

# **Spatial Framework and Design Principles**

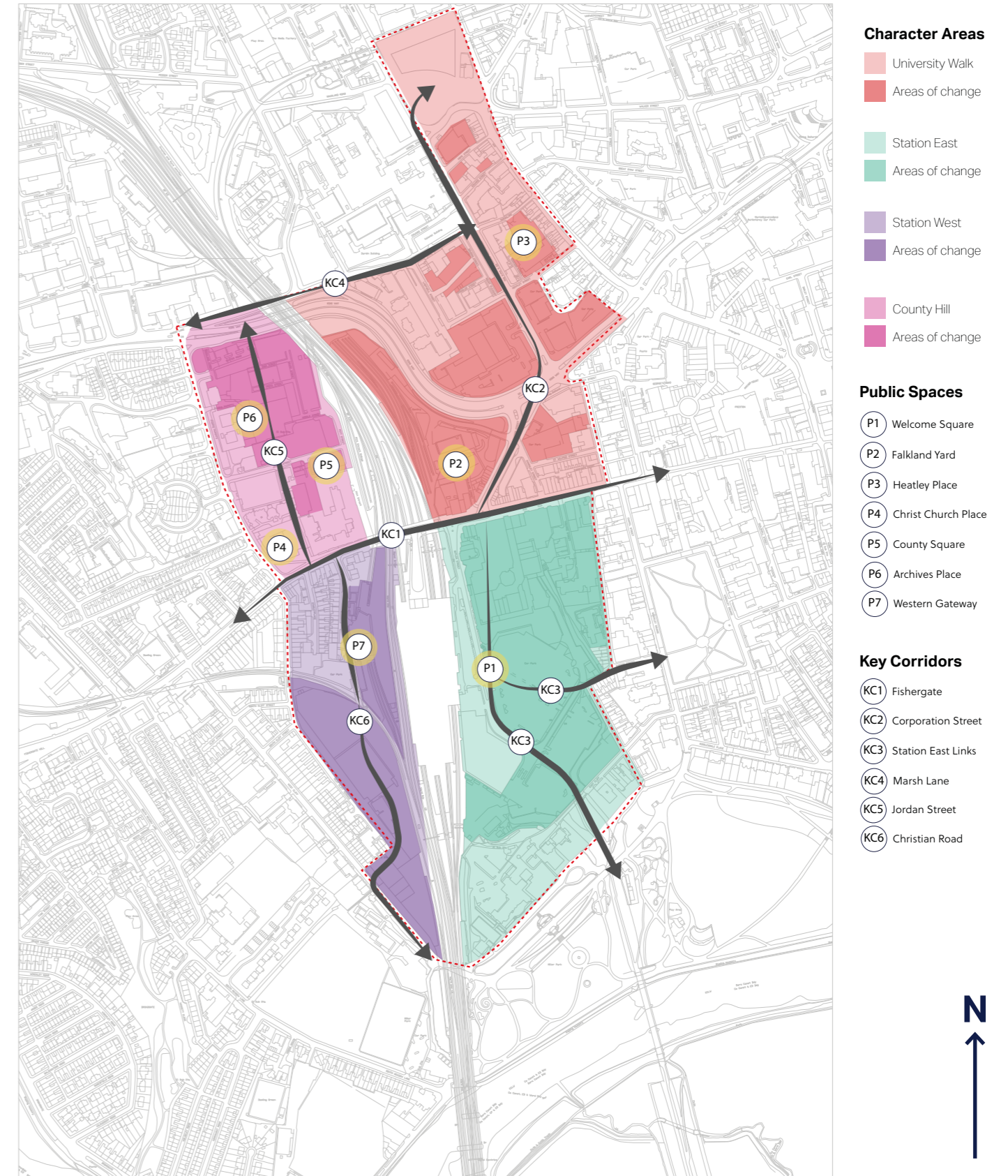
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# 6.1 Design Principles

The following design principles will apply to the Station Quarter:

- Create an improved arrival to the city centre through station entrances and into public realm that gives a strong sense of arrival and place.
- To bring the best out of a much-loved Grade II listed building and bring passenger facilities up to modern day standards while retaining the character of a traditional British railway station.
- Deliver new well-designed development that is appropriate to the scale, massing and form of the city centre.
- Protect and enhance existing heritage assets that positively contribute to local character and distinctiveness.
- Create a legible structure of high quality streets and public spaces with good provisions of green infrastructure.
- Form an attractive, safe and well connected public realm that prioritises pedestrians and cyclists and breaks down the barrier of Ring Way.
- Provide active ground floor frontages and overlooking on key routes.
- Maintain appropriate vehicle access and movement but reduce the impact of vehicles and associated infrastructure.
- Form an enhanced hub of different transport modes with improved interchange between them.
- Ensure that development proposals set a high benchmark for sustainable design and the move towards a low carbon future.

Figure 6.1.1: Design Principles





## 6.2 Land Use Character Areas

Areas of change are identified in figure 6.2.1. The overall vision for each character area in terms of land use is set out below.

### Station East

The area east of the station is identified for a mix of uses anchored by a new office quarter, which along with complementary retail, conferencing, leisure and residential uses would aim to extend the urban realm of the city centre towards the station and parks.

### University Walk

Scope for significant change and development with new uses that capitalise on the physical connection to UCLan. Appropriate uses include new spaces for education, innovation, health and enterprise uses as well as complementary retail, conferencing, leisure and residential development.

