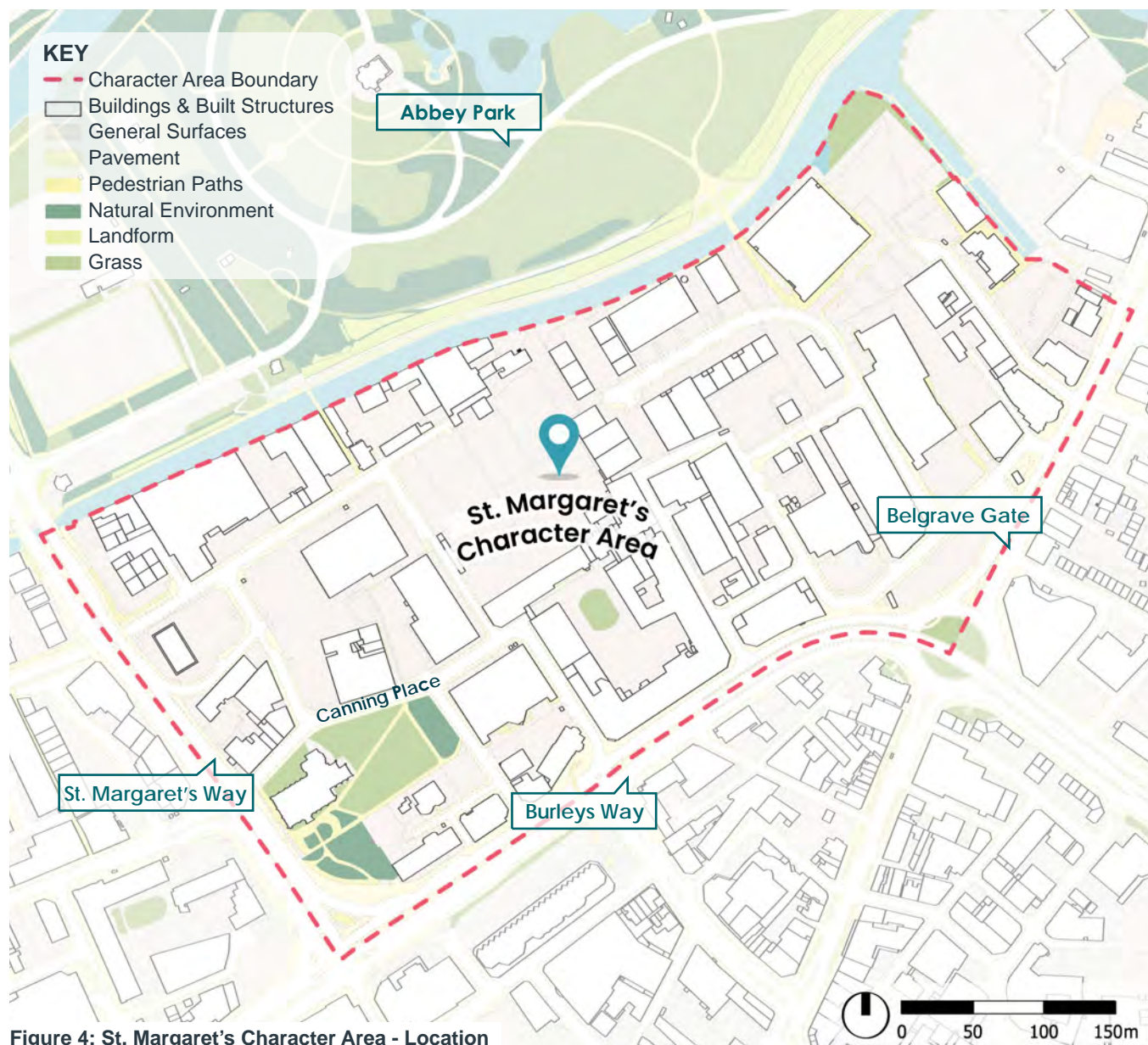


Figure 4: St. Margaret's Character Area - Location

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2.2. History & Evolution of St. Margaret's

St. Margaret's has been the location of a church possibly since the Anglo-Saxon period. The transept of the current church dates back to the early 13th century.



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 St Margaret's character area has been marked for further clarity.



1525

Of the seven parishes of Leicester that existed at the beginning of the 16th century, St. Margaret's was one of two that lay entirely outside of the town walls. The Church was located at the junction of Sanvey Gate and Church Gate.

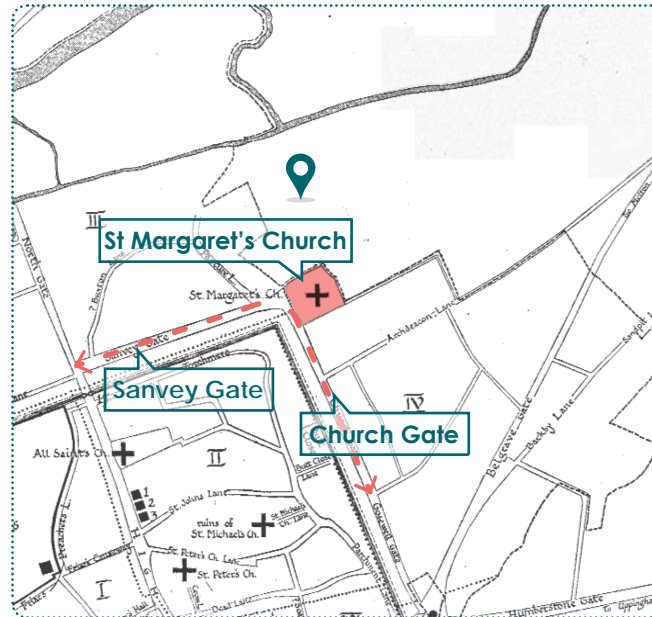


Figure 5: 1525

1832

Beyond the church there was little development of the St. Margaret's character area as we know it today until the 19th century. The industrial revolution saw the area develop with factories and some residential housing. The plan shows a gas works, lime kilns and a foundry (from where Foundry Lane gets its name).

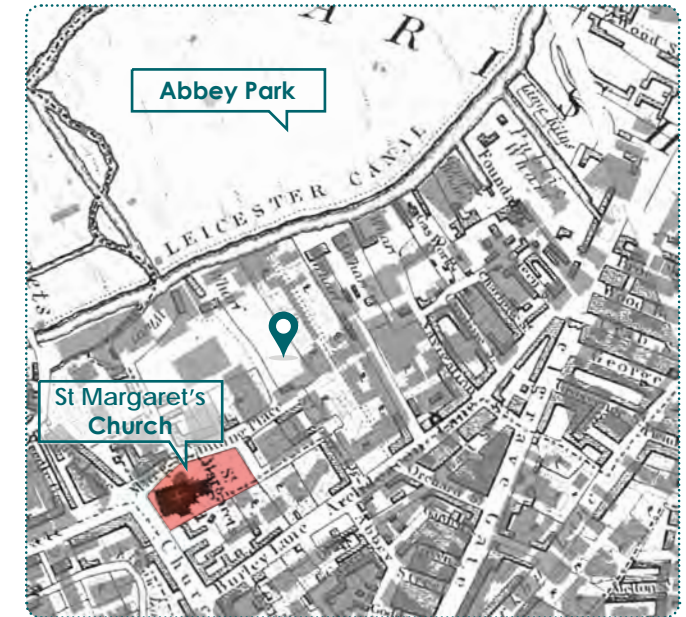


Figure 6: 1832

1880s

The first part of the Corah hosiery factory was built in 1865. The site continued to develop throughout the 19th and into the 20th century (Corah site details and information are to follow). St. Mark's Church was completed in 1872 and represented one of the main working class parishes of Leicester.

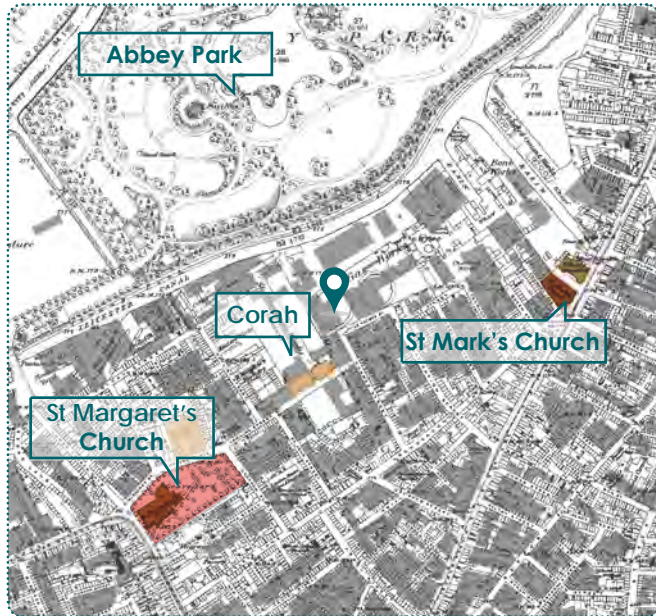


Figure 7: 1880s

1930s - 70s

Between 1932 and 1976 around 16,000 slum houses were cleared across the city. This included parts of the St. Margaret's area.

By the 1950s much of the area was occupied by factory and industrial uses.

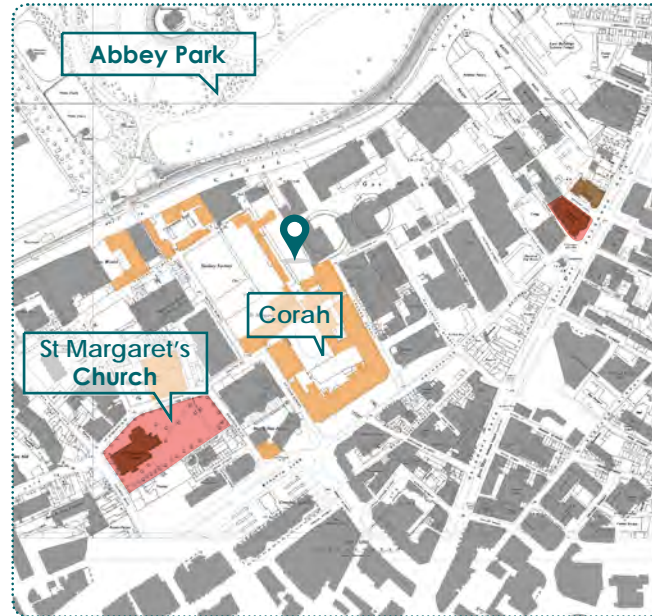


Figure 8: 1950s

The 1960s saw the area transformed by the construction of the ring road and St. Margaret's Way. The construction of Burleys Way, which took place in the early 1960s, was one stage of a larger plan to construct a ring road around the inner city of Leicester. St. Margaret's Way came shortly after broadly following the route of the former Lower Church Gate. This changed the character and setting of St. Margaret's Church and disconnected Abbey Park from the city centre.

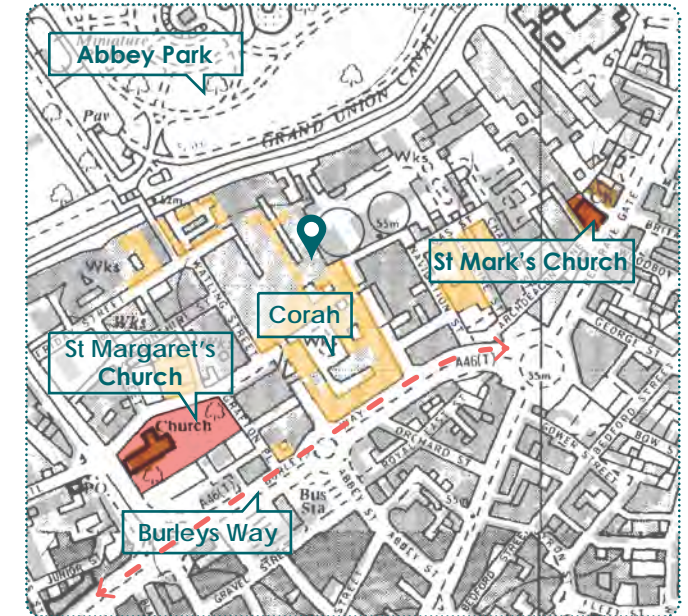


Figure 9: 1970s

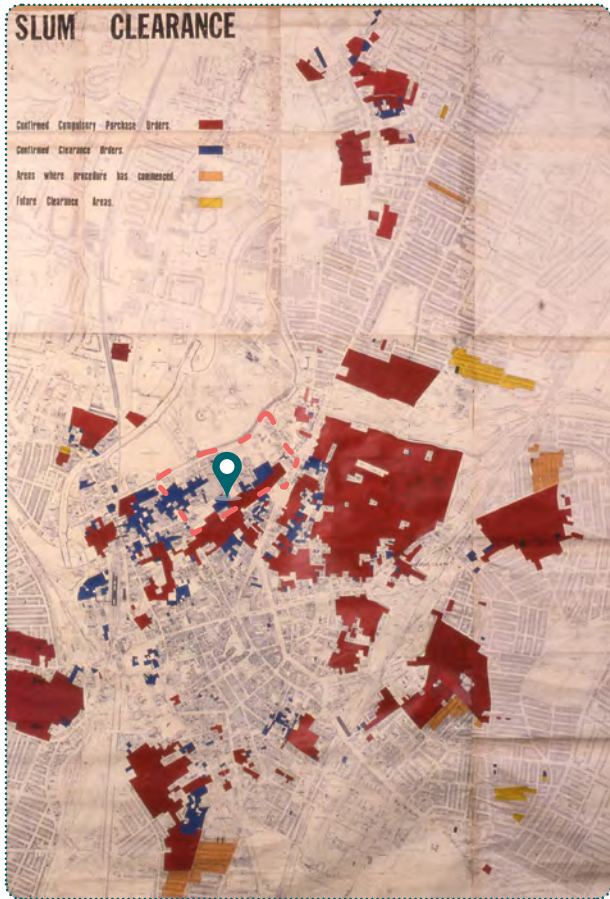


Figure 10: Slum Clearance Plan from LCC Planning Office Archives (June 1974). By 1974 most of the slum clearance illustrated in the plan had already taken place, or if not, had been cancelled and improvements undertaken instead.



Figure 11: Navigation Street Slum Housing, 1964 (University of Leicester, Special Collection)



Figure 12: Construction of St. Margaret's Way, 1969



Figure 13: St. Marks Church, 1912 (De Montfort University)



Figure 14: Kapital Buildings During a Visit from Princess Diana, 1984 (Images of England, Central Leicester, Stephen Butt)

St. Margaret's (Corah) Works

The Corah Works is significant within the industrial history of St. Margaret's. The site was designated as the new location for St Margaret's Works by Edwin Corah, the grandson of the founder of the Corah's hosiery company. It was to provide for expanded premises in comparison to the purpose-built factory on Granby Street in the city centre. The exact location was considered appropriate due to its close proximity to the Great Railway Station and the River Soar.

On 13th July 1865 the foundation stone for the main building was laid by Mr Edwin Corah. It was designed by William Jackson of Loseby Lane, and was the largest contemporary factory of its kind in the city. It dominated the ample site, and was associated with a vast range of workshops to the north, extending up to the River Soar. The late 1880s saw an unprecedented growth of production, followed by a large-scale extension constructed in the late 19th century, with more extensions following in the 1910s.

Due to the unprecedented scale of production and national importance, the site hosted a range of visitors throughout its lifetime. Both King George V and Queen Mary visited in 1919, followed by Queen Elizabeth II in 1958.

Despite major setbacks in production in the 1920s and 1930s, the company emerged stronger than ever, partly due to securing a long-term contract with Marks and Spencer. New extensions continued to be constructed on site, with the south side comprehensively redeveloped between 1934 and 1941. In 1968, at the height of its production, the company employed over 6,500 people. Despite the success, in the late 1980s the company was sold off, closing its doors as a hosiery factory soon after.

The 1865 factory building, the earliest building on the site, and its setting with Corah Green, the open space in front of the site, is long established and can be seen in figures 18 - 22. The 1865 building is identified in red and Corah Green in teal. The first evidence of a connection through the site between Canning Street and Thames Street can be seen from the early 20th century and this remained until the closure of the factory.



Figure 15: The 1865 Factory Building from Corah Green (circa 1910-1919)

