

## **ANNEX B**

### **SUMMARY PREPARED BY THE CITY COUNCIL OF**

### **LEICESTER REGENERATION COMPANY'S CONSULTANTS' MASTERPLAN STAGE TWO REPORT**

#### **THE STRATEGIC FRAMEWORK August 2002**

#### **1.0 Background**

- 1.1 The consortium of consultants, led by Roger Tym & Partners is well advanced in preparing a masterplan for the LRC area.
- 1.2 The stage one report was completed in March. It contains an extensive analysis of Leicester's economy and the problems and opportunities associated with a significant regeneration programme. It sets a firm basis for future work by establishing a series of objectives which form the brief for the masterplan itself. The objectives were endorsed by the Strategic Planning and Regeneration Scrutiny Committee in April.
- 1.3 The draft stage two report responds to the brief and sets out a draft Strategic Framework for the area. It includes a series of indicative physical development projects which are translated into a coherent overall urban design solution for the LRC area- the Strategic Framework of the masterplan. Following consultation on these broad brush concepts, stage three will involve the preparation of detailed development frameworks and some idea of priorities and timescale to enable a ten year programme of intent/ delivery plan for the LRC. In addition it will provide an inspirational vision for the future of central Leicester by including proposals for change that will take far longer to realise than the LRC's lifetime.
- 1.4 The Draft Strategic Framework was presented to a special meeting of the Strategic Planning and Regeneration Scrutiny Committee, to which all Members were invited, on 1<sup>st</sup> July. The framework was the subject of a major public exhibition between 19<sup>th</sup> and 21<sup>st</sup> July in the Shires shopping centre. Taking into account the comments from the public, at this and other events, the Council will consider the proposals at meetings during the Autumn.
- 1.5 The Draft Framework sets out a series of ten major themes with options for their delivery; and based on a comprehensive and well respected appraisal method boils these down to five major projects, which together make up the strategic framework for the masterplan. The following note sets out the context for these options and the selected five core projects. An initial diagram of the location of these five projects is attached.

## **2.0 Purposes of the Masterplan**

### **2.1 *The completed masterplan will have two functions;***

- A statement of intent by the LRC- what changes it intends to support and deliver during its lifetime, that is up to 2011.
- It will also be a vision for the future of central Leicester and include proposals that will take far longer to realise.

## **3.0 Scope of Work**

### **3.1 The work in the stage 2 report comprises five main areas;**

- The conversion of objectives of the brief prepared in stage one into physical development projects.
- The translation of the proposals into a coherent urban design solution for the central area –the Strategic Framework.
- An assessment of prospective demand for the employment and retail/leisure land uses that underpin the Strategic Framework.
- An assessment of the prospects for using residential development to lead the regeneration of a major part of the masterplan area and
- An initial assessment of deliverability and an explanation of how the work in stages 3 and 4 will take this forward.

## **4.0 Proposals**

### **4.1 The Strategic Framework ;**

- Changes to key parts of the central area through new development and the introduction of new uses. These regenerated areas will be needed to provide and support growth in the City's economic performance, to meet the needs of Leicester's communities and businesses.
- The access and movement infrastructure- the roads, cycle ways and pedestrian routes needed to serve and connect the different parts of the LRC area, to support the "trade flows" and link into the rest of the City and beyond.
- The strategic landscape infrastructure that is needed to bind, unify and open up the different parts of the central area, including in particular, the riverside and currently hidden parts of the City.

## **4.2 Five Key Proposals**

4.3 The five key proposals are as follows; (details are set out in section nine)

- **The creation of a prime office core around the railway station**
- **The creation of a major new residential and working community**
- **The creation of a strong retail circuit and heart**
- **Re-uniting the city core with its waterfront**
- **Creating a new science and technology based campus**

## **5.0 The LRC's Ability to Effect Change**

5.1 The LRC has no powers or investment finance of its own. It relies wholly on its partners, the City Council, English Partnerships and the East Midlands Development Agency to exercise its powers under planning, land assembly and highways legislation to achieve what it is anticipated will be shared priorities for change. There are other public agencies that will have a significant input such as British Waterways, however the main source of finance will be the private sector. To provide a suitably strong public sector framework within which the LRC can succeed, will entail a significant re-appraisal of priorities in terms of resources and programmes. We are now at the start of a very complex process of looking at ways in which the Council can become an effective partner in delivering the masterplan vision. Some of these issues will require a reconsideration of Council policies. Full Member involvement will be essential and a series of meetings is planned, culminating in debate at Cabinet in the late summer.

## **6.0 Deliverability**

6.1 The LRC is there to create certainty, enable developers to quantify risk and to undertake the work that will limit the risk within acceptable limits, given the achievable rewards. The LRC will do this in two broad ways, responding to demand that exists, by assisting and facilitating its delivery (such as assembling sites) and by seizing opportunities to create new demand. The LRC can also undertake direct development through English Partnerships and emda with a private sector partner.

## **7.0 Early Wins for the LRC**

7.1 Although the proposed core Strategic Framework projects are large and complicated, elements will need to be brought forward quickly if the confidence of the market is to be retained. If the LRC is to meet its potential, progress will need to be seen to be being made.

## **8.0 Other Schemes**

8.1 There are also four major schemes which should come to fruition during the next few years. They are well advanced and although they may need assistance from the LRC in terms of land assembly, they are being progressed in parallel to the masterplan . They are ;

- The cultural quarter in St. Georges.
- The proposed Shires extension.
- The estate plans for DMU.
- The Bovis Lend Lease ideas for Old Town.