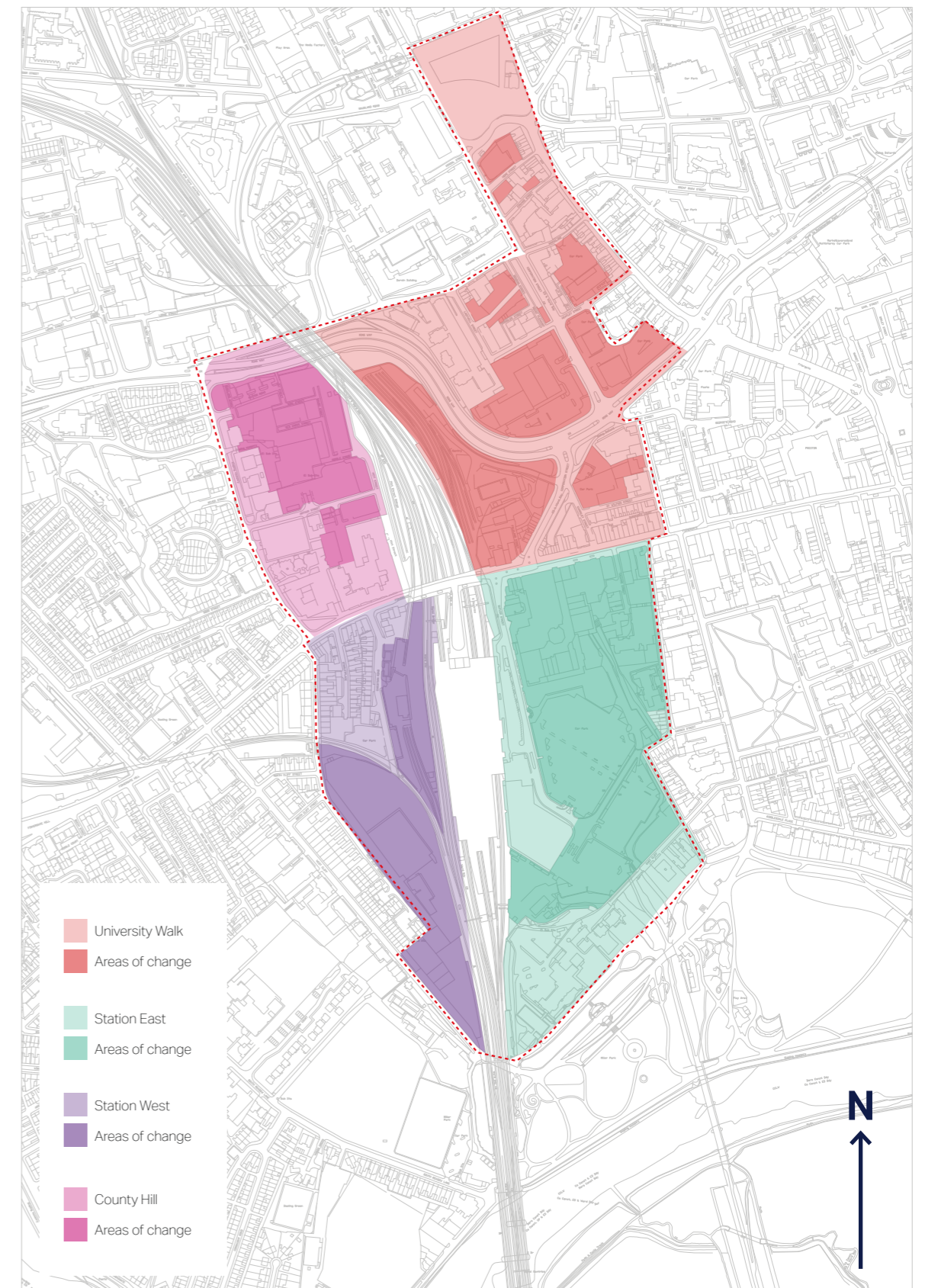
### County Hill

The land north of County Hall has scope for comprehensive development to deliver a new city centre residential-led neighbourhood, whilst there is also potential to consolidate the County Hall estate to create new collaborative workspace for existing and new public sector occupiers.

### Station West

The approach to this area will require a degree of flexibility to allow for the future expansion of Preston Station, whilst also noting the longer-term potential for new housing development on any land that may become surplus in the future if no longer required to meet Royal Mail or Network Rail requirements. In considering future development potential, care must be taken not to prejudice the statutory duty obligations of Royal Mail, or its operational requirements.

Figure 6.2.1: Land Use Character Areas





# 6.3 Key Corridors

Key Corridors are identified in figure 6.3.1. The significant improvement of the environmental quality and vibrancy of these corridors through traffic management, public realm improvements, the enhancement and re-use of significant buildings and the development of key sites, will be central to delivering the vision.

## KC 1 Fishergate

The main east / west spine through the city centre and very much the heart of the city centre with a particular emphasis on active ground floor uses and high quality public realm.

## KC 2 Corporation Street

The principal link between the station and the heart of UCLan’s campus, requiring action to create a consistent, safe and attractive environment within a strong urban townscape from Fishergate to University Square.

## KC 3 Station East Links

The station’s eastern entrances are likely to remain important and busy gateways to the city. New development should create a cityscape that frames key links from a new ‘arrival square’ to Fishergate, Winckley Square and the parks to the south.

## KC 4 Marsh Lane

The route between the Jordan Street and University Walk character areas with the need for improved pedestrian linkages.