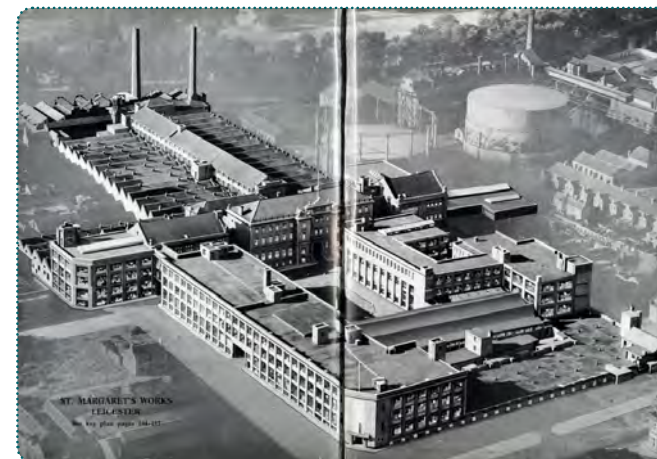


Figure 16: Full Extent of the Corah Works at the Height of Production

Figure 17: Plan Showing Progression of Development on the Corah Works

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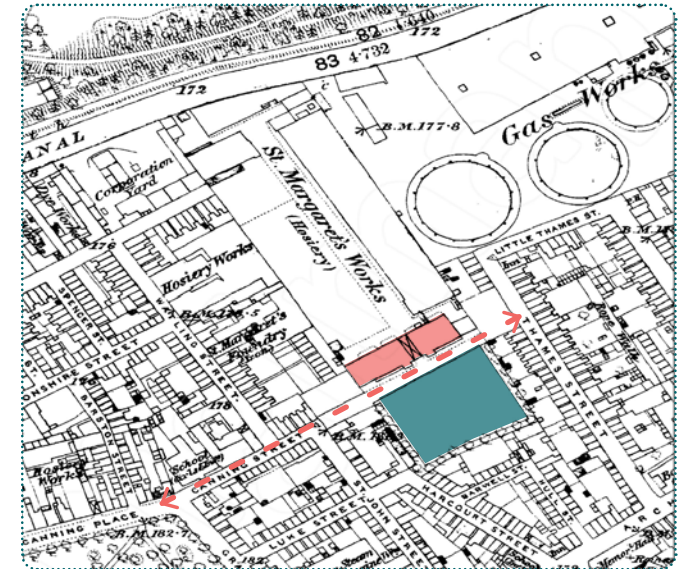
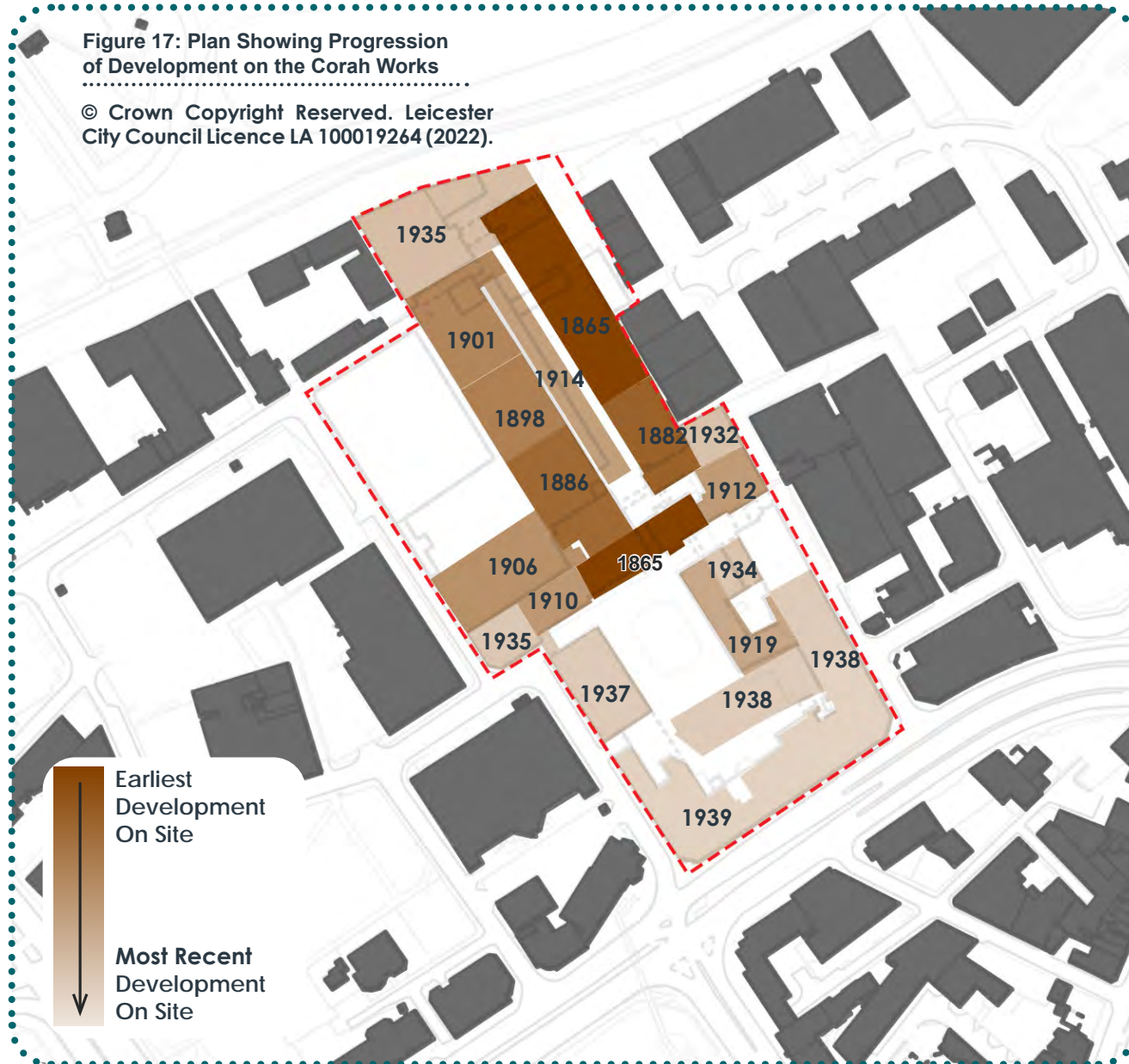


Figure 18: Corah Works 1880's



Figure 19: St. Margaret's from Above, Leicester, 1947 (Britain from Above)

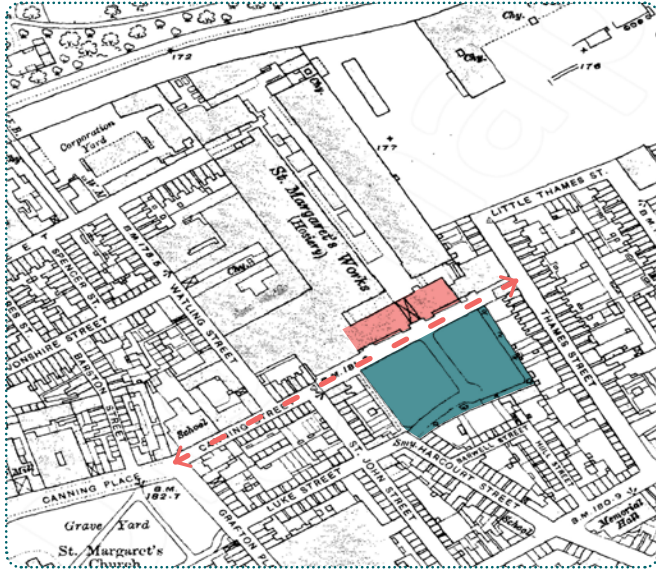


Figure 20: Corah Works 1910's

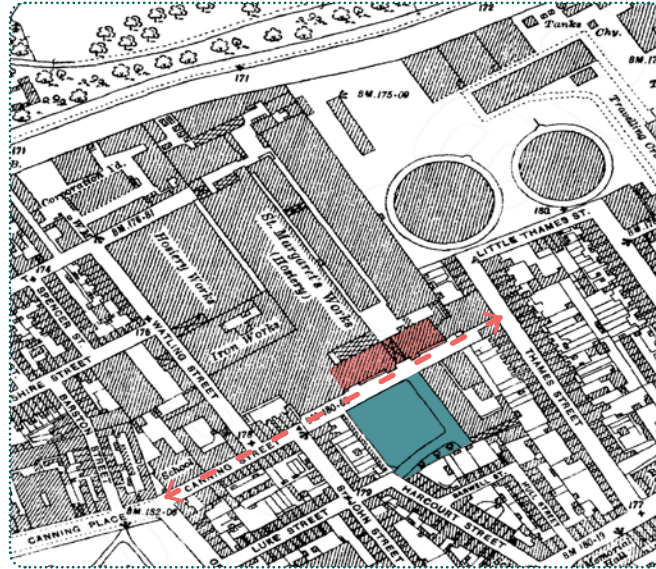


Figure 21: Corah Works 1930's

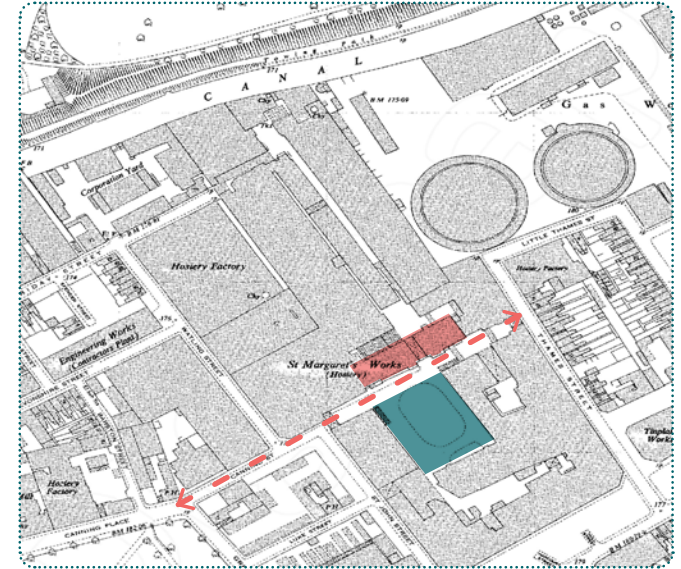


Figure 22: Corah Works 1950's



Figure 23: The 1865 Factory Building
Designed by William Jackson



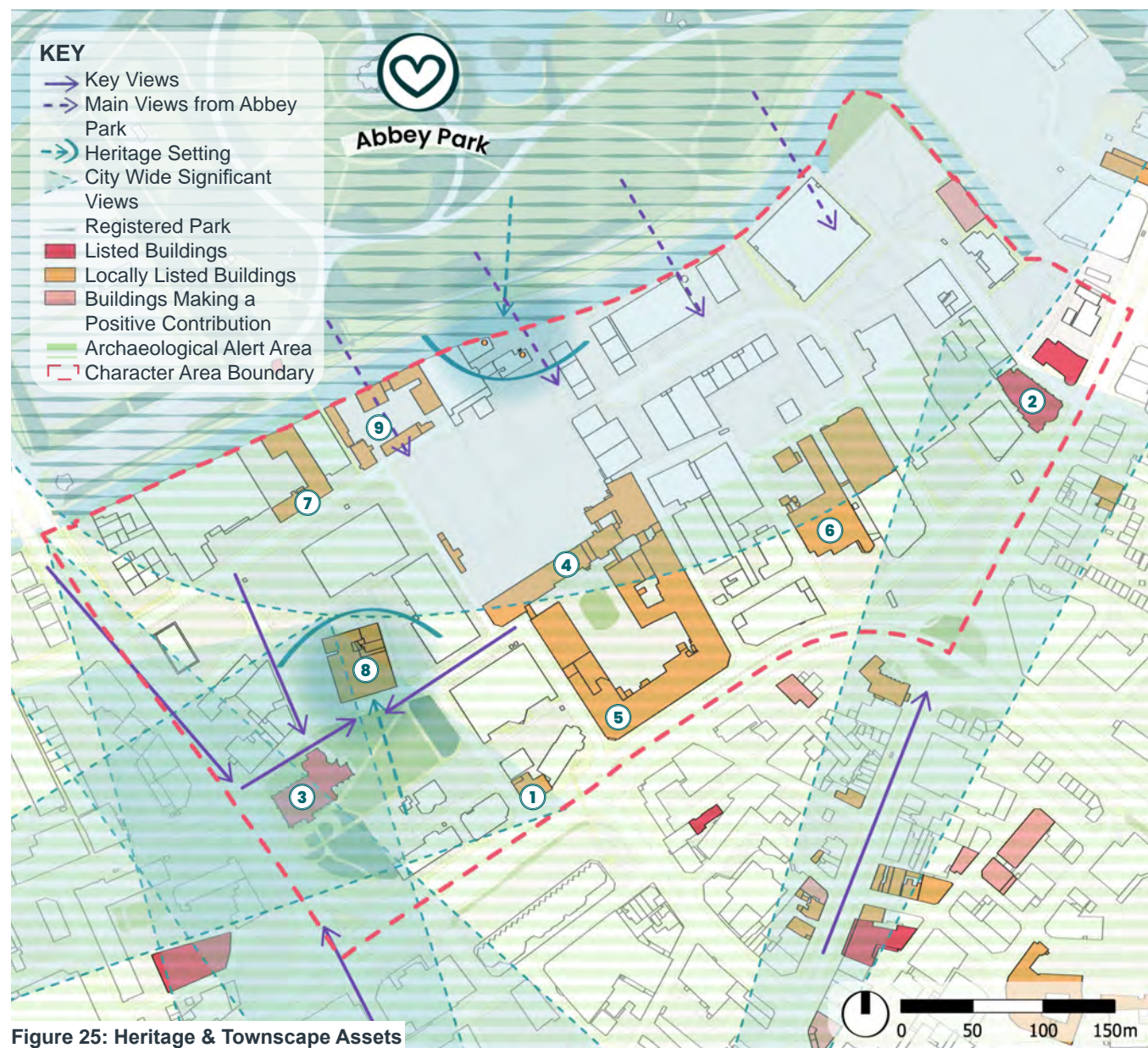
Figure 24: Corah
Advert, 1925
(Victorian
Society Archives)

2.3. Heritage & Townscape Assets

After reviewing the history and evolution of the St. Margaret's character area, this sub-chapter presents the main heritage and townscape assets of the area (figure 25).

Additional buildings which make a positive contribution are identified. They are buildings which are not national listed, locally listed or within Conservation Areas, however, this classification reflects their importance as part of the townscape of the character area. As such there is a general presumption against the demolition of these buildings. The heritage contribution of St. Margaret's is focussed on some very significant heritage assets.

St. Margaret's Church (3) is one of the most highly valued heritage assets in the city as formally identified by its Grade I listed status (figure 25). A church on the site possibly dates back to 679 AD, and parts of the present building dates back to c.1200. The 15th century 33m tower makes it one of the defining features of the character area. Views north along Church Gate and south along St. Margaret's Way towards the church are of city wide significance. As are the sequence of views from the west from Sanvey Gate. Additionally, St. Marks Church (2) located to the east of the character area was first built in 1870 (figure 25). It was surrounded by large industrial buildings and became one of the main working class churches in Leicester. The view north along Belgrave Gate towards the church is also of city wide significance.



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Just north of the Grand Union Canal is the Grade II* listed Abbey Park, where the remains of Leicester Abbey are located. Whilst the park is not within the character area, its relationship with the character area is clear and can be viewed from the park, therefore contributing to its setting.

In addition to these nationally listed assets there are a number of locally listed heritage assets in the St. Margaret's area mostly related to the industrial growth of the area dating back to the 19th century.

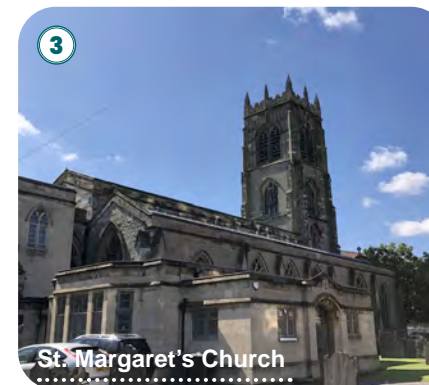
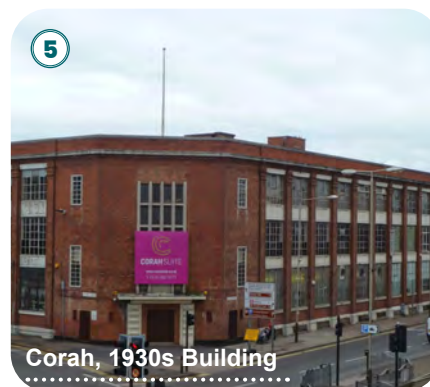
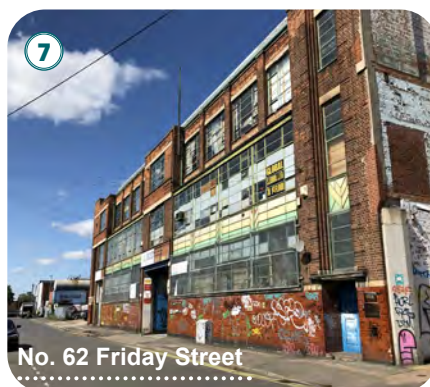
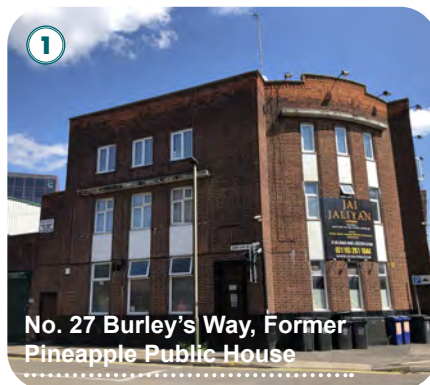
No. 62 Friday Street was constructed in the 1930s and its original use was as a Dyeing Works. It is currently occupied and in a fair condition. It is an example of early-20th century Art-Deco, with Vitrolite glass detailing.

No. 72-74 Friday Street was constructed in 1898 and its original use was as a Council Depot. It is now part occupied and in a fair condition. It was designed by Leicester-based architect T.W. Pettifor. This is one of only a few Corporation depots to remain and is considered the best, due to the intactness of the building.

The industrial heritage of the area creates a level of cohesion interspersed with modern commercial warehouses. This in addition to the two prominent churches, and the proximity to Abbey Park defines the character and distinctiveness of the area.

From a heritage and townscape perspective, there are a number of key views that are important. St. Margaret's Church terminates iconic views down

* Please see Heritage & Townscape Assets Plan (figure 25) for the location of the following key building frontages.



Church Gate, Sanvey Gate and St. Margaret's Way. The views from Church Gate and Sanvey Gate are an evolving sequence of views where the setting of the Church and its prominence varies. St. Mark's Church terminates the view down Belgrave Gate. These are views and vistas of city wide importance.

A further collection of views of city wide importance are the views from Abbey Park, which captures how the close proximity of this are to the park effects its heritage setting.

- AP VP 21 (a) - from the existing path. The Corah chimneys are clearly visible above the tree canopy.
- AP VP 20 (b) - looking towards Charter Street bridge. The removal of the tree canopy to construct the bridge has opened up views of St. Mark's Church. However, this view is not historically significant.
- AP VP 15 (c) - from the path to Charter Street bridge. The Corah chimneys are dominant and clearly visible above the tree canopy.
- AP VP 14 (d) - from the boating lake.
- AP VP 13 (e) - from the bandstand.
- AP VP 1 (f) - from the Abbey Ruins. The Scheduled Ancient Monument is clearly visible in the foreground.
- AP VP 17 (g) - from the steps of the formal garden. The Corah chimneys are dominant and clearly visible above the tree canopy.
- AP VP 2 (h) - from the Oval.
- AP VP 19 (i) - from Abbey Park lodge.