## 9.0 Options

9.1 A series of options as set out in the appendix were appraised using a well respected and thorough treasury model. As a result of the appraisal process the following five schemes have been short-listed and will be appraised further in stage three, in terms of deliverability.

### **Core Projects**

The following projects *together* make up the Strategic Framework of the masterplan:

1. **The creation of a prime office core around the railway station (and extending into St George's and the area behind and on the north side of Granby Street), entailing:**
  - The assembly of land to create development platforms capable of accommodating development to a target of 50,000 sq metres of prime quality offices, wherever possible reserving the ground floors of the office buildings for commercial activity (speciality retailing, restaurants etc), together with whatever other commercial development that would be desirable to improve the appeal of the project to the development market.
  - The creation of a transport interchange, remodelling the station so that it has a new entrance facing the city centre core.
  - Partnering Midland Mainline and Railtrack on the redevelopment of the station and the adjoining land to accommodate the station's needs for better passenger facilities and parking.
  - Using the development of the interchange and the office core to achieve a solution to the ring road in this area – whilst still maintaining the excellent accessibility of this part of the city centre core
  - Promoting, as a major (and critically important) catalyst for this development, the siting of the new Performing Arts Centre on the police station site, or if timing constraints prove insurmountable, another key cultural facility.
  - The preferred option to achieve the aims of the brief is to locate the prime office core around the station, although the New Riverside option is not discarded until further appraisal has been done on both of these options.

**2. The creation of a major new residential and working community, modelled on the pioneering principles of English Partnerships' Millennium Community initiative, on the land between the cultural quarter in St George's, St Matthew's Way and Belgrave Gate, entailing:**

- The development within this area of a target of 1,500 to 2,000 dwellings of mixed types and tenures to appeal to a broad range of markets, but aiming (with the other housing schemes proposed) to make a major contribution to the dynamism and appeal of the central area to the those in the labour market sought by high value-added, knowledge intensive industry
- The development of a new urban park as the centre piece of the new community, with green links between the new urban park and the new prime office core through the expansion site for Leicester College to the north west of Burleys Way and through Abbey Park and to The Space Centre.
- The preferred option for securing a significant injection of up-market housing and related development is the New Riverside.

**3. The creation of a strong retail circuit and new heart of the city, entailing**

- Asking the City Council to consider further the best location for The Market and reuse of the Square as a new public space.
- The marking out of a retail circuit to focus and direct pedestrian flows, using as anchors both the redeveloped Haymarket and Shires, and preparing opportunities along this circuit to encourage further retail and leisure development
- The promotion, including The Shires and Haymarket extensions, of about another 100,000 sq metres of additional retail and leisure floorspace within the core and along the route of the new circuit.
- Locating parking and bus stop facilities so as to optimise access without compromising shopper comfort and security and the aesthetic appeal of the shopping core
- The extension of New Walk picking it up from the City Council's office building, and taking it along Market Street (or Pocklington's Walk) and incorporating it into the retail circuit and then through The Shires extension along the new open street proposed as part of the extension and then across Vaughan Way to the newly created waterfront and Frog Island.

**4. Re-uniting the city core with its waterfront, cutting a significant new water inlet towards the city core capable of supporting marina uses (and possibly also water sports), entailing:**

- The creation alongside the water a corridor of new commercial (office, leisure) and residential development to kick off the regeneration of the area.
- The down-grading of the ring road in this area and the re-instatement of a street grid; together with the re-modelling of the Burleys and Belgrave Flyovers.

- The development in this area of about 10,000 sq metres of new offices and leisure, well integrated with new residential property, with the aim over time (beyond 2016) of creating new water spaces that bring the waterside into the central area, and defining the edge of the core with high quality development and new public spaces that front onto the water.
- Incorporating the extension of New Walk to the new water – providing a continuous link between the water and Victoria Park.
- Creating settings for new public facilities and icons for the city – the first candidate being the “Cultural Tapestry” concept with its conference and exhibition facilities.

**5. Creating a new science- and technology-based, campus business park to the north of Abbey Park Road**, with a preference for siting it on Abbey Park Road (Wolsey Island), together with further additional housing, entailing:

- The development of some 45,000 metres square of B1b and B1c science- and technology- based, campus style development aimed at exploiting the potential of the Space Centre and the research expertise of Leicester University
- Ancillary commercial development to support the science park and Space Centre
- Promotion of a marina
- The creation of foot bridges, and a road bridge, to connect the Belgrave community to the opportunity sites and The Space Centre.
- On the basis of the issues covered in the project appraisal the preferred site is on Abbey Park Road ( Wolsey Is.) and the second preferred is the Abbey Lane site. However, if neither of these proves feasible it would be better to promote the John Ellis School site than loose the opportunity for development synergies with the space centre.

## **10.0 Outputs**

### **10.1 By 2016 the Strategic Framework suggests that the masterplan should achieve;**

- 5,000 net additional office-based jobs
- 78,000 sq m new office floorspace plus 45.000sq. m at Abbey Park Rd/ Abbey Lane
- 2,000-3,000 new dwellings
- support for an additional 100,000sq. m retail and leisure floorspace, including the Shires and Haymarket developments.
- 30,000-40,000 sq.m new or refurbished industrial workspace/yard based industries.

**Kishor Tailor and Diana Chapman - based on a full report by Roger Tym & Partners.**