## KC 5 Jordan Street

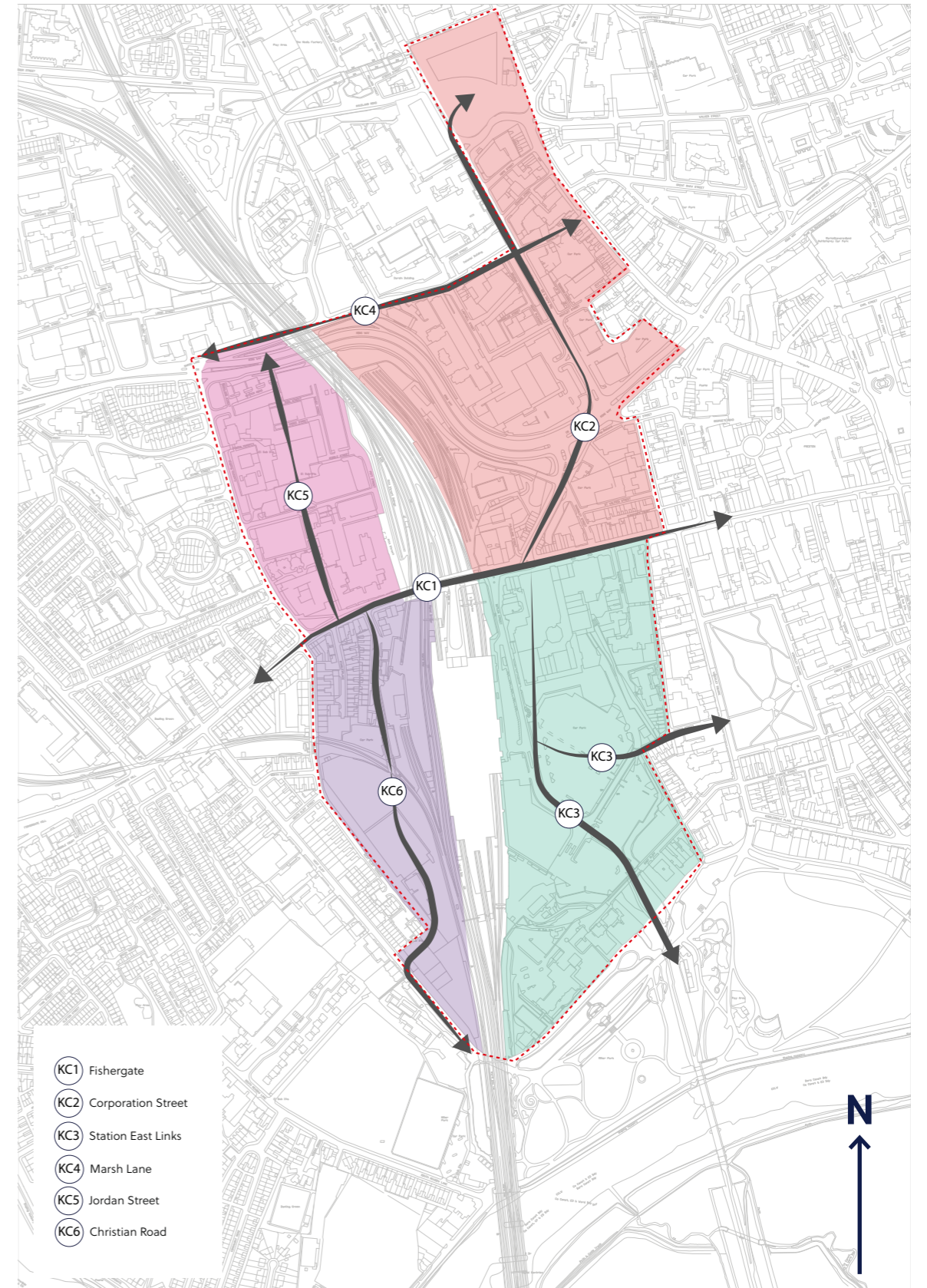
Extending the historic street from Fishergate Hill through this area to create an attractive pedestrian spine.

## KC 6 Christian Road Corridor

The main route through the Station West area with a need for good pedestrian connections to Fishergate and the potential for links south to West Cliff and the parks and east through Preston Station.

The development of the Royal Mail site is a theoretical/ illustrative possibility, so that the part of Christian Road Corridor within the Royal Mail site could only be delivered if in the long term, the site becomes surplus to Royal Mail requirements.

Figure 6.3.1: Key Corridors





# 6.4 Public Spaces

Opportunities for new public spaces are highlighted in figure 6.4.1.

## P1 Welcome Square

A significant public square that will create a sense of arrival from Preston Station and an orientation point between new and improved links to Fishergate, Winckley Square and the parks.

## P2 Falkland Yard

An intimate public space providing setting for new development around it.

## P3 Heatley Place

A small, intimate courtyard on the site of the former St Mary's Church (now car park) offering active frontages and amenity spaces to the new development which surrounds it.

## P4 Christ Church Place

Transforming a surface car park into a neighbourhood pocket park to enhance the setting of heritage assets and provide amenity for the wider conservation area.

## P5 County Square

Turning a surface car park into a new public space, marking the transition from the imposing County Hall and new residential development.