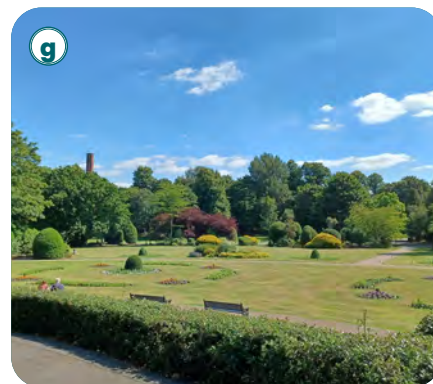
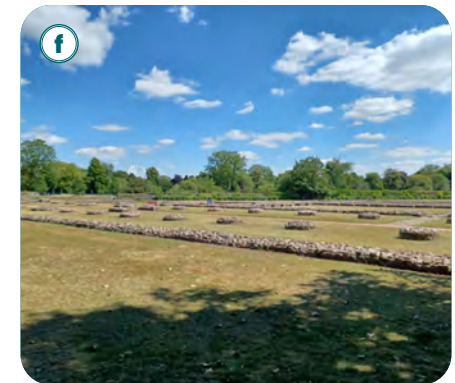
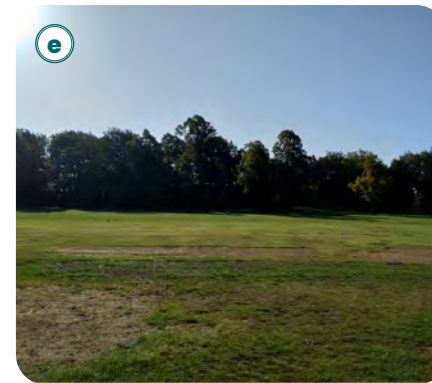
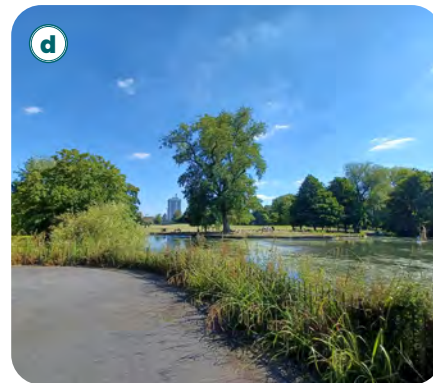
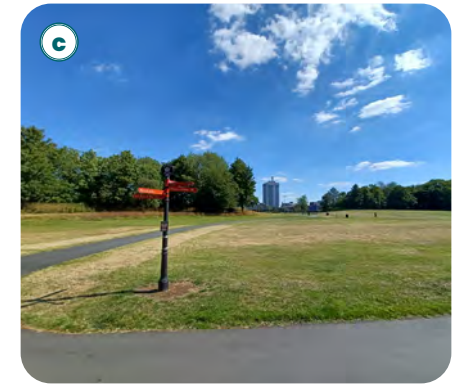
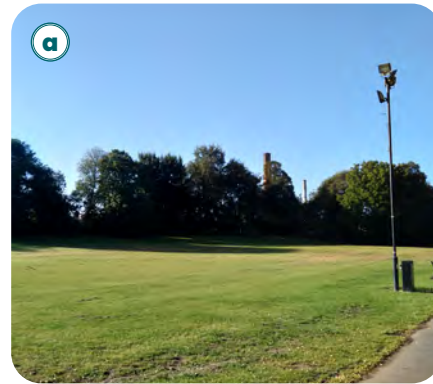


Figure 26: Key Views from Abbey Park towards the St. Margaret's Character Area

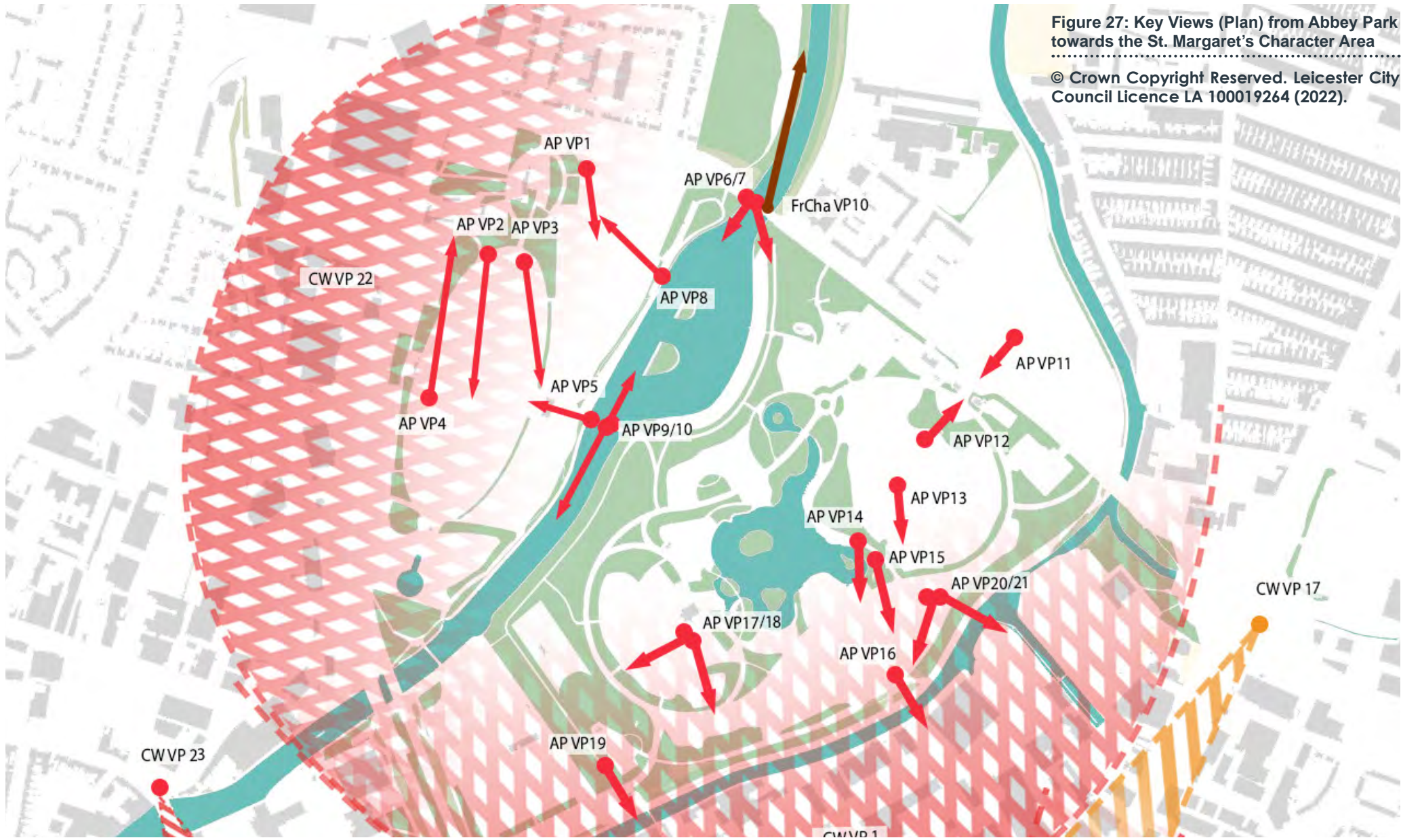


Figure 27: Key Views (Plan) from Abbey Park towards the St. Margaret's Character Area

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St. Margaret's (Corah) Works

The former Corah site is of particular heritage and townscape significance in the character area taking up a site of approximately 3 hectares. Spanning from north to south across the whole depth of the character area, it has a collection of buildings that vary in heritage value. As a result of its historical significance the area is included in the Locally Listed Heritage Assets and covered by an Article 4 Direction. The Locally Listed status excludes the north-east corner of the site.

The north-west edge of the site is occupied by a series of surface level car parks, while the north-east is occupied by a series of industrial structures with associated chimneys. The central zone remains largely disused and the U-shaped building complex to the south is occupied by a range of mixed use units, with a predominance of light industrial (E) and storage / distribution (B8) range of functionality.

The 1865 former factory building remains a priority for regeneration and preservation. Its significance is partly defined by its relationship with later development on the site and the inner courtyard to the immediate south. Whilst in isolation the inter-war U-shaped complex to the south may be defined as having more modest heritage significance than older parts of the building complex, it does help define the historic and social value of the site in its totality.

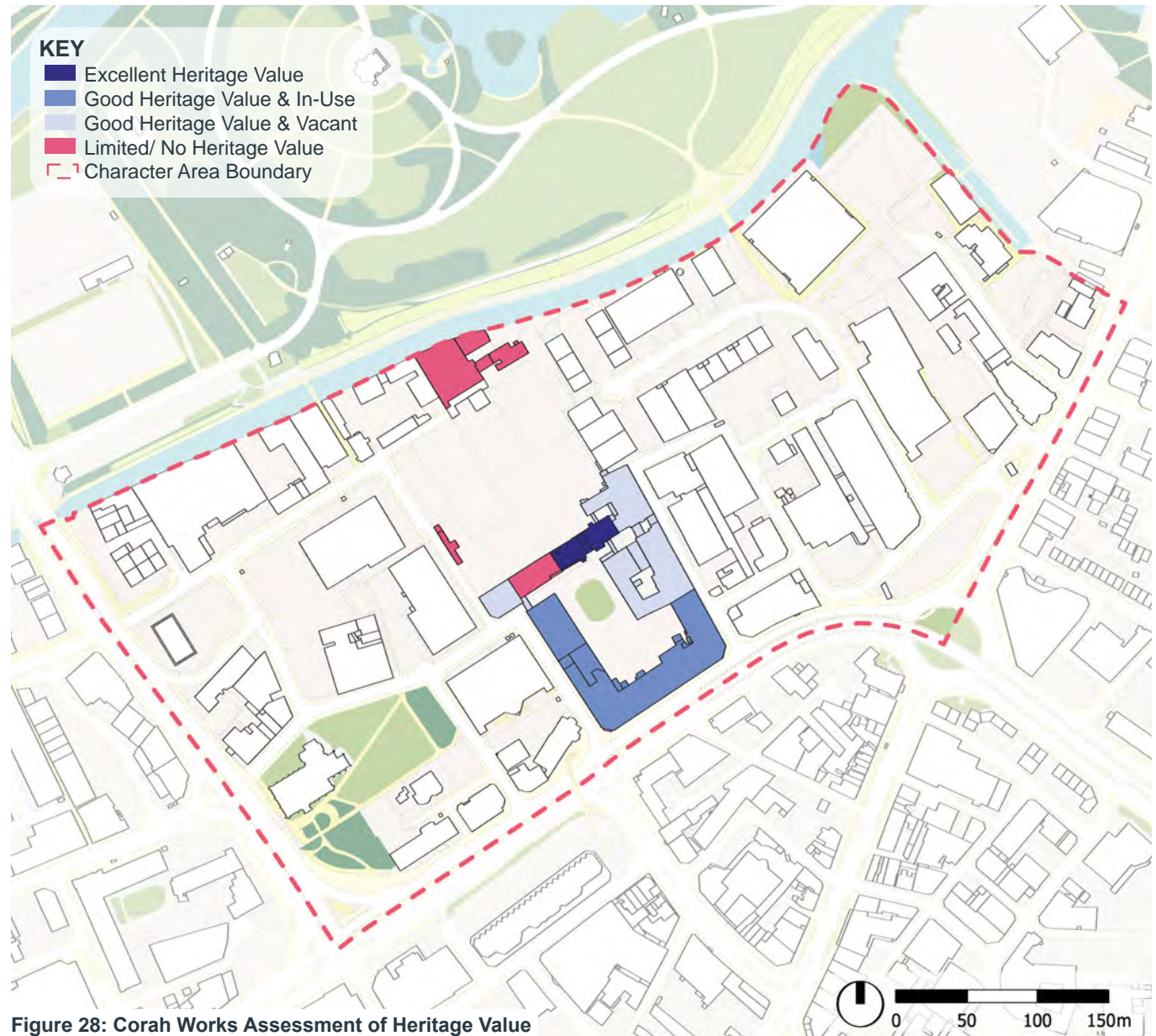


Figure 28: Corah Works Assessment of Heritage Value

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The courtyard composition should be retained, with particular value in the direct views onto the 19th century structure that visually dominates the site. The older structure has consistently been a local landmark and the later extension to the south enhances its setting and adds to its historic significance. The other surviving Victorian building, immediately to the north of the principal 1865 block, has a strong relationship with the older structure and good heritage value.

Much of the built form on the northern part of the site has been lost and a significant proportion of remaining structures are of low heritage significance. However, the dominant industrial chimney stacks to the north-east should be retained, based on their illustrative quality, with notable views from the Grade II* Listed Abbey Park. Due to the notable history of the site and the architectural quality of much of the building stock that remains, the site has largely good to excellent heritage value.

Archaeological Alert Area

Leicester has a clearly defined historic core. It formed part of the town's defences, first established in the Roman era and re-adopted in the medieval period. The historic core of the city centre is formally recognised as an archaeological alert area and indicates, to developers, where development is most likely to have an impact upon archaeological remains.



**Figure 29: St Margaret's Church (Leicester
a Pictorial History, Malcolm Elliott)**
.....

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.

St. Margaret's is characterised by large perimeter blocks which are often of a single use, sitting within a plot and not providing frontages to the entirety of the block. The Corah site is the largest block in the character area, spanning the depth of the character area between the canal and Burleys Way and segregating the east and the west. With the addition of the employment area to the east, a significant proportion of the area is formed by large urban blocks.



Figure 30: Street & Block Pattern

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

There are very few streets offering good enclosure throughout the character area as a result of the current uses and fragmented urban grain. Good enclosure to the ring road is achieved by the one continuous and well defined frontage in the area but the contribution this makes to place-making is limited given the hostile vehicle dominated environment.

St. Margaret's Street and Canning Place are also well enclosed with the boundary and trees of St. Margaret's Church and the well defined building line and presence of the former Leeson's factory creating a distinctive place. The building line of the former Leeson's factory continues in the more recent buildings to the west.

The dominance of the 1930s Corah building and the Leicester College building gives strong enclosure to St. John Street, but this is not repeated on Thames Street where the grain to the east is fragmented and weak.

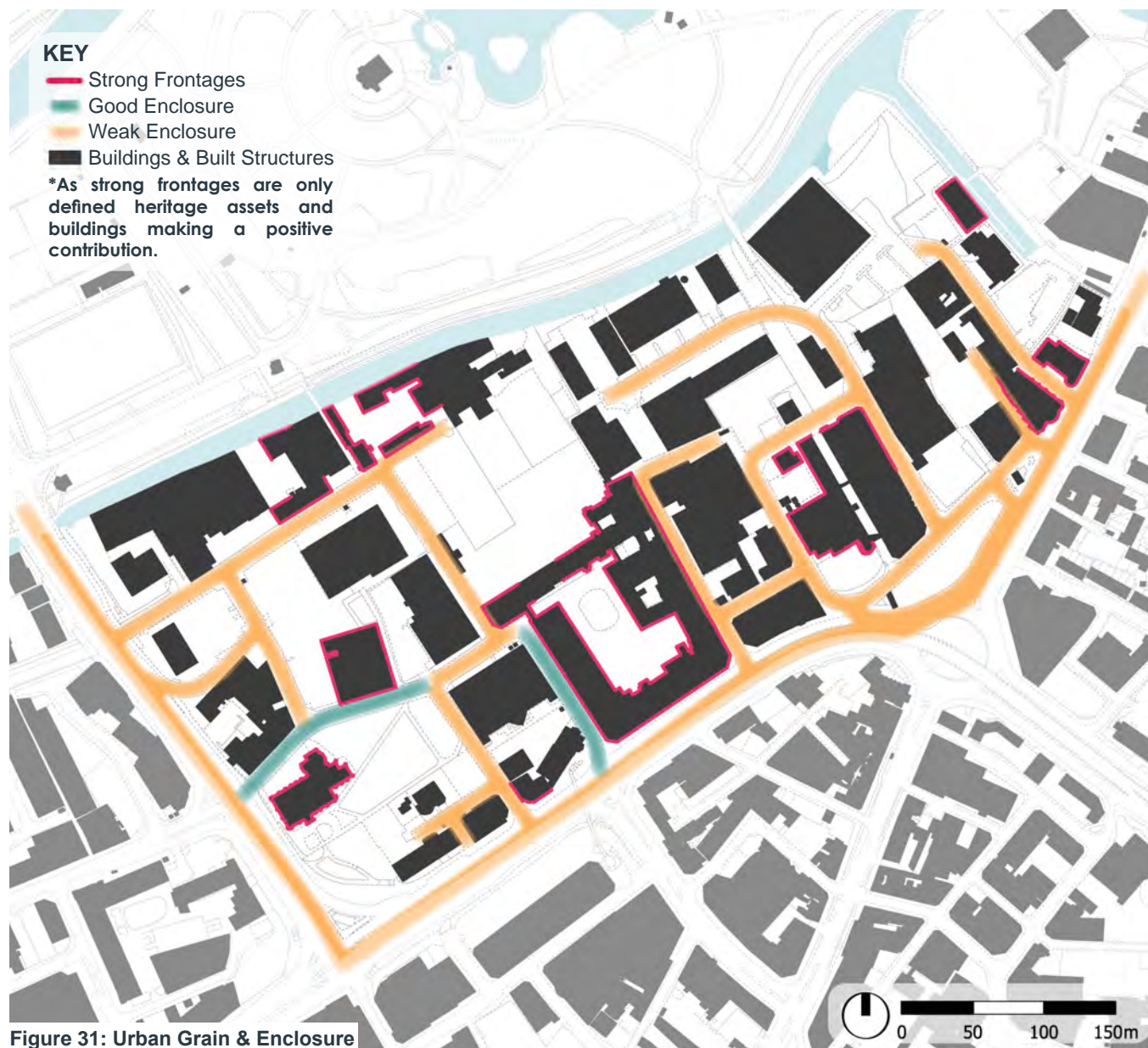


Figure 31: Urban Grain & Enclosure

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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.

Generally, the area can be characterised by building heights up to 9m which are representative of the current employment and commercial uses in the area.

There are clusters of buildings above 9m, mostly made up by the listed heritage assets, most notably the former Corah works and more modern interventions of different uses such as the Leicester College building and offices.

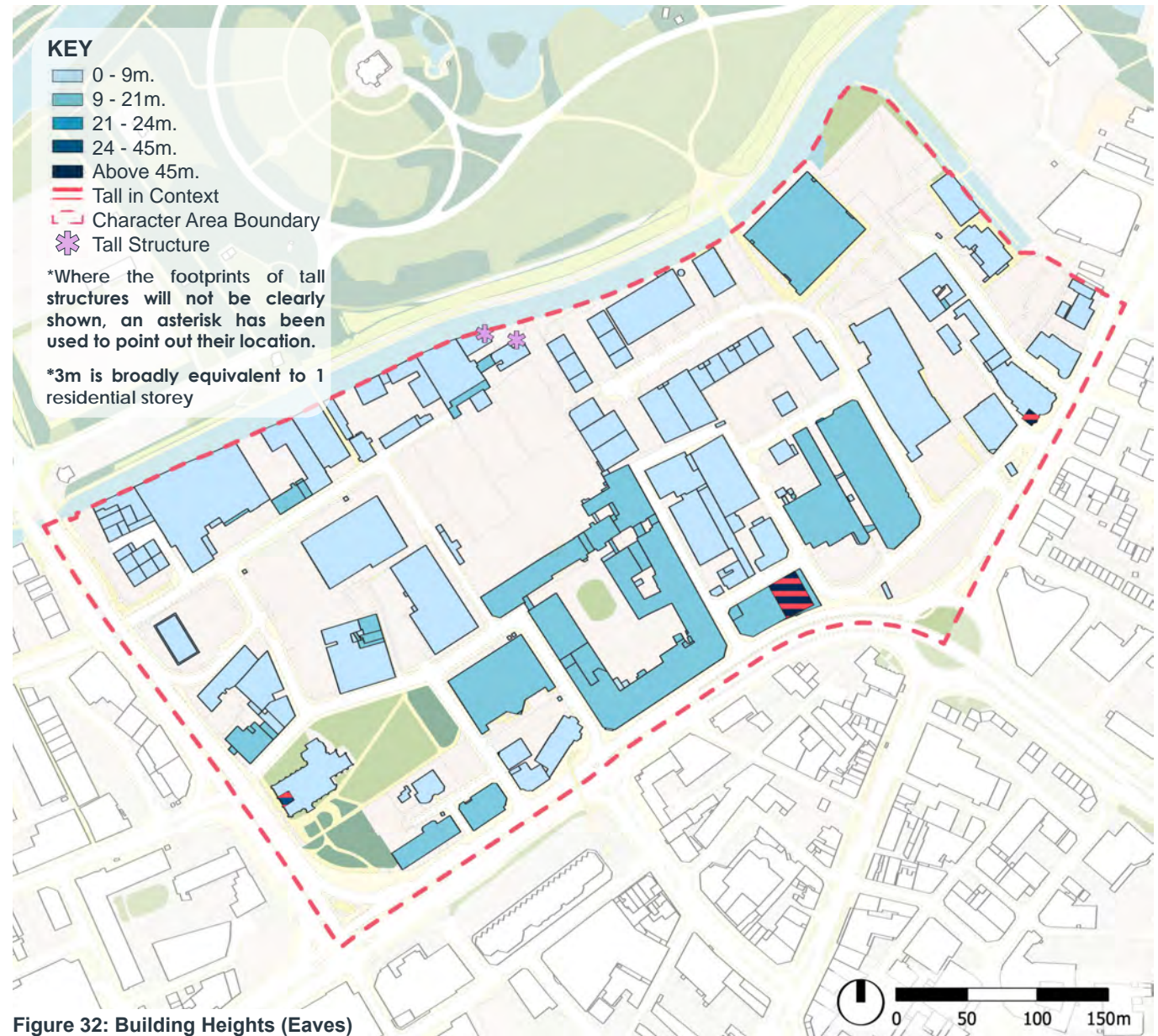


Figure 32: Building Heights (Eaves)

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There are five tall buildings or structures in the area over 24m; the two nationally designated churches of St. Margaret's and St. Marks, Thames Tower and the two Corah Chimneys. Due to their historic significance, importance of their setting and formal designation the churches should remain the dominant buildings in the area. Thames Tower is a legacy of 1960s development and offers very limited townscape value. It's scale and location has a detrimental impact on the setting of nearby heritage assets and this has been exacerbated by its re-cladding which fundamentally changed its appearance.

The combination of mass and scale of the Corah buildings, Leicester College building, Kapital building and Thames Tower further their prominence although quality of appearance varies.

Planning History

There have been a small number of recent planning approvals which have been primarily for conversions of existing buildings for change of use to residential.

There has been interest in new residential / mixed use development, some of which are now coming forward as formal applications.



Figure 33: Corah Chimneys

2.6. Land Uses

The predominant ground floor use in St. Margaret's character area is industrial with some commercial and retail uses. Industrial uses are still prominent in the area albeit some of the older buildings have been replaced with purpose-built premises.

The St. Margaret's character area is the location for a number of Leicester College buildings bringing education uses, and associated footfall, into the area. The Morningside Arena, the Leicester Riders stadium, provides a city wide leisure destination. There are a small number of office buildings to the south-west.

Residential uses are currently low but are likely to increase due to the recent need for housing, declining need of commercial uses in cities and relaxation of planning controls such as changes of use (including Thames Tower). There are, however, limited community uses in the area.

Car parking, mostly surface, is also a dominant land use.

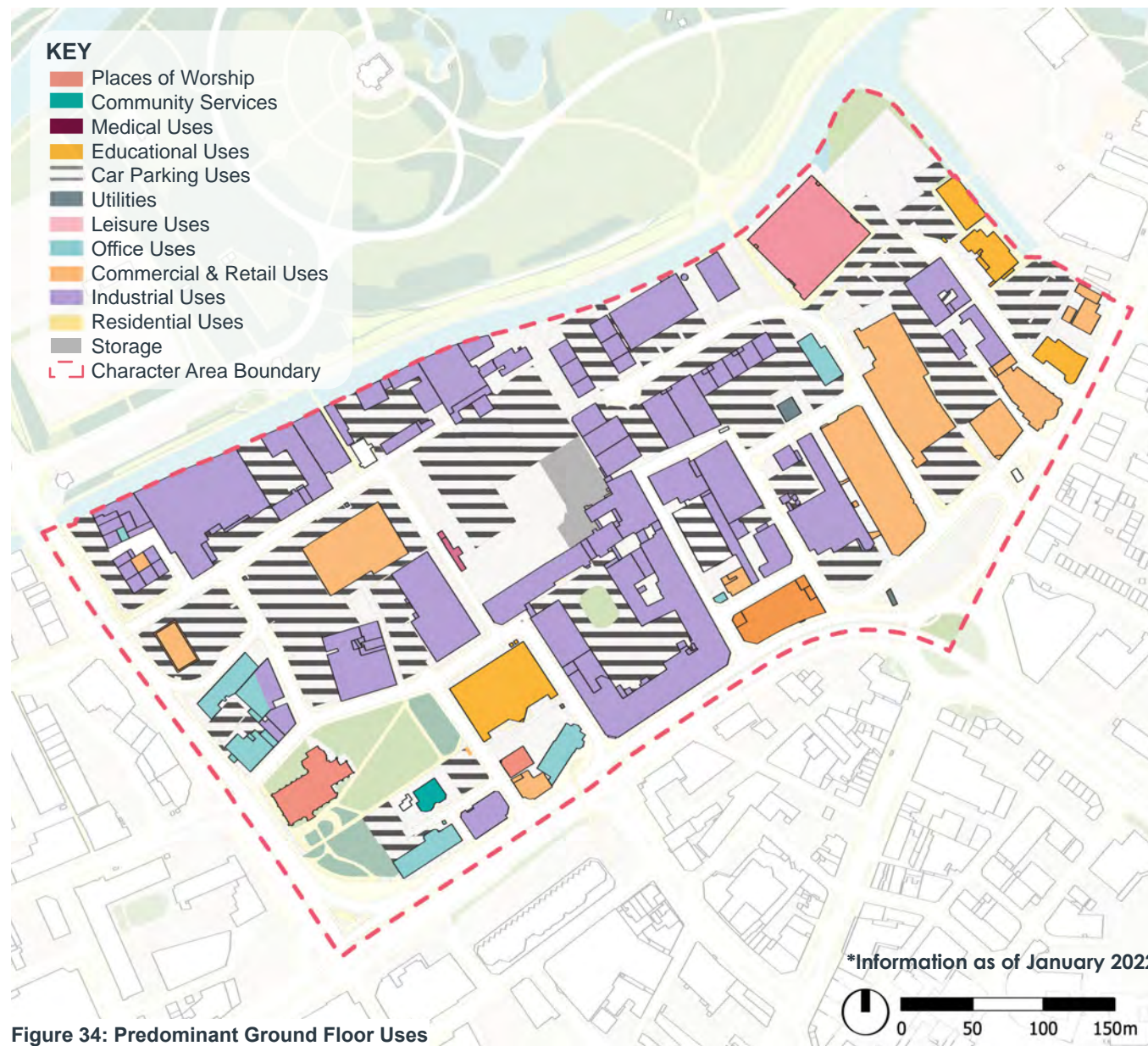


Figure 34: Predominant Ground Floor Uses

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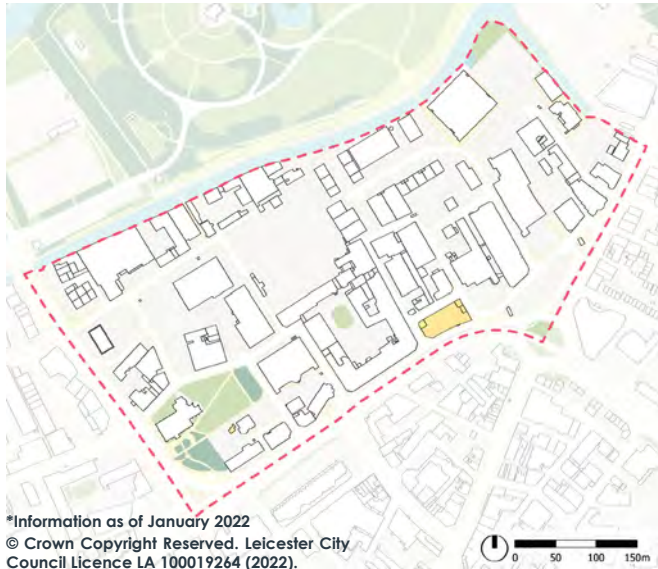


Figure 35: Residential Uses

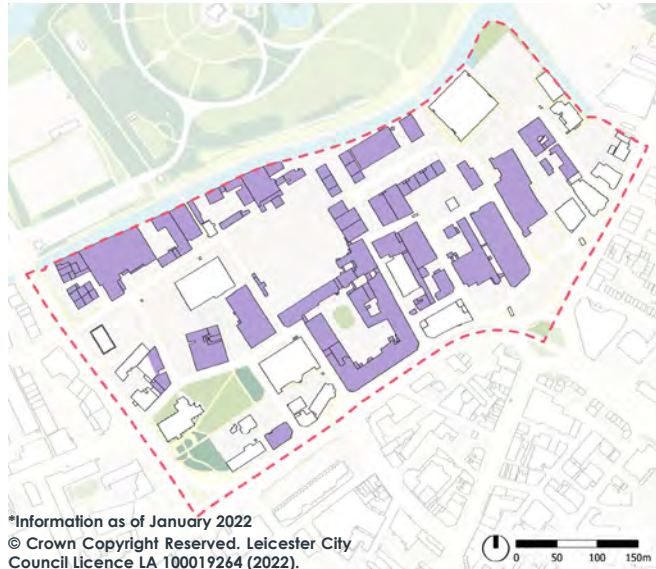


Figure 36: Industrial Uses

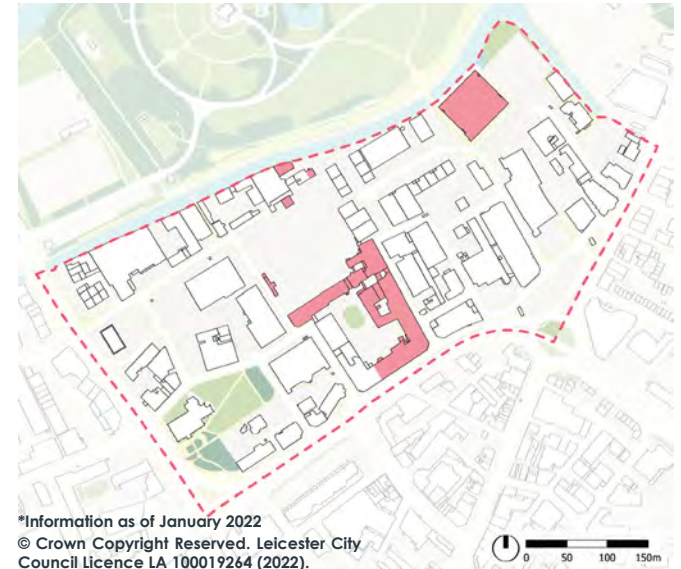


Figure 37: Leisure Uses

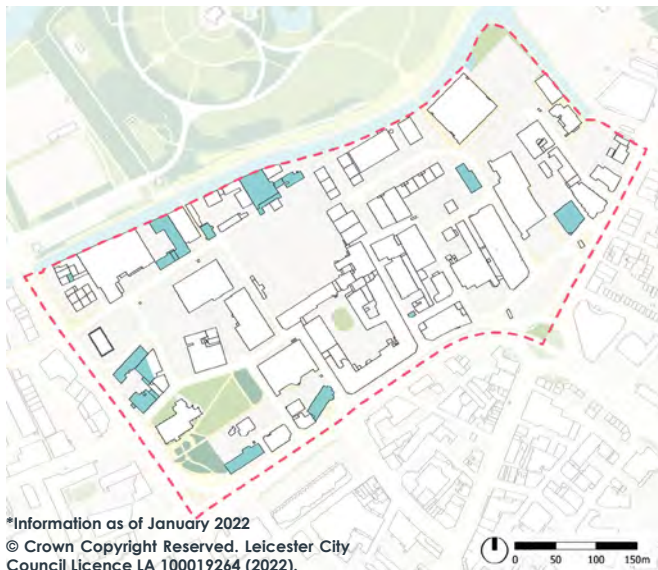


Figure 38: Office Uses

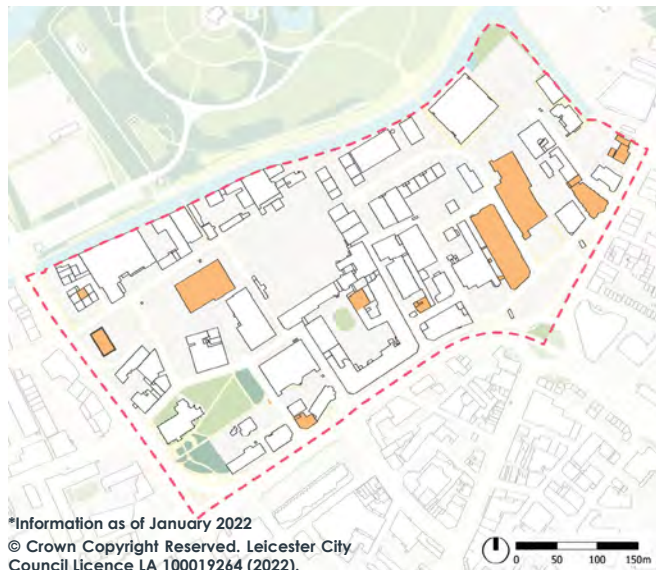


Figure 39: Commercial & Retail Uses

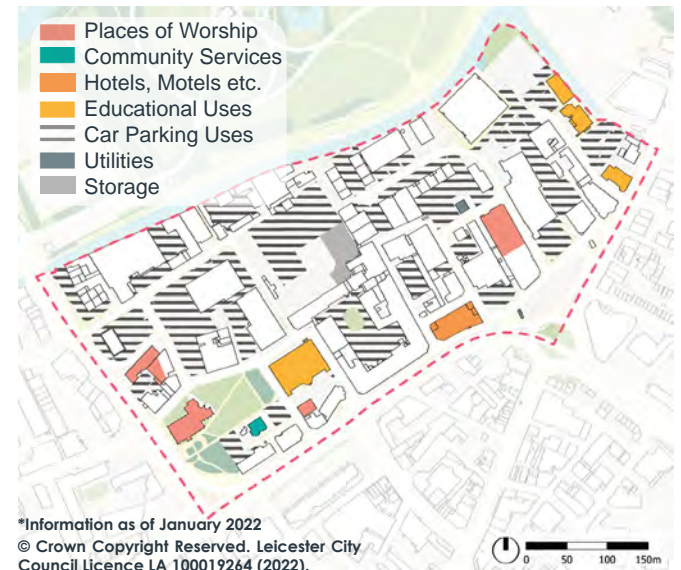


Figure 40: Miscellaneous Uses

- Places of Worship
- Community Services
- Hotels, Motels etc.
- Educational Uses
- Car Parking Uses
- Utilities
- Storage

2.7. Community Infrastructure & Influence

There are a limited number of community facilities to the north of the area, limited by the current industrial uses. There are four places of worship, St. Margaret's Church, Harvest City Church, the Christian Worship Centre and the Dada Darshan Hindu Temple. There is a gym within the Corah building and the Kapital building and the Kapital building and St. Mark's Church provide venues for concerts, celebrations and rooms for hire.

City wide destinations include Leicester College and the Morningside Arena.

The area is within walking distance of the city centre, and major bus stations. The area is located next to the canal and Abbey Park and the sports facilities at St. Margaret's Pastures.

As there are a small number of residents in the area it is assumed that most facilities are used by residents across the city.

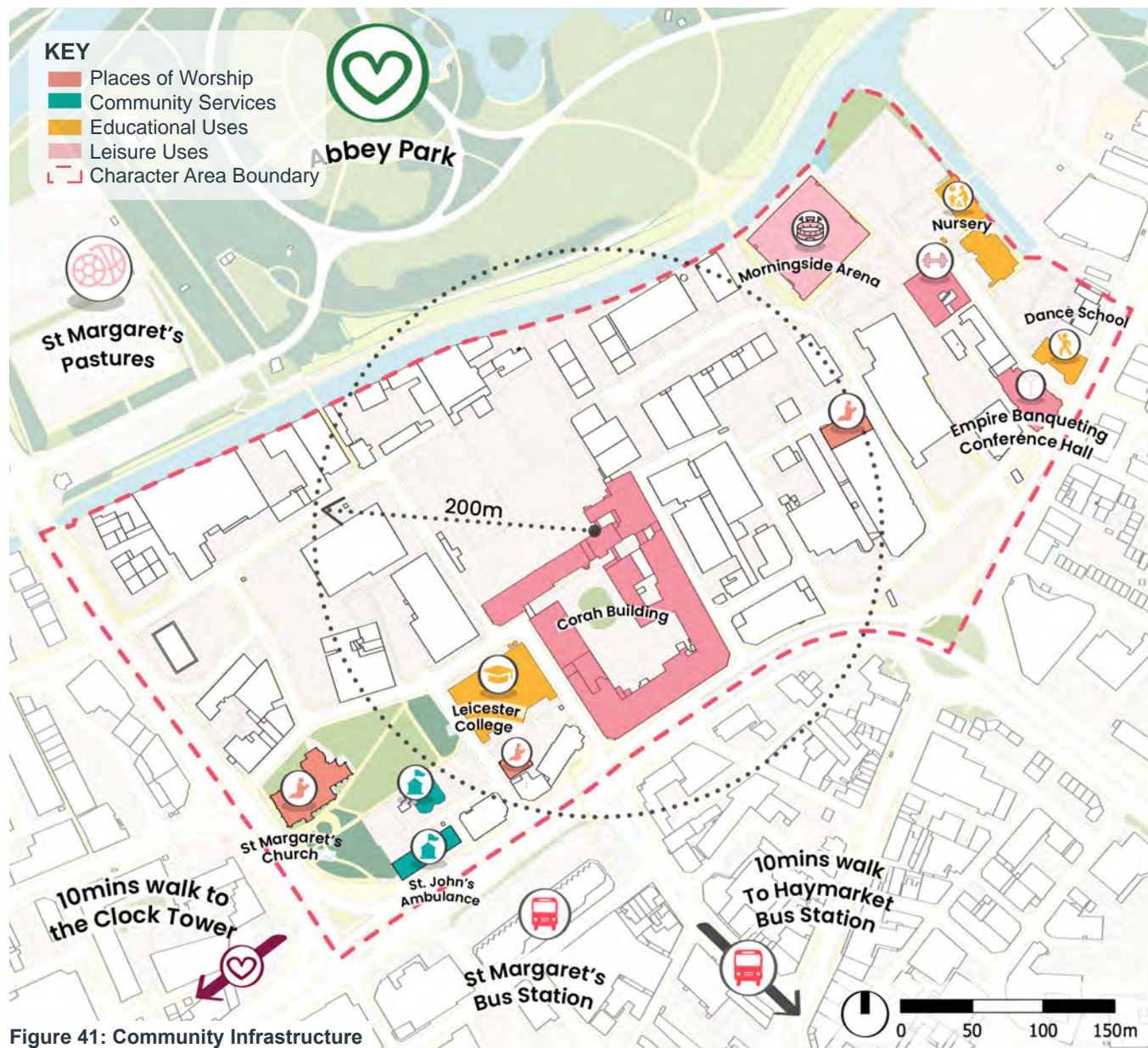


Figure 41: Community Infrastructure

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2.8. Housing & Tenure

Currently there is a limited number of residents living in the St. Margaret's character area. The only residential use are the flats in Thames Tower although other planning approvals have not yet been implemented.

The area is not a residential neighbourhood and any residential development will need to be managed and a comprehensive framework established to provide a well-designed and well-served place for future residents. Simultaneously, interim residential uses should also be considered and managed, thinking on their implementation and sitting within commercial uses.