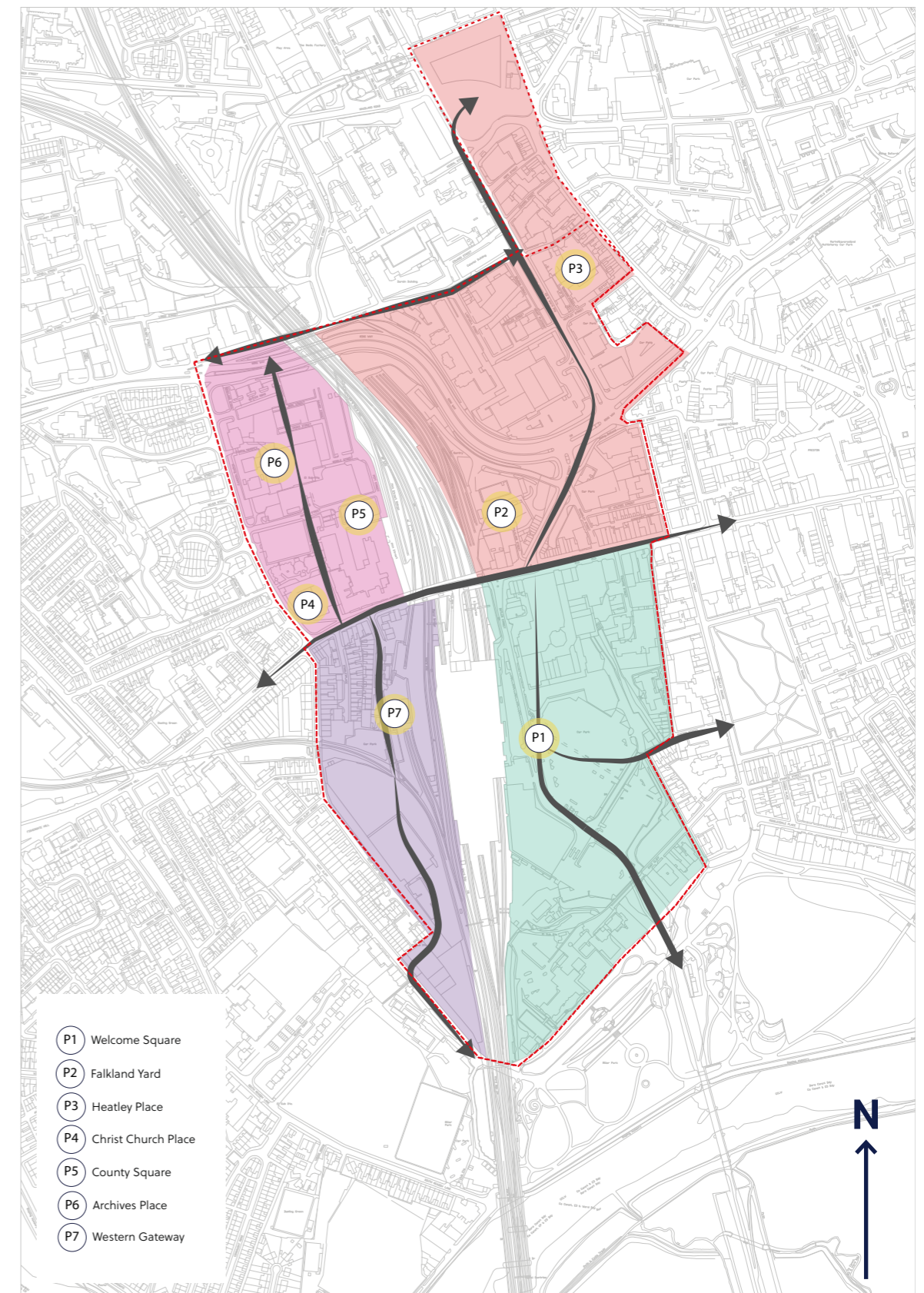
## P6 Archives Place

Creating a new green space alongside the county archives building, providing setting and amenity for neighbouring uses.

## P7 Western Gateway

In the event of any opportunity to remodel Preston Station to include a new Western entrance, then consideration should be given to a new public arrival space.

Figure 6.4.1: Public Spaces





## 6.5 Views, Landmarks and Building Heights

Sited on a low ridge, Preston has the advantage of occupying a prominent position above the River Ribble and lower lying land to the south. This gives important views of Preston's skyline when approaching from that direction. Equally there are important views from Avenham and Miller Parks where the steep escarpment offers dramatic views across the Ribble estuary.

County Hall sits at a high point on Fishergate Hill and is a prominent landmark. As well as County Hall, the spire of St Walburge's church and East Cliff are major landmarks for any visitors arriving in Preston by train. Other important views are those experienced within the adjacent conservation areas, particularly Winckley Square.

Layout and building heights will need to be given detailed consideration at the planning stage, considering the impact on existing views and opportunities to frame new views and townscape. New buildings should define gateways, key nodal points and frontages. Particular opportunities include the environs of the station and its interface with Winckley Square and the parks, as well as the interface of Corporation Street and Ring Way.

Guidance on building heights is also illustrated in figure 6.5.1. These are provided only as a guide, noting that the measured height of buildings will vary depending on topography, the use proposed and layout.

Figure 6.5.2 identifies existing views that should be considered when laying out and scaling new buildings, as well as opportunities to form new views and vistas. These are illustrated on the following page.