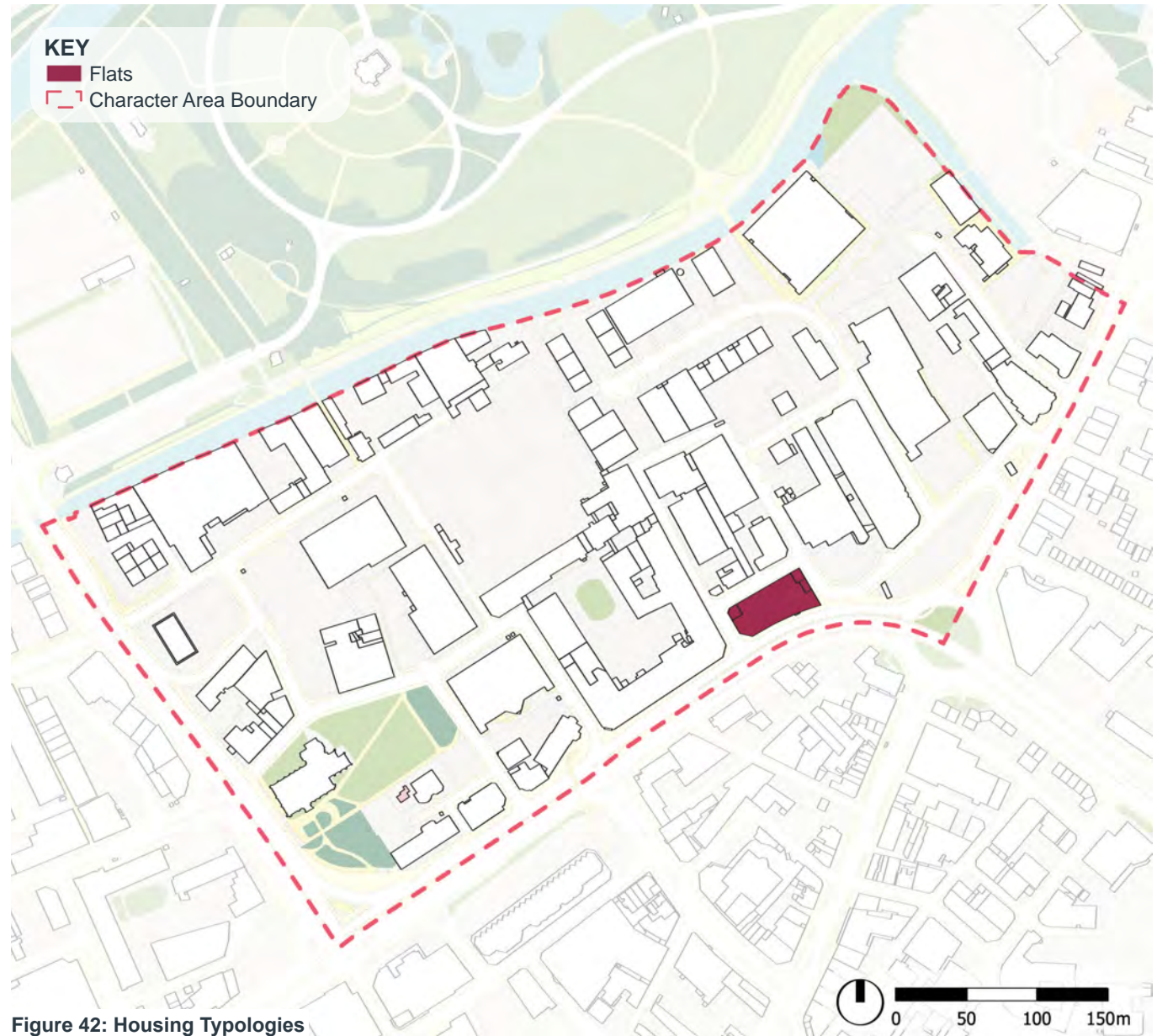


Figure 42: Housing Typologies

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2.9. Open Spaces & Public Realm

There are a few key public spaces within the area itself and their use varies. St. Margaret's Churchyard is the most landscaped and quiet and provides the best setting for relaxation and sanctuary. Foundry Square is a hard landscaped urban space at Archdeacon Lane but would not currently be considered as a destination or a place to dwell, although it has undergone recent improvements.

Historically, Corah Green was a publicly accessible open space and whilst it is still there, it is now within private ownership.

Public access to the canal-side is also very limited with industrial uses located along its edge.

Outside the character area, the largest open space within 5 minutes walking distance providing most facilities and variety is Abbey Park. It is a major asset for the character area and contributes significantly to the unique setting of the area and sense of place. It will also be well used by any future residents. However, it's proximity is negated by the need to pass through poorly overlooked areas, characterised by their uses, which will be considered unsafe.

The area is well located to access a variety of public spaces within the city centre. Also, within 15 minutes walking distance are Town Hall Square, Green Dragon Square and Jubilee Square. Cathedral Square and, further afield, Castle Gardens are much quieter and greener.



Figure 43: Foundry Square



Figure 44: St. Margaret's Churchyard



Figure 45: Abbey Park



Figure 46: Canal-side

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.

Burley's Way and St. Margaret's Way are the highest order street forming a perimeter to the south and west of the area. As part of the ring road it is a main arterial road and is vehicle dominated and therefore connectivity across for pedestrians and cyclists can be challenging. St. Margaret's Way, constructed in the late 1960s/early 1970s, broadly followed the route of lower Church Gate at the time and it has since become one of the main gateways into the city from the north.

Friday Street, Archdeacon Lane and Charter Street

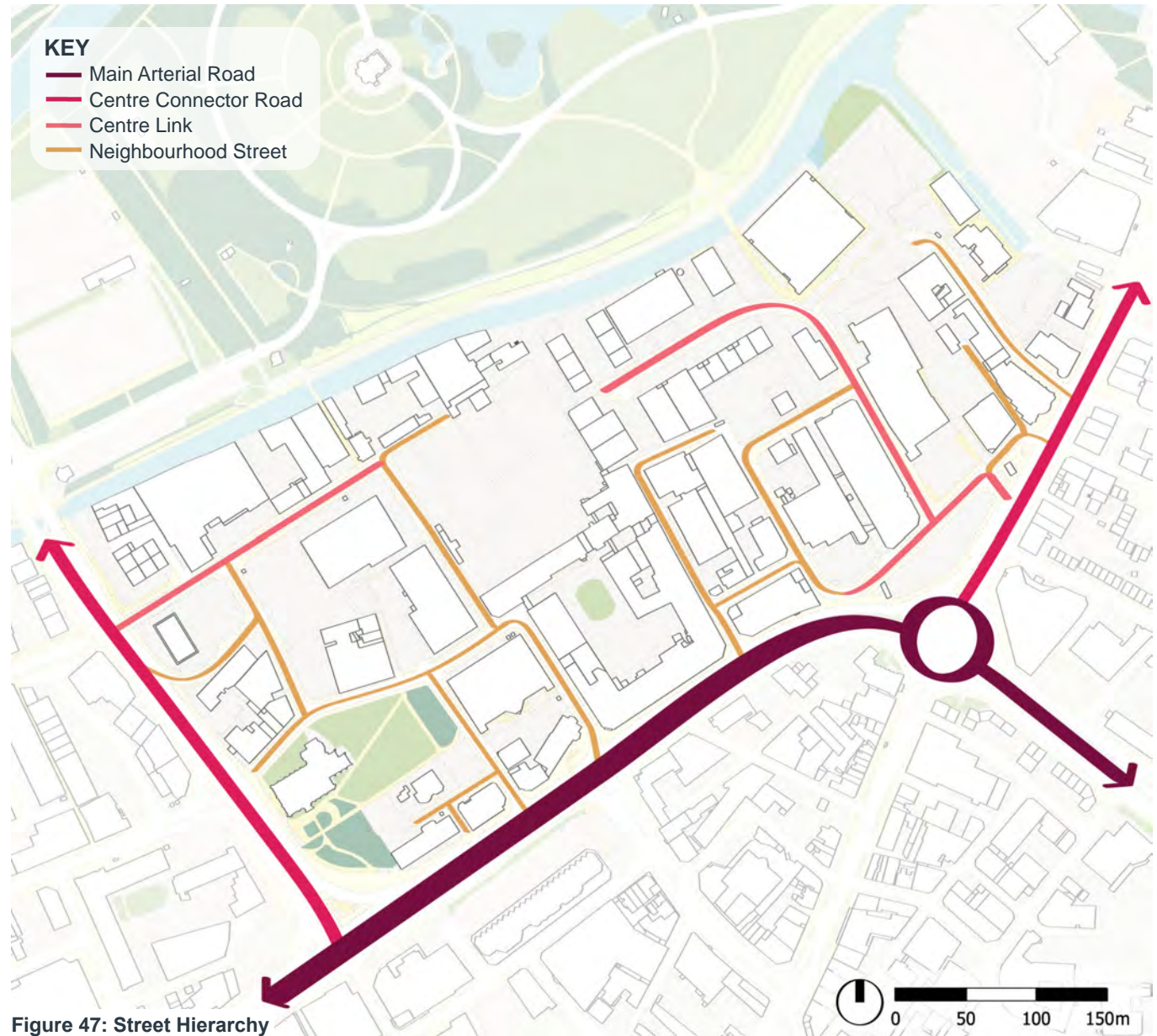


Figure 47: Street Hierarchy

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are the main vehicle accesses into the area and are therefore considered centre links. They are, however, not connected east and west and vehicle access through the area is prevented by the Corah site. Thus, many of the streets within the character area are of a low order and provide access only. They can be categorised as neighbourhood streets, given the low traffic volumes, although they offer limited place making value and offer potential for improvement.

Parking Areas & Streets Configuration

The network of streets within the St. Margaret's character area are mostly providing vehicle access to the uses within the area and do not form part of the wider city centre network, apart from the ring road to the south and Belgrave Gate. This provides both opportunities and challenges as vehicle flows should be relatively low within the area itself enabling streets to be less vehicle dominated and prioritise pedestrian and cycle movement but also needing to be suitable to accommodate some increase in vehicle flows that future development may require.

As for the pedestrian and cycle movement, there is no vehicle connectivity from east to west but this is not considered to be a priority or problematic, although this could change if development comes forward.

The dominance of surface car parking allocated to the uses in the area and its location within plots is detrimental to the townscape.

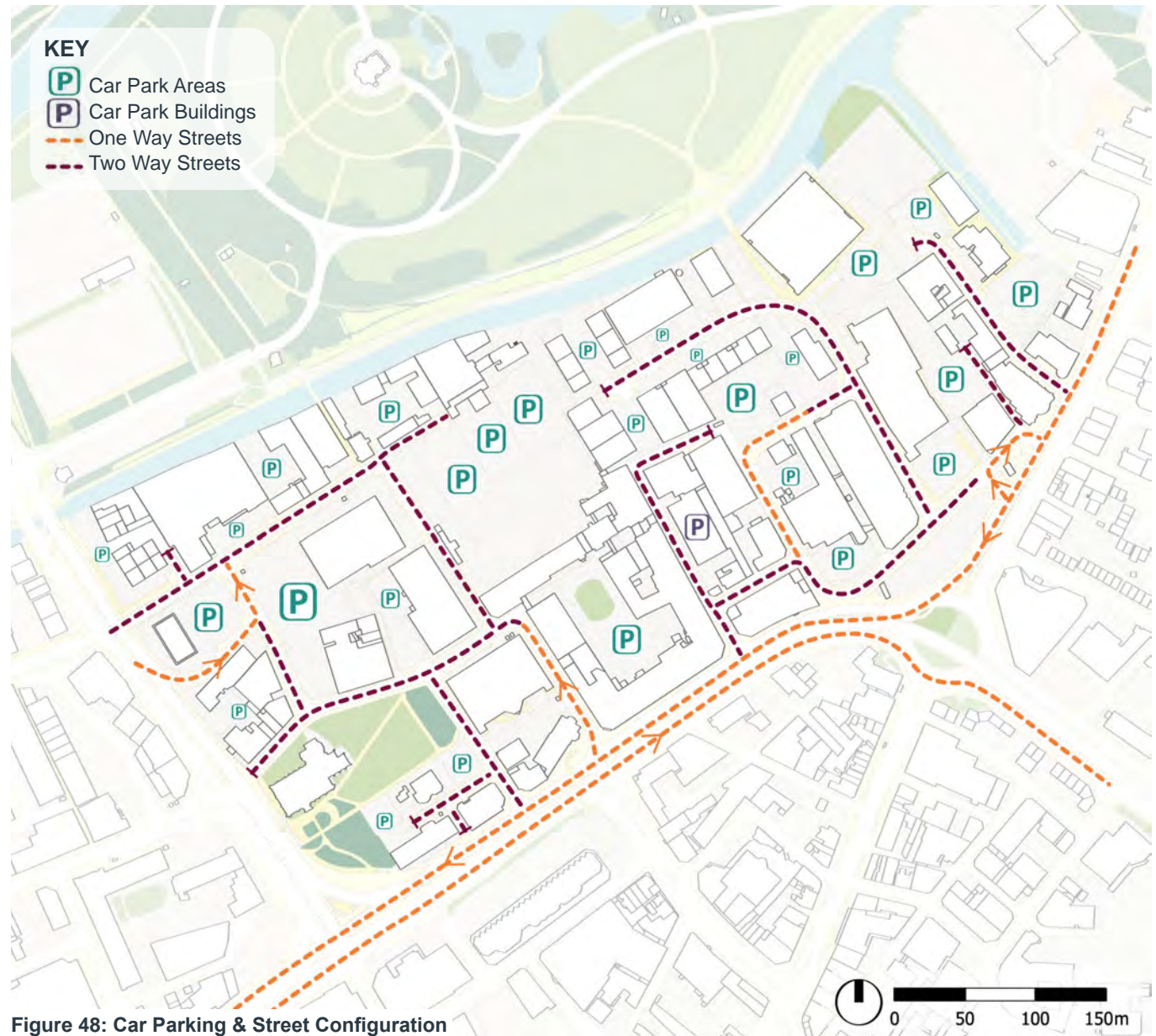


Figure 48: Car Parking & Street Configuration

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Public Transport

The area is well-served by public transport with one of the two main city centre bus stations within 5 minutes walk and the other within a 10 minute walk, both offering local, regional and national services.

The railway station is also within a 20 minute walk.

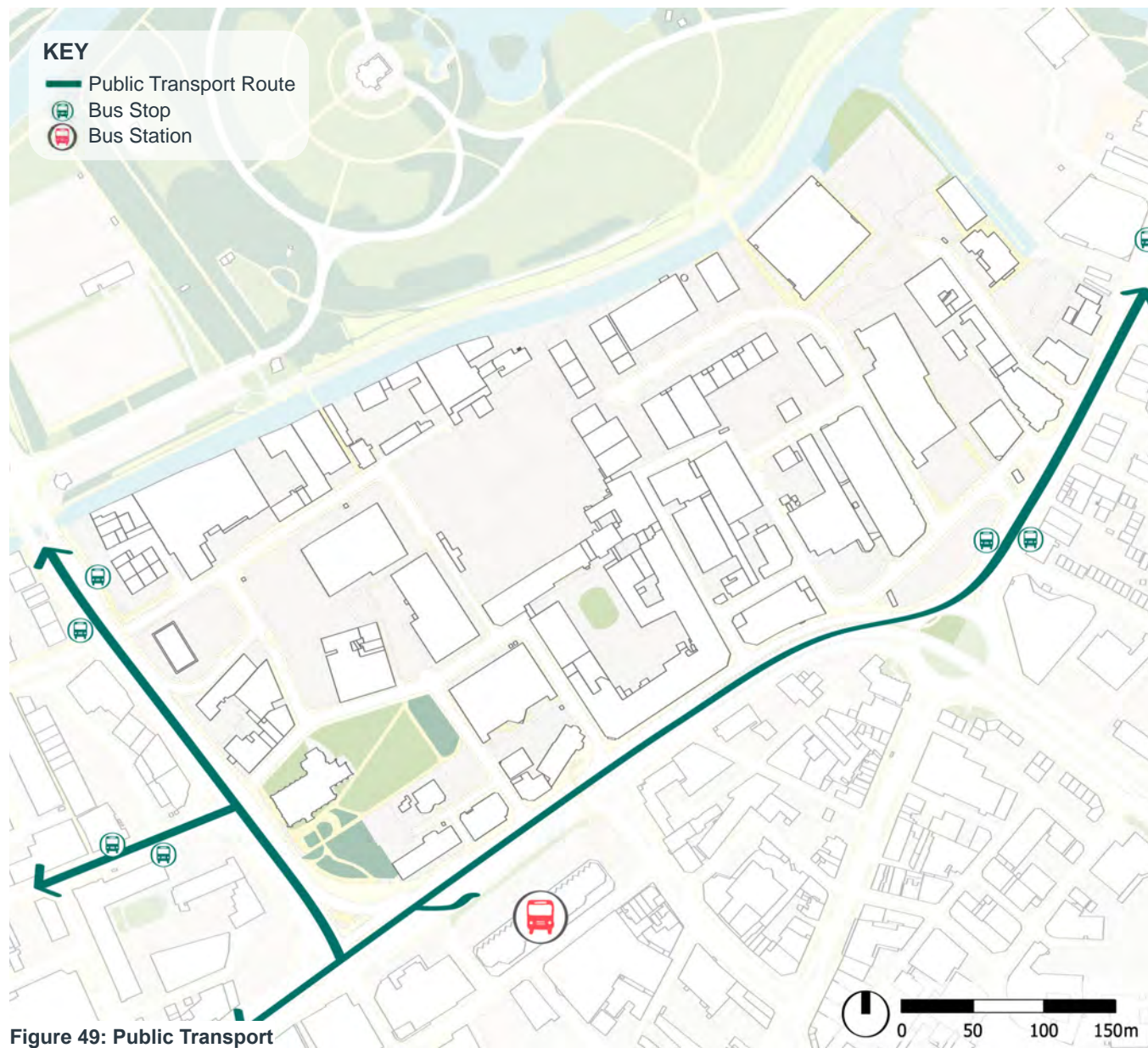


Figure 49: Public Transport

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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.

There is no connection east - west through the area for pedestrians and cyclists due to the Corah site and so the area is split into two unconnected parts. Watling Street and St. John Street are the main pedestrian connections to the west with Archdeacon Lane and Charter Street to the east. Both routes provide connections north-south over the canal to Abbey Park, but are poorly overlooked given the adjacent uses and could be perceived to be unsafe at certain times of the day.

Connections to the west and south across the ring road to the city centre and waterside area are challenging, although works to improve the crossing from Abbey Street to St. John Street are being implemented. Friday Street is on a lower level to St. Margaret's Way but, again, is not pedestrian or cycle friendly.

The pedestrian and cycle connection north-south from St. Margaret's Church to Church Gate is also poor with a series of controlled crossings to cross eight lanes of vehicle traffic.

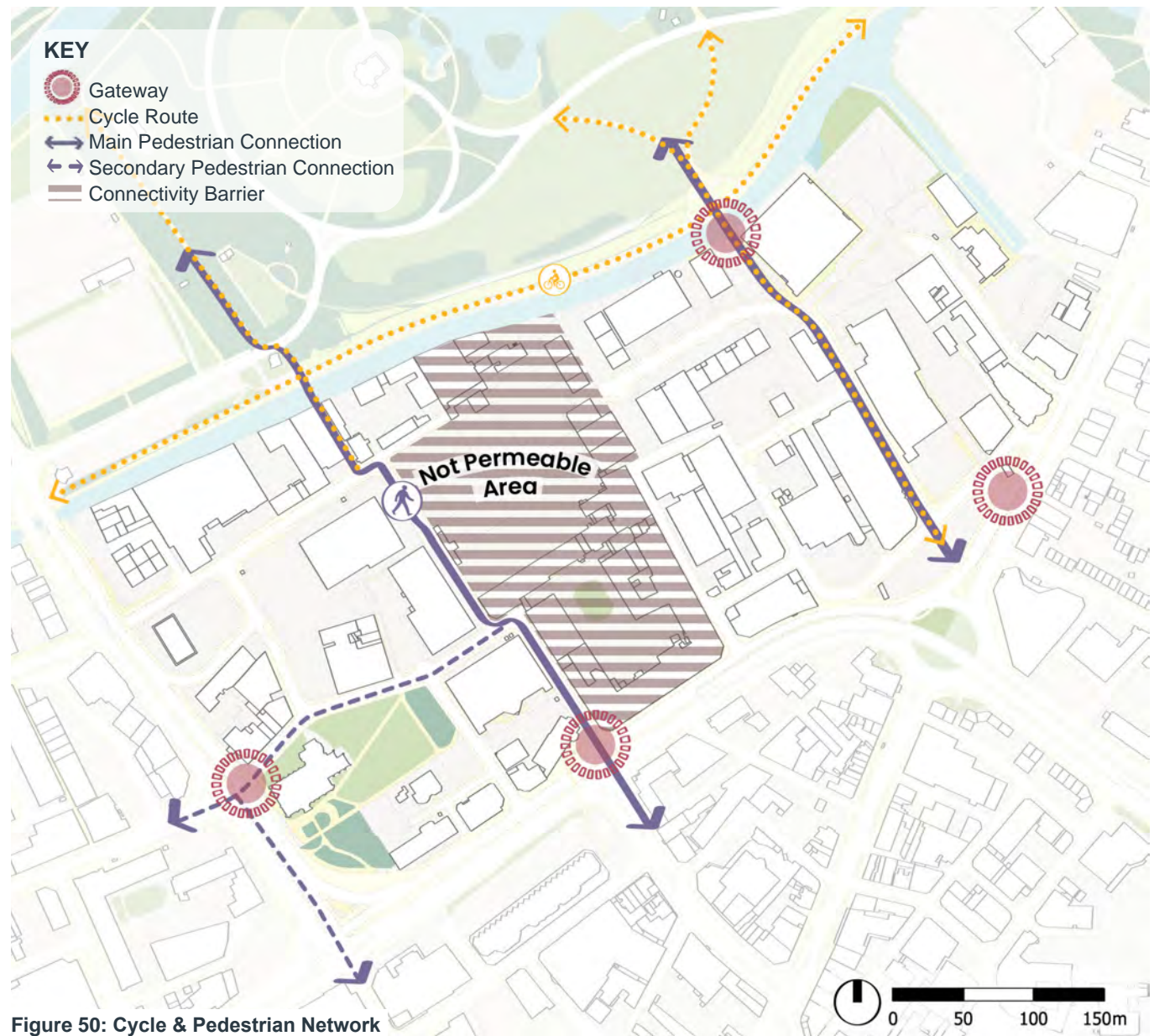


Figure 50: Cycle & Pedestrian Network

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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 open space adjacent to Archdeacon Lane, Charter Street and the new bridge connecting Charter Street and Abbey Park are part of a completed Connecting Leicester scheme. Improvements to Belgrave Gate and the roundabout on Burleys Way have also been completed with a new shared footpath and cycleway running underneath the fly-over, providing a more direct and safer route along Belgrave Gate.

Further improvements to Abbey Street and the crossing across Burley's Way are also in progress.



Figure 51: Leicester Improvements

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2.12. Active Frontages

Active frontages are important to create 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 St. Margaret's character area has limited activity to the street, mainly as a result of the uses in the area with predominantly warehouses and industrial premises. Many frontages have potential to become active as there are opportunities for windows to be uncovered or for ground floor spaces to be occupied and regularly used. Most of the active frontages in the area can be found on the upper end of Charter Street where a number of office/ industrial units are located. Some of the office buildings on Burleys Way and St. Margaret's Way, also offer active frontages.

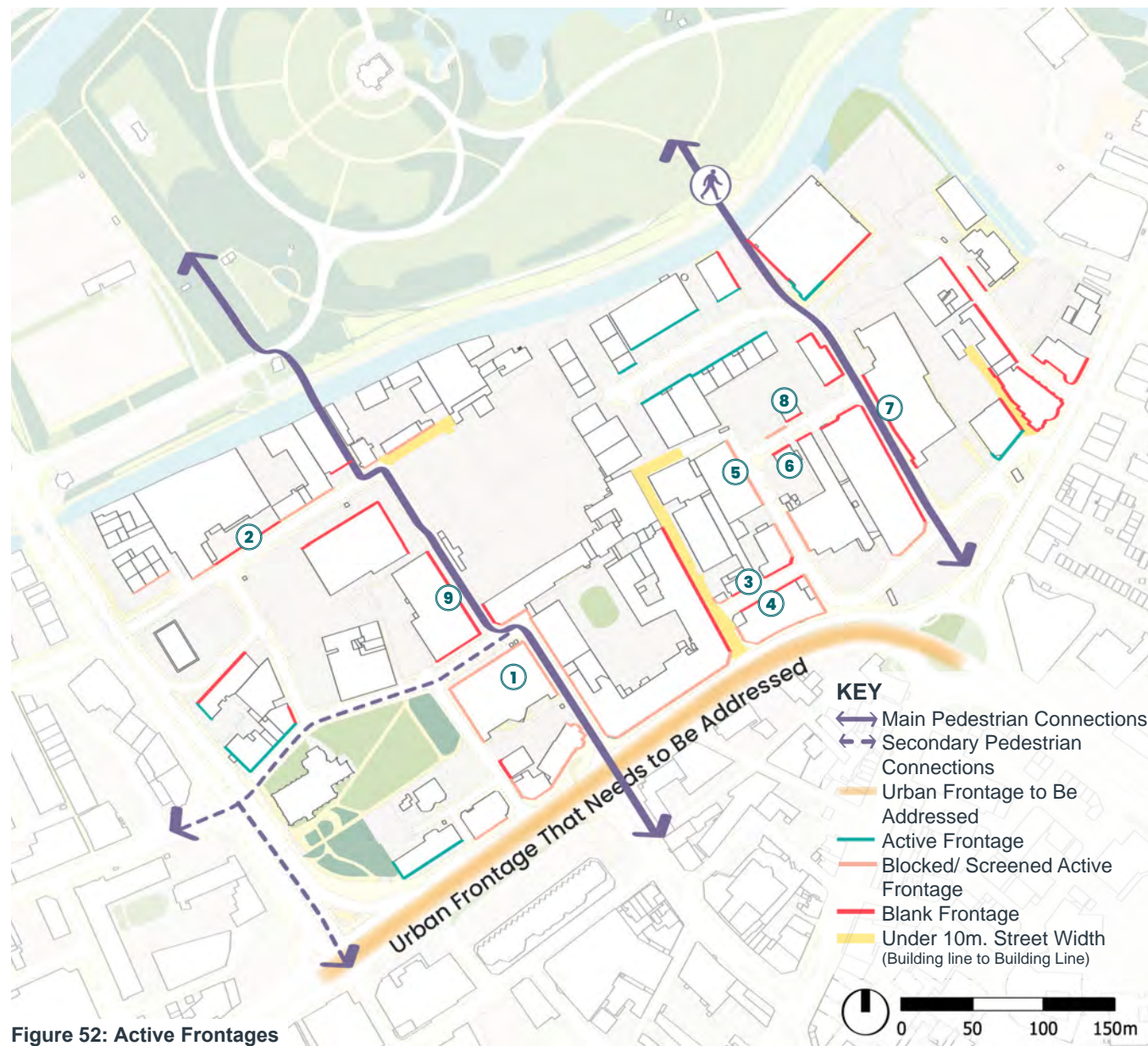
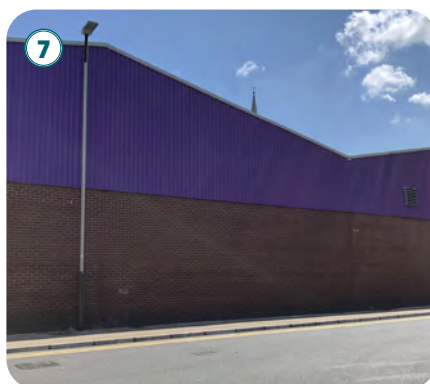
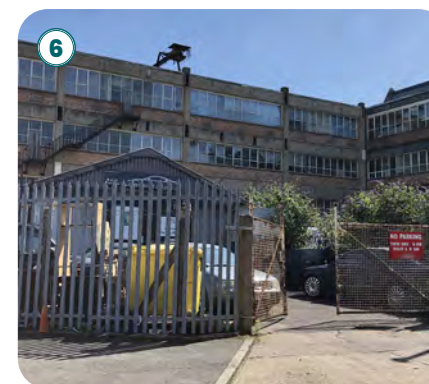
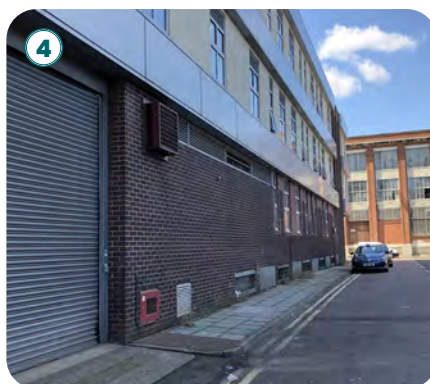
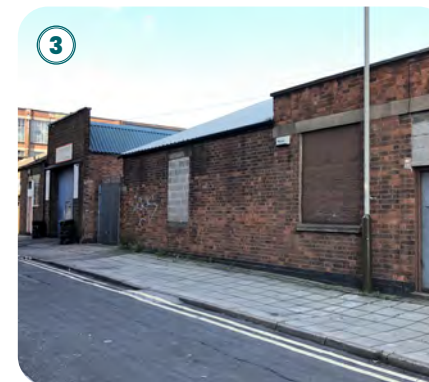
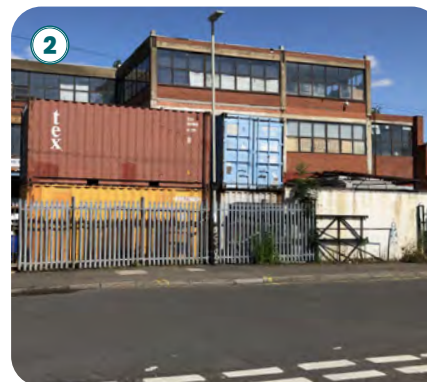


Figure 52: Active Frontages

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Given the lack of on street activity in the area combined with the daytime industrial uses it can feel unsafe in places, especially in the evening or night-time. Of particular concern is Watling Street and Charter Street which act as key routes between Abbey Park and the city centre and these are both lacking in active frontages. Introducing more active frontages throughout the area would bring considerable activity and improve the perception of safety and security in the area. Increasing the mix of uses to include residential and leisure could also improve the level of evening and weekend activity in the area.



2.13. Key Views & Legibility

Within the St. Margaret's area it is generally difficult to find your way around. The streets are poorly defined, there are large plots in industrial use with blank façades and very few landmarks of townscape merit. The heritage assets of the area are easily lost, although the Corah buildings are a dominant presence. It does however, block connectivity and prohibits cohesiveness between the east and west of the area.

The main heritage assets in the area are landmarks. On the edges of the area, St. Margaret's Church terminates views down Church Gate, Sanvey Gate and St. Margaret's Way, strongly visually connecting the area to surrounding neighbourhoods. St. Mark's Church terminates the view down Belgrave Gate. Both buildings contribute to the identity of the city and are historically significant.

KEY

- Landmark
- Key Views
- Problematic View
- Main Pedestrian Connections
- Secondary Pedestrian Connections
- Registered Park
- Connectivity Barrier
- Listed Buildings
- Locally Listed Buildings
- Buildings Making a Positive Contribution

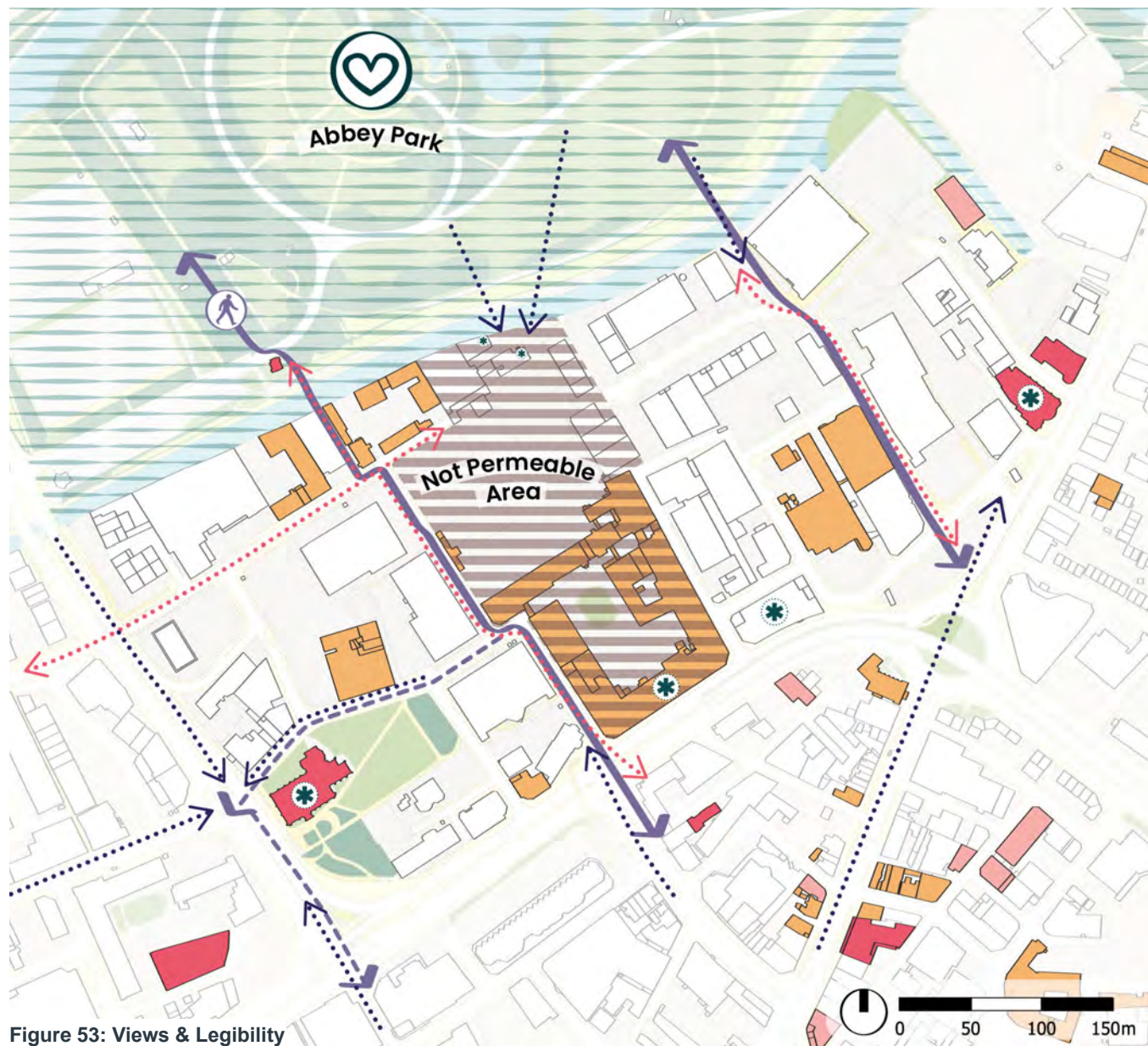


Figure 53: Views & Legibility

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Abbey Park is in close proximity to the St. Margaret's area. The character of the park itself could be considered to be split by the river, with the 'rus in urbe' sanctuary from the city and more sensitive heritage setting to the north compared to the municipal character to the south. The industrial heritage of area can still be clearly seen in the Corah chimneys rising above the tree canopy. Notwithstanding, improving the connection between Abbey Park and the city enabling it to be re-integrated into the city centre as a destination for city centre residents is a main objective for the area.

The main pedestrian and cycle routes through the area are north-south as no routes are possible east to west. Of those, the connection from Foundry Square via Charter Street is the most legible. The route along Thames Street and Watling Street is much more problematic and the connection to Abbey Park is not clear. The connection from Abbey Park via Abbey Walk footbridge is not clear from within the park.

From within Abbey Park the chimneys on the Corah site and Thames Tower are visible above the tree canopy. Charter Street bridge clearly signposts a connection into the St. Margaret's area and the spire of St. Mark's Church can be seen in the distance, a view that has opened up following the construction of the bridge.



Figure 54: St. Margaret's Church from Sanvey Gate



Figure 55: St. Margaret's Church from Church Gate looking north



Figure 56: St. Margaret's Church from St. Margaret's Way looking south



Figure 57: St. Mark's Church from Belgrave Gate

2.14. Architecture, Materiality, Details

Architecture

Apart from St. Margaret's Church, the earliest architecture is characterised by Victorian factories, including the former St. Margaret's Works / Corah site, the former Leeson's factory in Canning Place and the former Corporation Yard on Friday Street. The 1865 original factory building on the Corah site is particularly notable.

There are other industrial buildings from the inter-war period with the familiar proportions, rectilinear expression and detailing.

Of the Twentieth Century buildings, the Kapital Buildings are distinct, in form, elevational design and materials. However, most of the recent buildings are very functional and offer very little architectural quality to the area.

Materiality

Brick is the main material in the area with red and orange bricks and patterns of multi-brick.

Stonework detailing is also present on older Victorian buildings; lintels, window surrounds, quoins, and string courses.

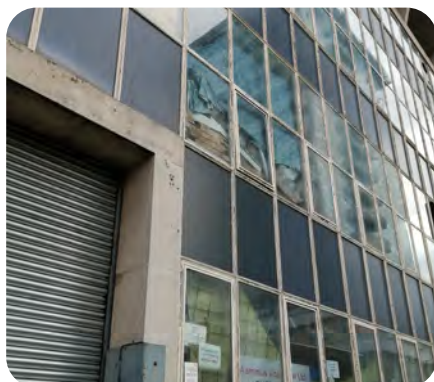
Red & Multi Bricks



Stonework



Generous Glazing & Glazing Panelling



Generously proportioned windows, and large extents of glazing are also very evident, required for natural light. The Kapital buildings are a more recent interpretation with the same industrial function.

Metal cladding can also be found which is a functional material used for modern employment, education and leisure uses.

Details

Brick detailing is common place and is quite simply expressed given the industrial heritage of the buildings. The distinctive architecture of the 1930s with its familiar and strong expression of doors, windows, piers and parapets can be found, alongside the characteristic celebration of the corner.

Industrial roofscapes include northern lights and Dutch gables.

A cohesiveness is apparent across the area in the framing of windows. The architectural style of the framing differs to reflect the different ages of building but many buildings of quality give this element more consideration.

The elevations of the older industrial heritage buildings have depth and articulation and have a unifying rhythm.

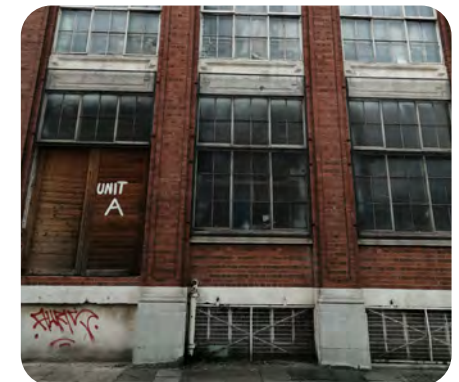
**Arches -
Doors &
Windows**



**Industrial
Roofscapes**



**Framing of
Windows**



2.15. Planning Activity

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

There have been a small number of recent planning permissions which have been primarily for conversions of existing buildings to residential, adding to the small existing residential population in the area. Particularly, has been interest in new residential/ mixed-use development on the sites of current industrial uses. There are also large plots under single ownership in the area, including the site of the former Corah works.