Figure 6.5.1: Guidance on Building Heights

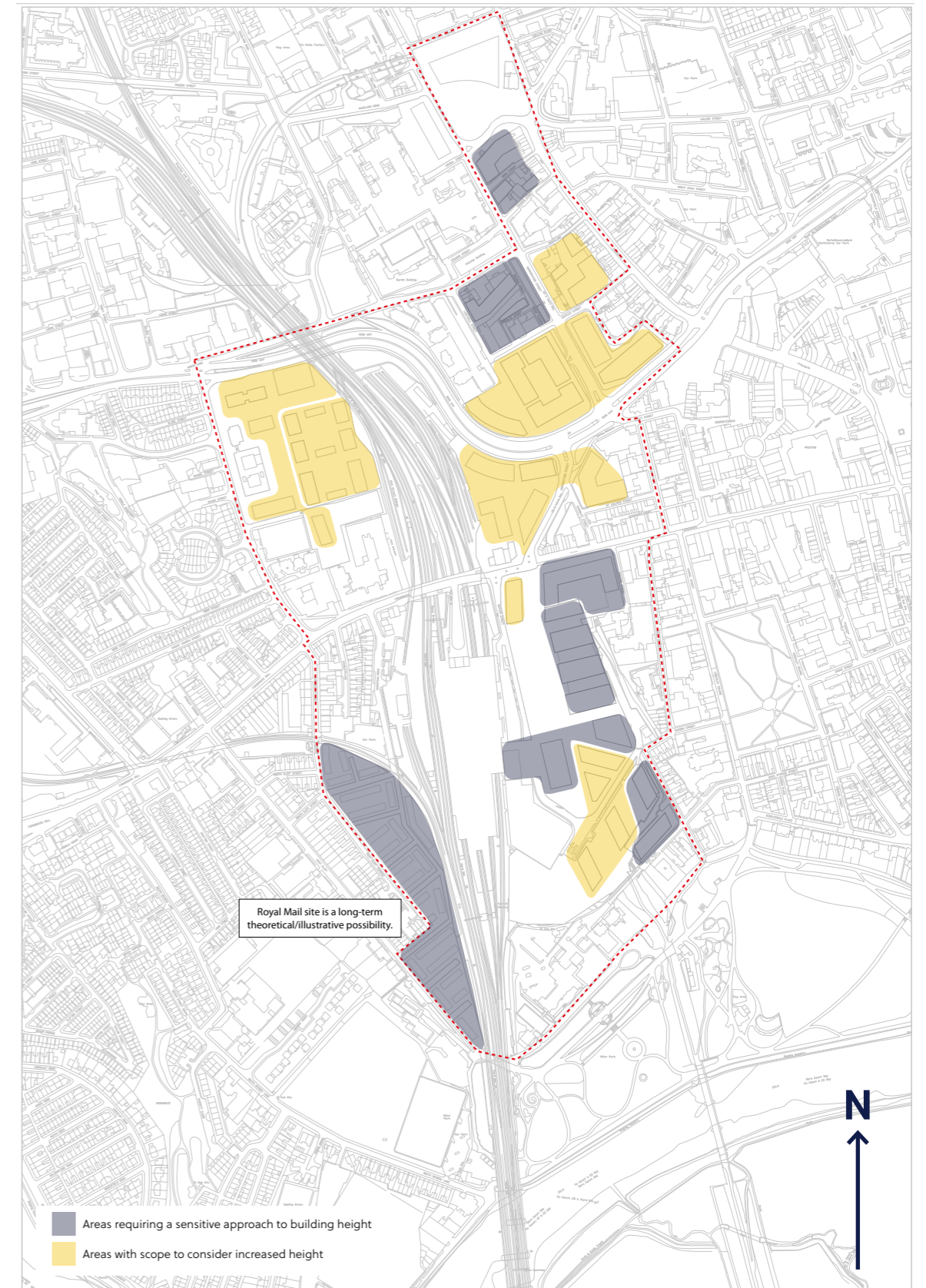
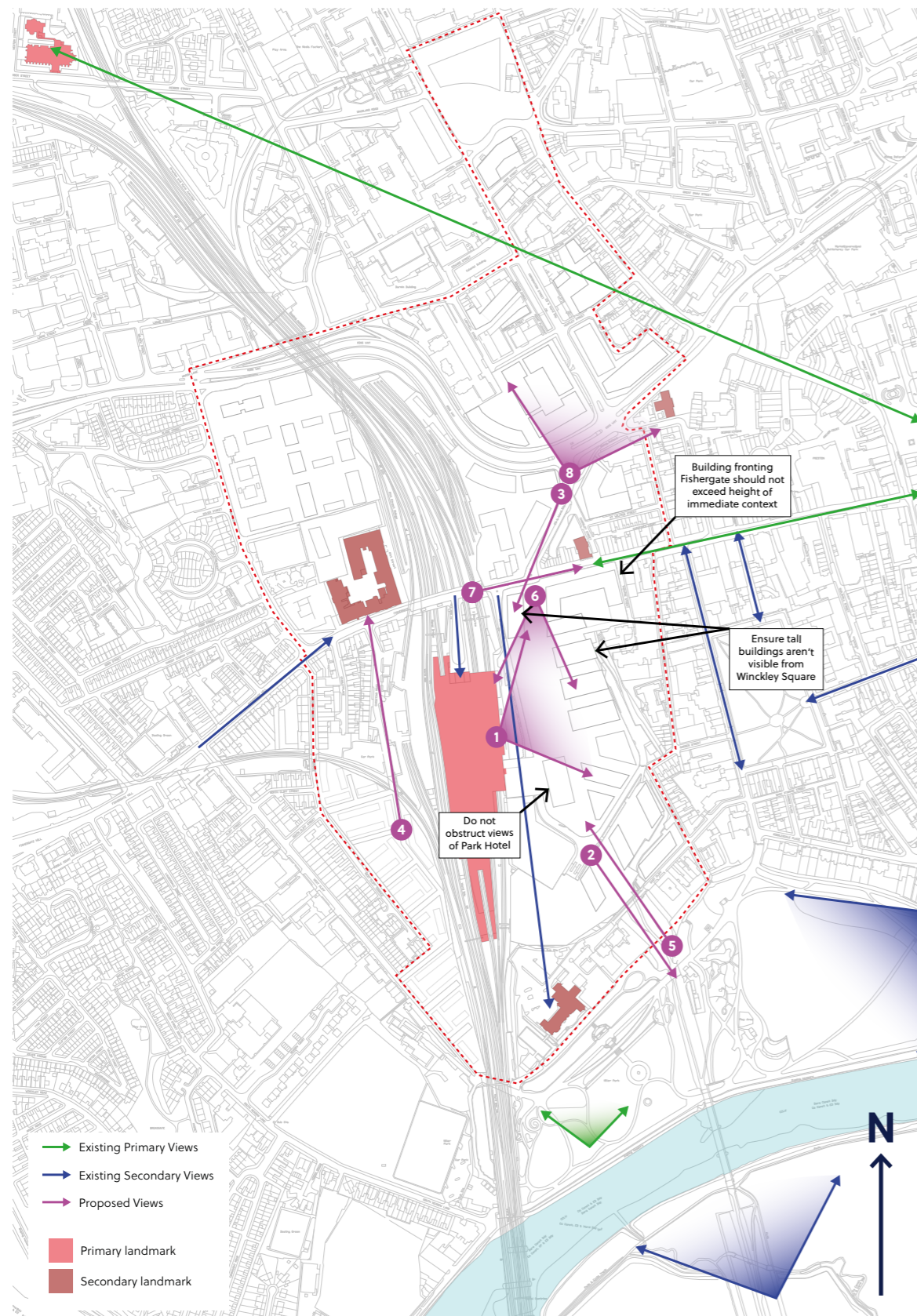




Figure 6.5.2: Views and Landmark



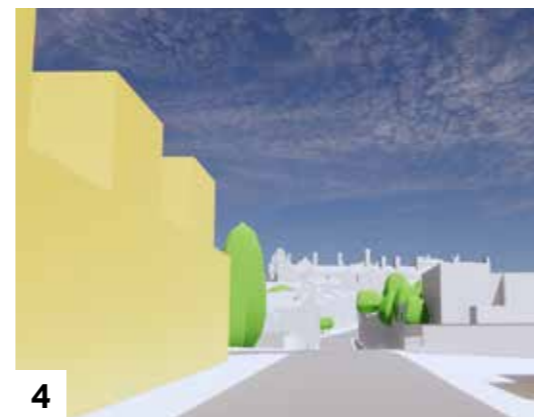
**1**  
View from Preston Station upon arrival



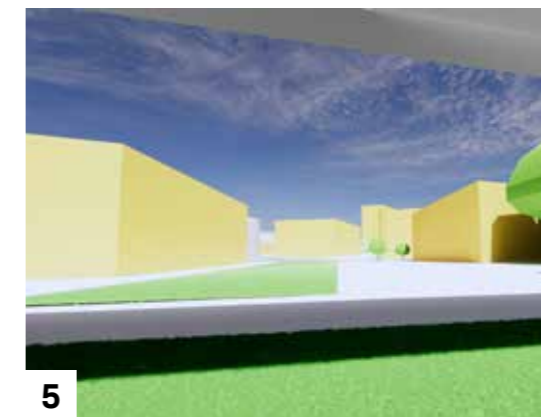
**2**  
View of Avenham Park from Welcome Square



**3**  
View from Corporation Street looking south



**4**  
View of County Hall from Christian Road



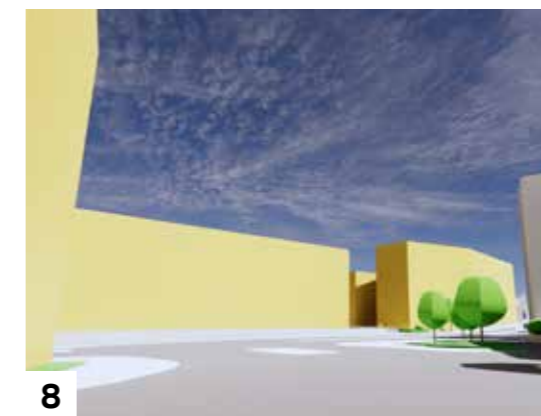
**5**  
View of Welcome Square from Avenham Park



**6**  
View of Welcome Square from Fishergate



**7**  
View of Fishergate



**8**  
View of new UCLan buildings to Ring Way



# 6.6 Green Infrastructure

**The term 'green infrastructure' describes the network of natural spaces and corridors in a given area. It applies to parks and gardens, playing fields and woodland as well as streets and footpaths with good amounts of trees and landscape. These assets provide areas for recreation and leisure, habitat for wildlife and a range of environmental, social and economic benefits.**

Green infrastructure can provide significant reductions in temperatures within urban environments, through shading and evaporation. It can also potentially mitigate the risks of climate change-induced reductions in air and water quality and flood risk. Views, smells and sounds of nature make a positive contribution to health and well-being and can encourage outdoor activity such as walking and cycling. Quality green infrastructure also positively impacts on local economic regeneration.

Within the wider context of the Station Gateway there are some good examples of investment in green infrastructure. Avenham and Miller Parks created in the 1860s are today Grade II\* listed and much loved assets. Winckley Square is a fantastic 'set piece' townscape and the heart of the Winckley Square Conservation Area. The recently completed Adelphi Square forms a new focal point for UCLan and a quality benchmark for public realm and green infrastructure design.

Development within the Station Quarter will need to contribute to a cohesive network of green infrastructure as shown in figure 6.6.1. This will include a mix of new green spaces, greening of streets and, where appropriate, incorporation of green infrastructure in building design.

## Green Spaces

New public and private open spaces provide opportunities for larger concentrations of green infrastructure forming nodal points between green corridors.

## Tree-lined Streets

Well thought out street tree and other forms of planting within streetscapes establish green corridors, providing connections for wildlife, enhanced legibility and the overall uplift of the area.