There is development potential in the St. Margaret's character area although this change will need to be carefully managed as a mix of uses co-exist. Concerns regarding isolated residential developments could be addressed with the production of a comprehensive masterplan and design codes for the area allowing developments to come forward aligned to an agreed and deliverable vision.

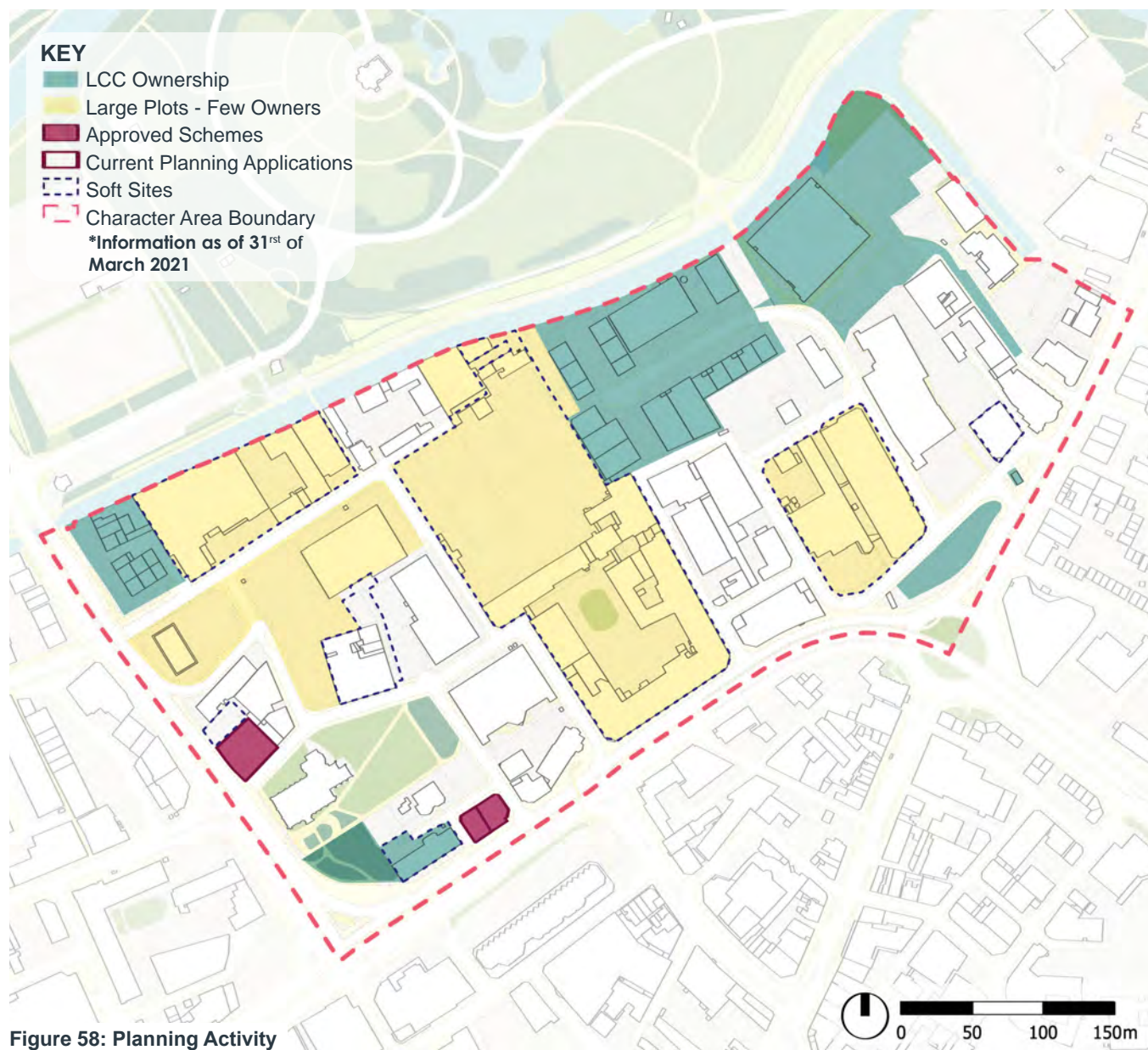


Figure 58: Planning Activity

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3



Townscape Diagnosis

3. Townscape Diagnosis

3.1. Constraints & Opportunities

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

Today, much of the character area is used for commercial or light industrial uses. However the St. Margaret's character area has been lately subject to planning applications and pre-application enquires for residential development. Balancing the emerging residential with current office and employment uses, together with its unique location and greater development potential are key considerations for the Council.

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

















It is recognised that the St. Margaret's character area has challenges and issues to overcome, but at the same time further potential to explore.

Constraints

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

- The St. Margaret's character area is an area with heritage and townscape assets that should be cherished and preserved within any future development. Furthermore, additional buildings that make a positive contribution to the townscape have been identified, which should also be retained.
- Views of city-wide significance recognise the heritage setting and landmark status of St. Margaret's and St. Mark's churches and their contribution to the identity and legibility of the city. Abbey Park is a listed Registered Park and Garden. New development will need to consider these views to avoid harm.
- In their current state some of the former Corah works buildings are detrimental to the character of the wider St. Margaret's area.
- The former Corah works site is a not permeable area creating a barrier to movement between the west and east of the area preventing connections between Canning Street and Thames Street and Friday Street and Charter Street. This is also detrimental to the legibility of east to west views.
- The connections between the area and Abbey Park are generally unwelcoming, although infrastructure has been improved to Charter Street, as they provide limited surveillance as routes and are dominated by employment uses and blank frontages. The connection and bridge to the west of the area is particularly poor and is not legible from either the park or character area. Connections to the Waterside area (to the west of St. Margaret's character area) are also weak.
- The south edge, along Burley's Way, needs to be properly identified and addressed, responding to the ring road, providing appropriate enclosure and definition for any future and existing development and recognising the amenity requirements and accommodation quality that is needed.
- The relationship with the canal is poor with the existing buildings turning their back and offering very little opportunity for people to engage with the water and appreciate the proximity to Abbey Park.
- There is limited social and community infrastructure in the area that would support an emerging residential neighbourhood.

KEY

-  Problematic Space
-  Problematic Legibility View
-  Car Park Areas
-  Noise & Traffic Disruption
-  Weak & Unidentified Frontage
-  Not permeable Area
-  Streets of Weak Enclosure
-  Blank Façades
-  Frontages to Be Retained
-  Weak Pedestrian/ Cycle Connections
-  Significant Views
-  Under 10m. Street Width
(Building line to Building Line)
-  Fragmented Urban Blocks
-  Listed Buildings
-  Locally Listed Buildings
-  Buildings with Positive Contribution to the Townscape
-  Very Poor Water Relation

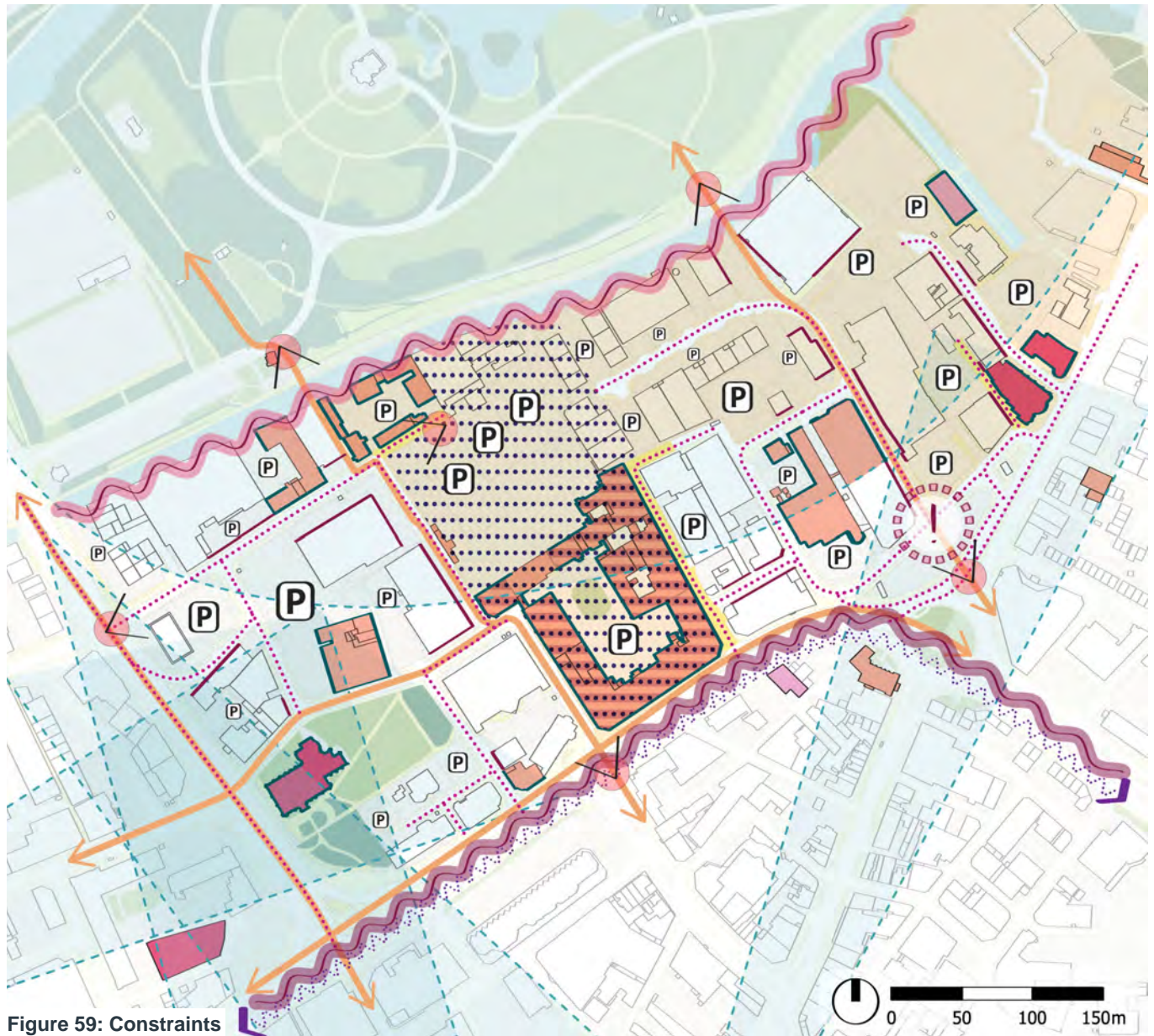


Figure 59: Constraints


















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Opportunities

The following points present development opportunities and assets that if properly utilised will enhance, upgrade and contribute to the St. Margaret's character area's aspiring regeneration and redevelopment.

- The urban grain is quite fragmented, with blocks not properly defined, and large pavilion buildings sitting within the centre of plots. The majority of the streets are characterised by weak enclosure, which is even more evident due to the widespread surface car-park use. To make matters worse, very narrow streets, with a width under 10 metres, put extra pressure on the built environment and the massing of the existing building forms.
- The current mix of uses support visitors and workers who come into the area so there is no established residential community.
- 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).
- A key characteristic of St. Margaret's is its prime location to the north edge of the city centre, directly adjacent to Abbey Park and being a crucial link between the city centre and the surrounding residential neighbourhoods. It is also located next to St. Margaret's bus station and near Haymarket bus station, with the Railway Station within a 20 minute walking distance, giving it potential as an ideal place to work, live and visit.
- The redevelopment of the area, given its proximity to Abbey Park, could significantly contribute to reintegrating the park into the urban fabric of the city centre by providing safe and welcoming connections for a significant number of existing and future residents to the north of the city.
- The adjacent figure (60) illustrates the sites that could present future development, transforming and place-making opportunities for the overall area's regeneration. The area offers high potential for new residential development in the city and a range of home types and tenures. Especially, the intimate scale and positive townscape setting of Canning Place and the place-making development opportunities to the north of the character area provide an ideal location for houses, one of the very few in the city centre. Moreover, there is potential to reinstate the connection to Corah and Corah Green to the west.
- The historic setting and industrial legacy of the area contributes significantly to its character and identity which should be protected, respected and enhanced in any future development.
- The former Corah works site is one of the most significant features in the area, both historically and physically. In its current state some of the buildings are detrimental to the character of the wider St. Margaret's area, however there is potential for the site's redevelopment that will protect the significance of the existing heritage assets, while integrating them into a comprehensive scheme.
- Improvements to infrastructure in the area have been delivered improving cycle and pedestrian connections. However, north-south pedestrian and cycle connections could be further enhanced, to provide both infrastructure and active frontages, linking to the current gateways of Abbey Park and Foundry Square (figure 59 - constraints). Those existing gateways could be further improved, leading and guiding pedestrians through the area and upgrading the area's legibility and permeability. Furthermore, there is potential for new pedestrian connections to create a permeable network of streets and spaces, including a redefined and stronger relationship with the canal.

KEY

-  Existing Landmarks
-  Gateways
-  Bus Stops
-  Place-Making Development Opportunities
-  New Neighbourhood's Heart
-  Redefined & Stronger Canal Relationship
-  Improved Pedestrian/ Cycle Connections (Connecting Leicester Delivered & Planned)
-  Potential for New Pedestrian Connections
-  Opportunities for Better Enclosure
-  Active Frontage Opportunities
-  Existing Active Frontages
-  Opportunity to Redefine Urban Blocks
-  Listed Buildings
-  Locally Listed Buildings
-  Buildings with Positive Contribution to the Townscape
-  Buildings of Heritage Value (Corah)
-  Potential to Redefine Development Frontage & Ring Road

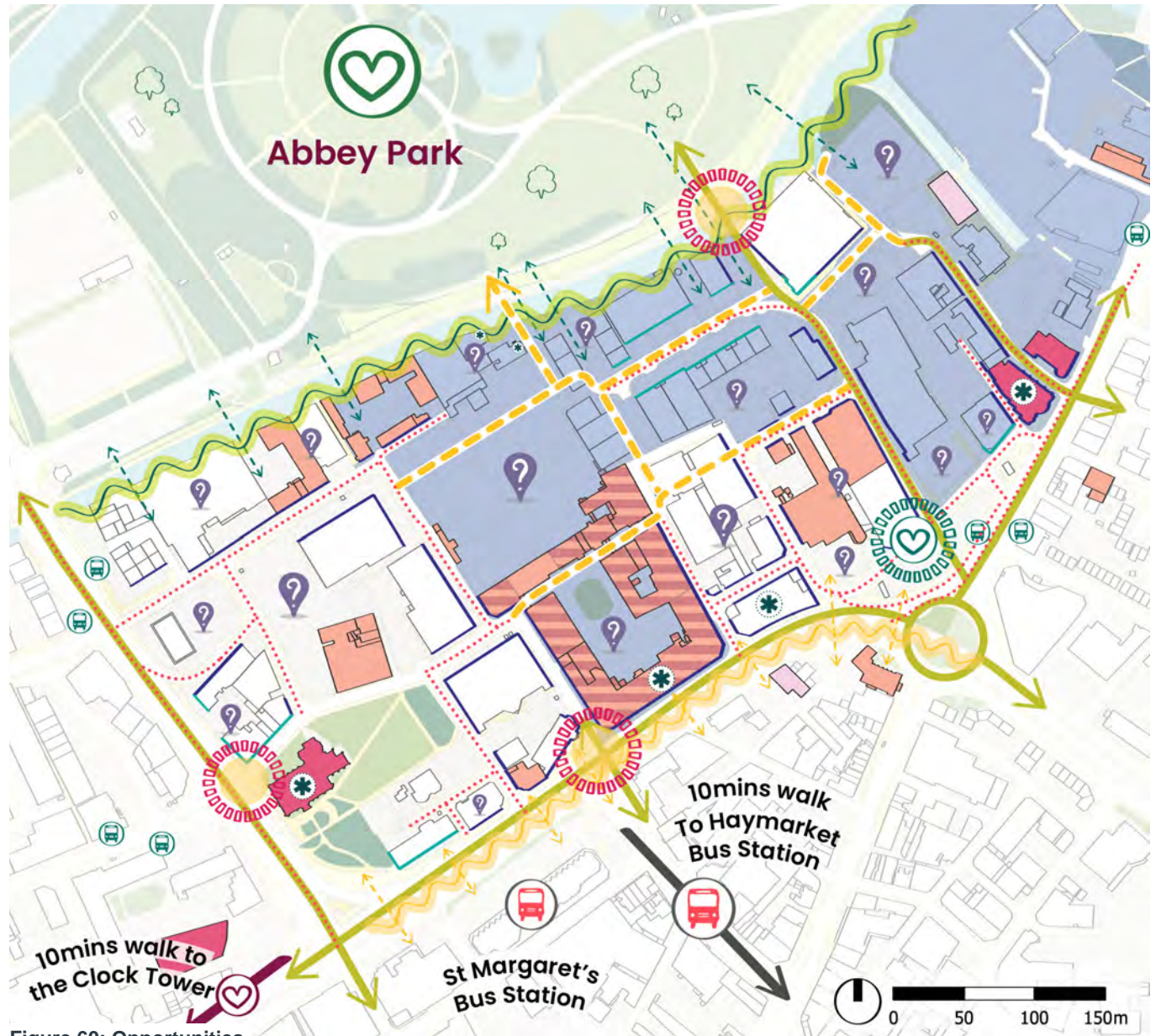


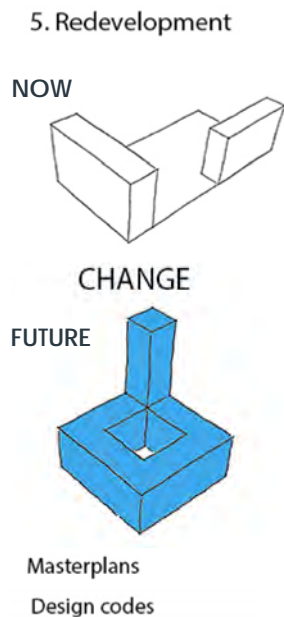
Figure 60: Opportunities

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- Within the St. Margaret's character area there is potential for a redefinition of the neighbourhood's heart at Foundry Square, emphasising its identity, character and place-making importance and consolidating the transformation already undertaken.
- Charter Street bridge provides a legible gateway connection across the canal between Abbey Park and St. Margaret's character area.
- Existing green open spaces can be enhanced and made publicly accessible with potential for smaller spaces creating a new green infrastructure network across the area.
- Figure 60 identifies existing active frontages that are understood as development assets, but also locations which present active frontages or pedestrian-friendly façade-treatment opportunity areas. Screens and obscured glazing removal, together with development that properly addresses and engages with the street-level would enhance the overall streetscape. At the same time, areas have been identified where the urban blocks could be redefined and better enclosure and definition could be achieved through future, well-designed, well-structured, well-connected development.

Character Area Townscape Management

The St. Margaret's character area falls within 5. *Redevelop (masterplan) of the Townscape Management Options*. The area's redevelopment will require a comprehensive approach, requiring a masterplan, to set out a deliverable, cohesive vision (see page 7 - Townscape Character Management).



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



Figure 61: Character Areas Development & Management Plan



4

Guiding the Future

4. Guiding the Future

4.1. Establishing a Vision

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

The St. Margaret's character area is about to undergo significant change which needs to be managed positively and pro-actively. Taking into account the aforementioned elements of the townscape analysis and diagnosis (townscape appraisal), The St. Margaret's character area is envisaged as:

A **mixed-use neighbourhood**, with a **new heart and new homes**, reconnecting and enhancing its historic setting (St. Margaret's Church) and industrial heritage (Corah).