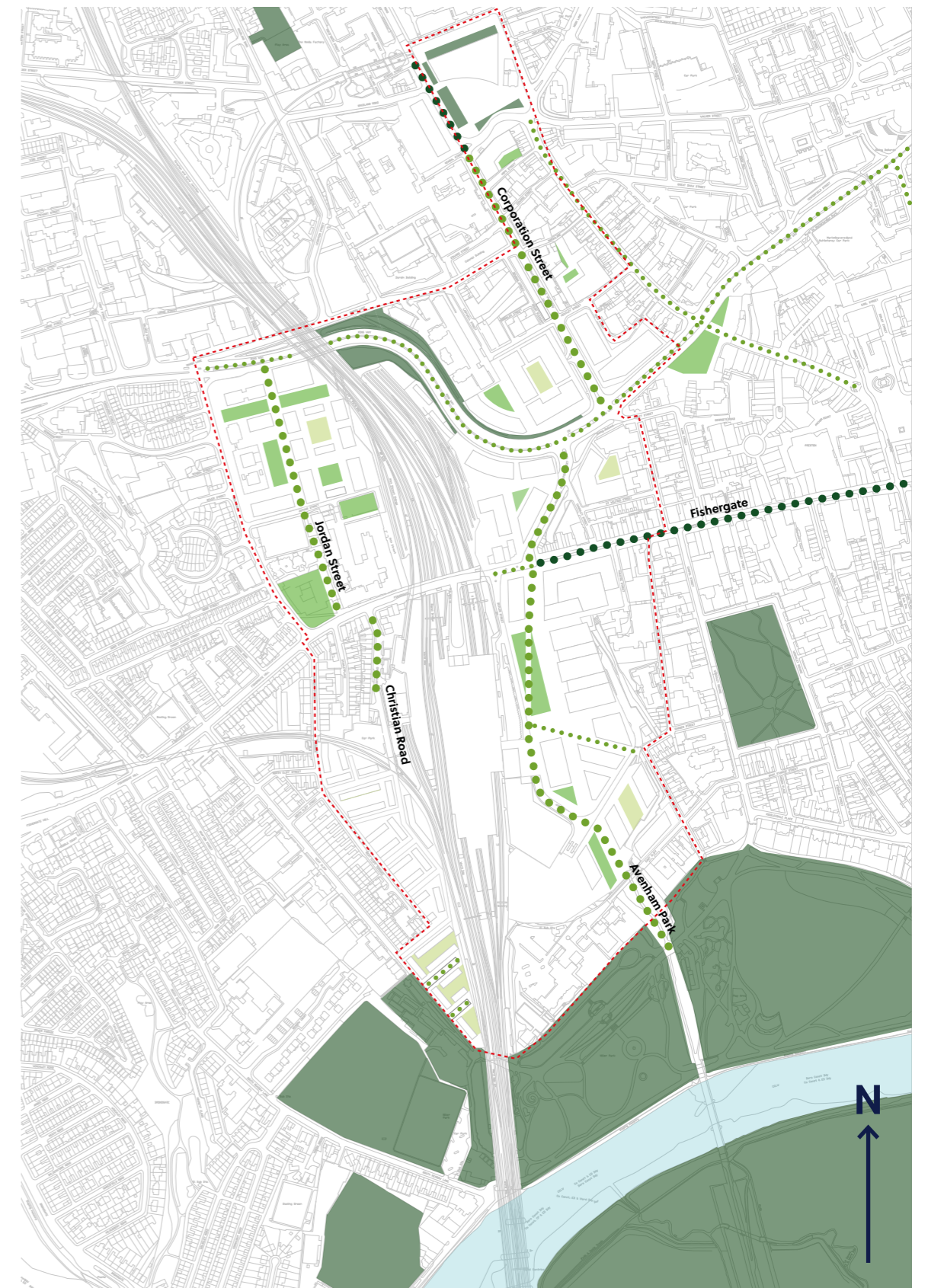
## Buildings

Buildings themselves can contribute to enhanced green infrastructure through the provision of green roofs and walls.



'Green Wall' Waitrose, Bracknell

Figure 6.6.1: Proposed green infrastructure network





## 6.7 Sustainability

**The city council declared a climate emergency in April 2019. Tackling climate change is a cross cutting theme of the Core Strategy and it includes policies to encourage energy efficiency in new developments and promote renewable and low carbon energy generation in the city, which will help to reduce carbon emissions.**

Planning for climate change involves seeking to limit the impact of new developments by reducing or minimising their carbon emissions and ensuring new development can adapt to future climate change and more extremes of weather locally such as higher winds, rising sea levels, higher rainfall and also longer droughts.

Sustainability is about changing mind-sets and behaviours. It requires an integrated and collaborative approach to design, operation and management. Development proposals will be expected to incorporate sustainable approaches, embracing the following topics:

### Adaptive Re-use

Development proposals must consider the retention and reuse of existing buildings that could make a positive contribution to the regeneration of the area, prioritising the sensitive retrofitting and reuse of heritage assets. In designing new buildings, how they can adapt to meet both anticipated and projected changes in the future should also be considered, including shifts in market dynamics, demographics, new ways of living and working and responding to a changing and more unpredictable climate.

### Energy Efficiency

The Core Strategy requires all new developments to be designed and built in a sustainable way. New buildings must be constructed to reach energy efficiency standards set out in the Code for Sustainable Homes and BREEAM.

### Micro Generation

Micro generation typically refers to renewable energy systems that can be integrated into buildings to primarily serve the on-site demand. They are applicable to both domestic and non-domestic buildings and can be connected to the grid. Micro generation technologies cover the full range of renewable energy categories: wind, solar, biomass and heat pumps.

### District Heating

District heating networks can provide higher efficiencies and better pollution control. The scale of development that can be comprehensively delivered within the Station Quarter could provide the critical mass that makes district heating infrastructure more viable.

### Ecology

Opportunities to support ecology and improve the natural environment through biodiversity net-gain include the incorporation of features that are beneficial to wildlife such as bat roost or bird boxes to green and blue infrastructure from green walls and roofs to new open spaces. Existing trees should be retained wherever possible and the area enhanced with new tree planting (see Green Infrastructure).

### Transport

Proposals must support and encourage active and sustainable travel through the provision of well-designed streets that prioritise pedestrians, cyclists and public transport over the private car (see Transport, Movement and Connectivity).

### Water

New developments are encouraged to deploy sustainable drainage systems for surface water. Innovative ways to manage rainwater within an urban environment include swales, green roofs and permeable surfaces.

### Health and Well-being

New development should support healthy lives and the formation of sustainable habits beginning with the internal design and siting of individual buildings through to the overall pattern of development, including easy access to open green space, places that encourage active play and social interaction and good access to local services and facilities, all of which should be accessible by walking, cycling and public transport.



## 6.8 Transport, Movement and Connectivity

**The Station Quarter centres on Preston Station, with a key driver being to better integrate the station into the city centre with its commercial district and University nearby. Plans are already afoot to significantly increase patronage levels at the station, with the Preston City Transport Plan (2019) seeking to increase the number of local destinations accessible by rail and HS2 being introduced to serve regional and national destinations.**

The SQRF seeks to enhance the station as a gateway to Preston, removing barriers to allow interchange between modes of travel and to promote active travel across the city centre. It also provides an opportunity to reduce the need to travel, with people being able to live, work and study within the city centre and in a highly accessible location close to the railway station. Any reductions need to be subject to analysis in terms of impact on the immediate and wider network. An evidence base agreed with the Highways Authority should support each proposal as it comes forward.

### Challenges

Whilst the station is well placed to serve the city, its potential is currently hindered by a number of barriers to movement and infrastructure that encourages the dominance of the private car over other modes of transport.

The layout of the station itself is unclear with there being uncertainty about whether the northern or eastern entrance is the primary access to the station and where facilities for onward travel are to be found.

Whilst vehicular access to the station is currently restricted to certain routes, namely via Ring Way and Corporation Street when travelling to the station and via Fishergate and Fishergate Hill or Bow Lane when exiting the station, there remains a feeling that the car dominates over other modes of transport, particularly along the Ring Way corridor which creates a barrier to movement within the Station Quarter.

Further barriers to movement exist in close proximity to the station, including the lack of a western access to the station from Christian Road, the location of the Fishergate Centre and associated car parks to the east and East Cliff and Vicar's Bridge to the south, which currently restrict access to Avenham Park and important cycle routes such as the Guild Wheel.