A **welcoming and well-connected place** that celebrates its **waterfront location** and improves connectivity with **Abbey Park** and the city centre as a **walkable destination** for all.

Figure 62 illustrates St. Margaret 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 62: St. Margaret's Character Area's Vision

4.2. Main Future Development Objectives

1 Character & Identity



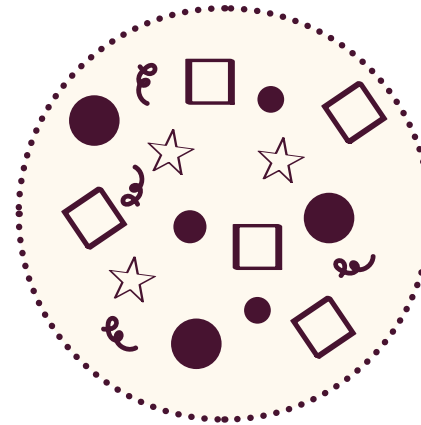
Development should enhance the character, identity and sense of place by considering the built, natural and historic context, responding to it ecologically, socially and aesthetically. All development should contribute to the unique character of the area by protecting and enhancing existing heritage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

2 Cohesive, Vibrant & Inclusive Neighbourhoods



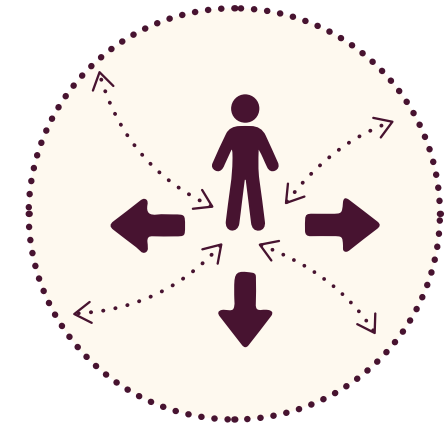
Ensure everyone's health, safety and quality of life creating buildings, streets and spaces that encourage people of all ages, backgrounds and abilities to meet and mix. All development should use the appropriate built form, layout, scale and mixture of uses and tenures to create a welcoming and attractive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

3 Diversity



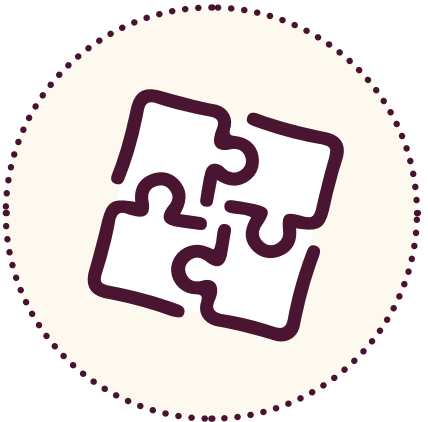
Within each Character Area variety, choice and design sensory richness should be provided in keeping with local distinctiveness. Development should promote and create mixed-use communities through providing a diverse range of facilities, activities and residential typologies with good access to public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

4 Ease of Movement



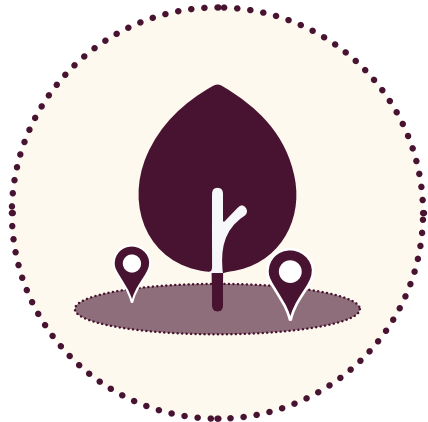
Ensure, improve and promote ease of movement, accessibility and connectivity within the Character Area and to the surrounding neighbourhoods. The use of creative and innovative solutions for reducing car-dominated streetscapes should be considered to promote safe and welcoming pedestrian and cycle movement.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

5 Legibility & Permeability



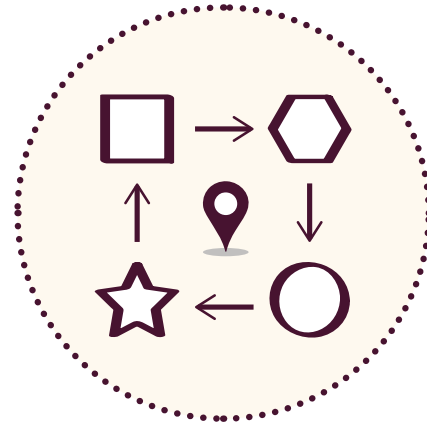
Ensure that each Character Area can be properly understood and easily navigated. There should be a positive relationship between the fronts and backs of buildings and structures, together with clearly defined public and private spaces, well-defined block and street pattern and distinctive townscape markers.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

6 Public Realm & Landscape



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

7 Adaptability & Flexibility



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

8 Lifespan



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

4.3. Future Development

The St. Margaret's character area will provide significant growth to the city centre, which needs to be in accordance with the aforementioned vision and main development objectives. Specifically:

KEY

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

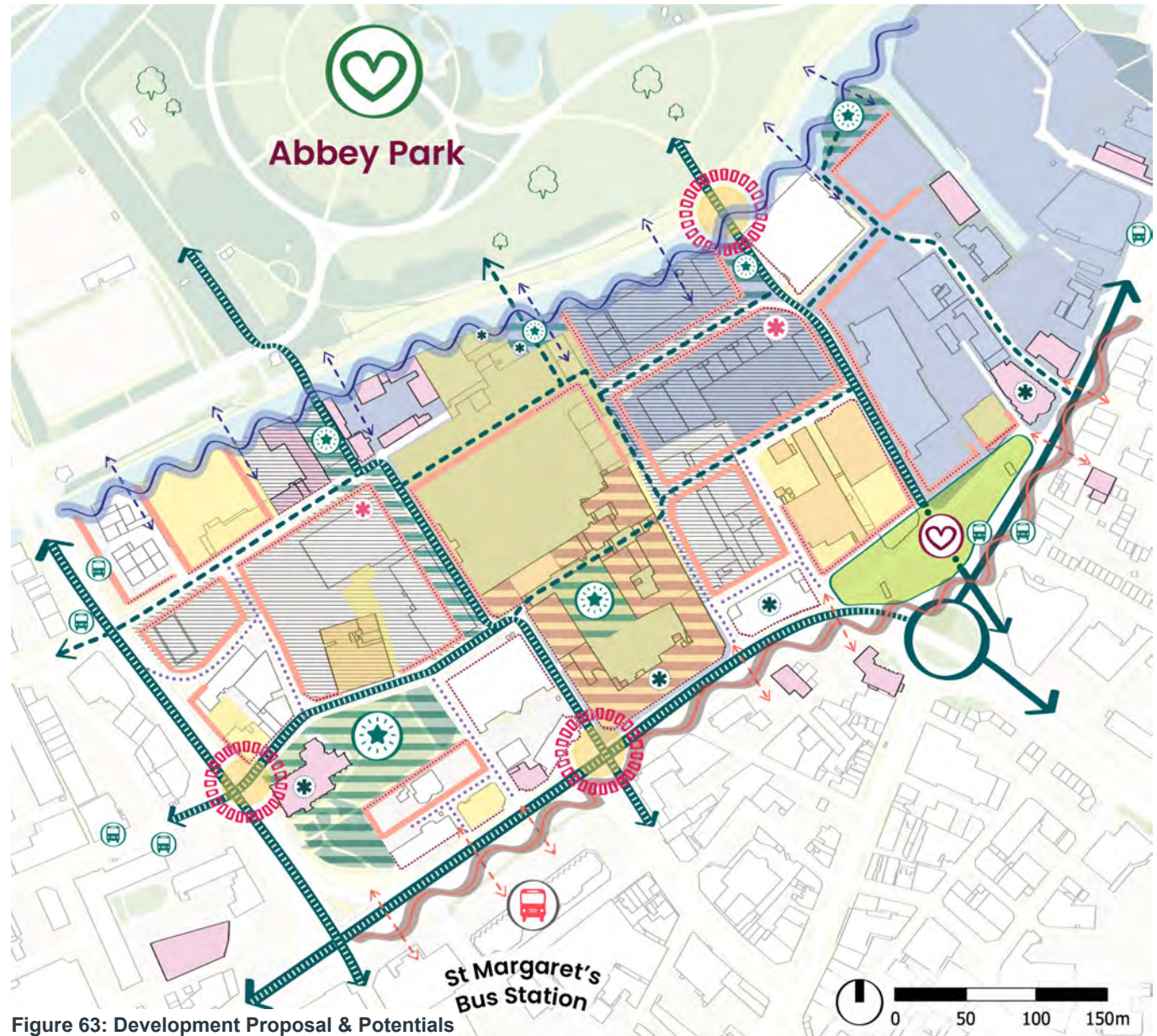


Figure 63: Development Proposal & Potentials

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- Specific area policies and a coordinated and comprehensive approach to stir development will ensure that the St. Margaret's character area will preserve and enhance existing assets, while addressing current challenges and utilising present development opportunities. Potential development sites should not be considered in isolation to the area's main, wider objectives.
- To the north, a redefined waterfront to open up access and break the current solid waterfront frontage will create visual connections between the canal, Abbey Park and the St. Margaret's area. New development will provide enhanced public realm adjacent to the canal, physically connecting people to the water, increasing surveillance and animation to the water edge and providing enclosure to Abbey Park.
- Integrate Abbey Park back to the city centre, both visually and physically through new and enhanced pedestrian and cycle connections, which provide both infrastructure and active frontages to be welcoming and safe, and a network of green spaces and routes that will bring the character of the park into the urban fabric. Potential for streetscape improvements are also identified (figure 63).
- Redefine development along the canal frontage, whilst respecting contextual constraints, creating enclosure to Abbey Park and a strong visual and physical connection between the park and the city centre.
- Development must address the not permeable and illegible former Corah works urban block by reinstating historic east-west connections through Corah Green and providing a new east-west connection further north. The potential for a grid of new perimeter blocks, streets and spaces will enhance permeability and accessibility across the whole character area.
- The former Corah works site would benefit from an intervention that protects and enhances the heritage assets on the site and integrates them into a comprehensive scheme. Opportunities to improve the relationship of the site with the broader character area, by creating connections through the site and offering active frontages and better enclosure to adjacent streets will be encouraged.
- Rediscover Foundry Square, placing there St. Margaret's neighbourhood heart, a key node between the St. Margaret's and Belgrave Gateway character areas. Adjacent new development will provide a sense of enclosure elevating it's townscape presence with a pushed back building line on Archdeacon Street to open up views towards St. Mark's Church and to improve its setting and relationship with the surrounding space. Public realm interventions will minimise vehicle-dominated streets and prioritise pedestrian and cycle movement, particularly where the main pedestrian connection towards Charter Street crosses Archdeacon Street.
- The historic and industrial heritage contributes to the uniqueness of St. Margaret's character area. Heritage and townscape assets (listed, locally listed, landmarks and positive contribution buildings (buildings not nationally/locally listed or within conservation areas, but with a positive contribution to the townscape)) will be integrated into any new development so they successfully define the area's ongoing identity and legibility as dominant 'markers' and frontages. Adjacent new development will be designed to be sympathetic to the townscape and heritage value of these assets allowing valuable features to remain dominant in the streetscape, preserving and enhancing the industrial heritage and the historic setting of the area.
- Enhance existing pedestrian routes and explore the potential for new routes to create more legible gateways between the character area and Abbey Park on the northern edge. Push back existing building lines to create arrival spaces for further emphasis.
- Proposed development will be expected to present active frontages, especially along main and secondary pedestrian connections (according to figure 63) 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.

- Create a series of publicly accessible green open spaces of diverse character along existing and proposed pedestrian routes. Opportunities to enhance St. Margaret's churchyard will be supported to provide sanctuary and the opportunity to dwell and Corah Green will be reinstated to provide a vibrant space along a new east-west connection and enhance the setting of the 1865 Old Textile Building.
- New development will deliver homes of various typologies and tenures to encourage and support a well-balanced community. Family homes and houses will be encouraged to the centre and west of the character area, as one of the few places in the city that could support them.
- New development will recognise the potential of a new mixed-use neighbourhood with a growing residential community and will provide the social infrastructure and community facilities to support them. Create a place of identity and value that is well-served and that people will enjoy to live, work and visit.
- New development will be expected, in design terms, to repair fragmented urban grain and the street-level status of the area, reinstating perimeter blocks that will be able to efficiently facilitate both residential and mixed-use development and recreating well defined and enclosed streets (figure 63). Surface car parking which is currently detrimental to this objective will be minimised. Larger sites and areas that would benefit from redevelopment have also been identified, making a significant contribution to place-making if they were to come forward for development.
- Ensure any future development along the ring road is well designed and defined, addressing the need for activity and surveillance and providing a quality living environment, while minimising the effect of the ring road as a barrier.
- New development will provide enclosure to Canning Place respecting and enhancing its intimate scale and the setting of St. Margaret's Church.
- 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.

An average height of 15 to 21 metres, broadly equivalent to 5 to 7 residential storeys, is proposed across the St. Margaret's character area, primarily to areas which have limited constraints and recognising the development potential of the area, rather than be guided by the current low ambient height.

Areas which are proposed as up to 15 metres respect the setting of the heritage assets of the area. Enclosure of consistent height around Canning Place and St. Margaret's Church and Foundry Square and St. Mark's Church reflects their importance. Lower heights are also proposed adjacent to locally listed buildings.

Important views of city wide significance recognise the heritage and landmark status of St. Margaret's and St. Mark's Churches to the character area and the need to retain their visual and historic prominence in the area, particularly where they terminate these views. The chimneys of the former Corah works are a dominant feature when looking south from Abbey Park representative of the area's industrial legacy.

The area adjacent to the canal could accommodate buildings up to 24 metres. Development between 21m and 24m falls within a transition height between what is and is not defined as tall for Leicester. Such buildings, or parts of buildings will therefore need to be considered with care and potentially tall building policies will apply. Furthermore, there is some potential for tall elements (above 24m). Tall development is defined as above 24 metres, broadly equivalent to 8 residential storeys. The Council recognises the opportunity future development could provide to create enclosure to Abbey Park, integrate it back to the city centre, and redefine the canal frontage. However, the mass, scale, and form must be appropriate to the context respecting the setting of heritage assets, the Grade II* Registered Abbey Park and the adjacent locally listed buildings, including the chimneys of the former Corah works and be of exceptional design quality.

Figure 64 shows an illustrative location for potential tall elements, however proposals should justify both location and appropriateness of design. Thames Tower, as an existing tall building, does not contribute positively to the townscape and heritage of the character area. Proposals should avoid the harmful cumulative effects to townscape and heritage assets that can be caused by clusters of tall buildings and development.

As outlined in the previous analysis there are townscape markers, gateways and buildings in the area that already make a significant contribution to the legibility of the area which will be enhanced through retention and improved setting. Consequently, there is no townscape justification for new tall development to provide local landmarks and improve legibility to the area.

KEY

- - - Important Views
- W Avoid the Canyon Effect
- - - Narrow Streets
- ⋯⋯⋯ Create Enclosure Around Public Space
- 0 - 15m.
- 15 - 21m.
- 21 - 24m.
- ✱ Potential for above 24m. - Illustrative Location
- Existing Tall Buildings
- Listed & Locally Listed Buildings
- Character Area Boundary

*3m is broadly equivalent to 1 residential storey

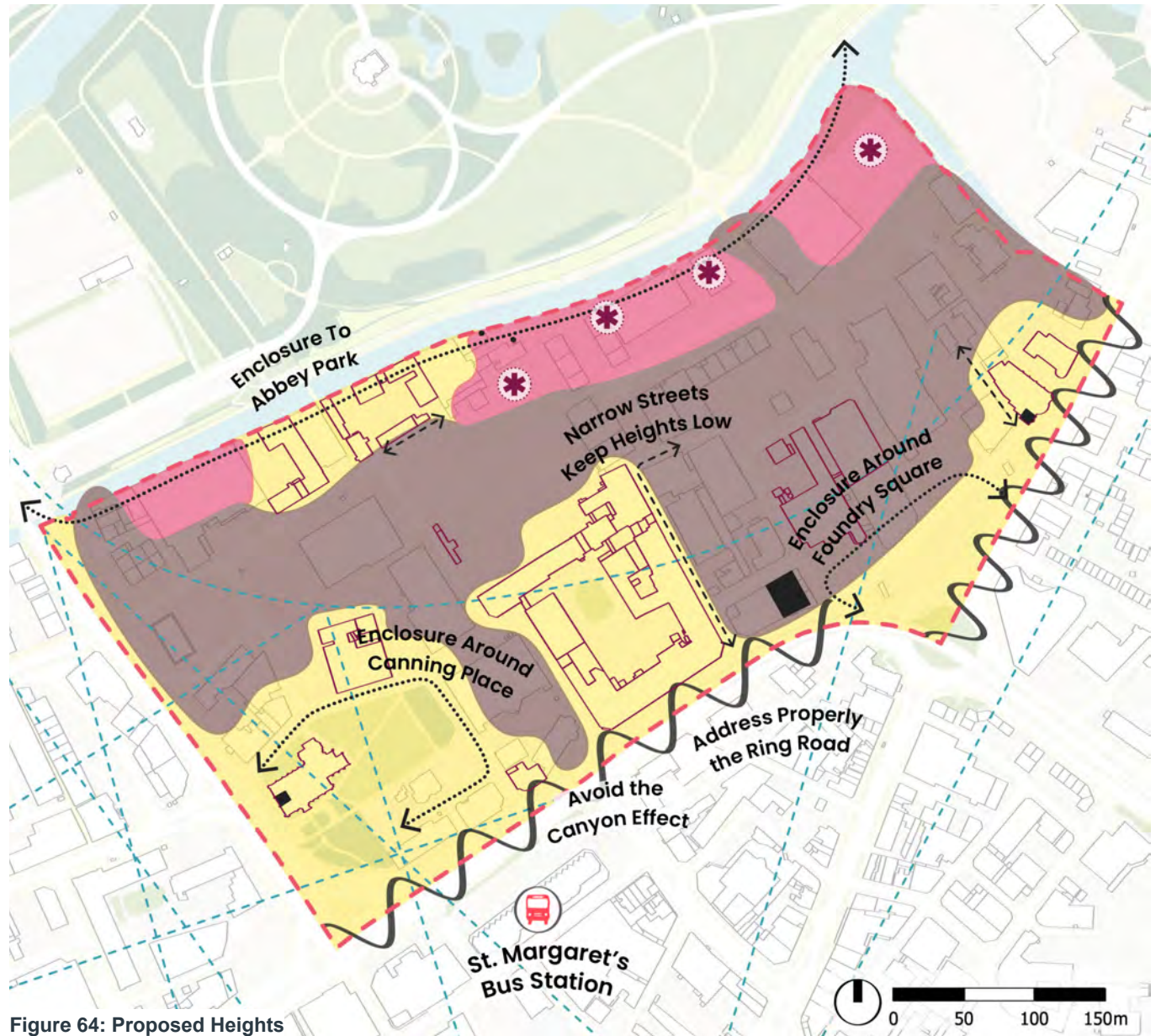


Figure 64: Proposed Heights

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Glossary

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

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

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

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



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