Whilst bus services serve the railway station and operate along Fishergate, the focus of bus travel in the city centre is away from the railway station, instead focusing on the bus station 900 metres to the east.

Another challenge which encourages the use of cars within the city centre is the over-provision of car parking, particularly surface level car parking which is both an inefficient use of land as well as a barrier to through-movement and active travel.

### Core Principles

Movement, with a focus on sustainable modes of transport, is a key aspiration for the Station Quarter as there are opportunities to better link together the station, UCLan and commercial elements of the city centre.

LCC, PCC, and their partners have already developed a forward thinking strategy, underpinned by their Preston City Transport Plan. This plan seeks significant improvements to transport infrastructure, with much having already been implemented. As a result, a step-change in accessibility away from the car is already underway, and a key focus of the Station Quarter will be to ensure that development coming forward makes the best use of, links into and extends the benefits of the existing schemes proposed.

A key piece of the jigsaw is of the Transforming Friargate North and Ring Way project. Public engagement was undertaken in March 2021 and feedback is being used to inform the design of the scheme. The final designs were revealed in October 2021, with the scheme aiming to reduce the severance caused by Ring Way, by creating elements of shared surfaces and introducing additional opportunities for pedestrians and cyclists to cross. The construction of this infrastructure is scheduled for completion by Spring 2023.

As proposals for this additional RF area develop it is important that an area-wide movement review capable of satisfying external scrutiny is undertaken to understand and accommodate all impacts for all modes. The existing Transport, Movement and Connectivity Strategy has been developed following discussions with officers at LCC, PCC, UCLan, the rail industry and other public transport providers. A core part of this strategy assumes significant growth in patronage at Preston Station, created by

improvements to local rail services and the arrival of HS2. These service improvements will alter the catchment of Preston and it is essential that this new catchment can make use of sustainable modes of travel either when travelling to the station or the wider city centre.

Following these discussions five clear principles have guided the transport, movement and connectivity strategy. These are:

- Ensure that the strategy is underpinned by an agreed area wide movement review;
- Ensure that Preston Station forms an inspirational gateway to the city;
- Provide further opportunities for reduced travel, with people being able to live, work and study in Preston City Centre;
- Create an exemplar mobility hub that facilitates active travel across the city, including better links to transport hubs at Preston Bus Station and UCLan via a city centre bus or selected bus services better interchange with rail services and promotes alternative modes to the private car;
- Form safe and direct routes for pedestrians and cyclists with priority over car drivers, making use of segregated and green routes where appropriate; and
- Provide a balanced car parking strategy that makes use of interceptor car parks on the approach to the station, reduces the dominance of at-grade car parking in the area whilst maintaining accessibility for the mobility impaired.



## Creation of a Mobility Hub

Noting the aspiration to create an important gateway to the city centre, forming an interchange that allows rail passengers to swap onto active and shared transport modes to access the city, it is proposed that a Mobility Hub be created to the east of the railway station.

This Mobility Hub can build upon the existing Cycle Hub at the station, with the aim being to provide a facility that creates a one-stop shop, providing a user-friendly interface that links together a range of facilities including:

- Public transport information for buses, the park-and-ride service and trains, potentially including the sale of tickets;
- Information on walking and cycling routes, including walking routes to bus stops on Fishergate and taxi facilities;
- Secure cycle parking, sales and maintenance;
- Shower and locker facilities for cyclists and pedestrians;
- Charging points for electric vehicles (including cars, cycles, scooters and motorcycles), and somewhere for people to wait;
- Waiting area, café and / or shared workspace and meeting rooms including for rail passengers;
- The operation of a car club including parking;
- Hire of cycles, electric cycles and electric scooters plus safety equipment;
- The promotion of apps and technology to increase mobility and connectivity; and;
- Ancillary uses such as tourist information and click & collect storage for parcel deliveries.

Noting that Preston Station currently serves a large number of passengers who are interchanging at the station, this facility would provide further opportunities for these passengers to work at the station or seek refreshment between trains. Alternatively, the facilities could be used by people based in Preston who wish to work or meet with people arriving on the train.

## Provision of Missing Active Travel Links

The Mobility Hub will form the focus for active and sustainable travel across the city centre, creating an opportunity for people to swap seamlessly between modes. However, its success is reliant on a number of barriers to movement being removed, building upon the innovative infrastructure design work that has already been completed by the county council.

This provides an opportunity to significantly improve a number of pedestrian and cycle links. These include:

- A route from the Mobility Hub onto Fishergate, making use of the proposed public space to the east of the railway station;
- A route from the Mobility Hub to the east, via Garden Street to Winckley Square;
- A route from the Mobility Hub to the south, under Vicar's Bridge to Avenham Park and the Guild Wheel cycle route;
- A new entrance to the station from the west, with an active travel route making use of Christian Road between Fishergate to the north and Miller Park to the south, linking with National Cycle Route 62 (this will improve general accessibility to the station but is not intended to provide east-west access for non-station users);
- A new north-south route for pedestrians and

cyclists between Ring Way and Fishergate, to the west of County Hall;

- An enhanced east-west route between Bow Lane and the University, making better use of Marsh Lane to create a cycle route in either direction; and
- Linkages to the councils' proposed infrastructure improvements across the city centre, including across Ring Way.

Once complete, these routes will facilitate active travel across the area and ensure excellent links between the four quadrants surrounding the railway station.





## Reducing the Need to Travel

In order to achieve one of the key principles of this strategy, to reduce the need for people to travel, it is essential that the right mix of land uses are proposed. Mixed development consisting of commercial and public sector office space, residential development, other mixed commercial and education floorspace is proposed.

This broad mix of land uses will allow people to live, work and study in Preston without the need for a car. However, this strategy is dependent upon the provision of high quality, direct active travel routes, excellent public transport services and a car parking policy that makes people think about how they should travel.

## Balanced Car Parking Strategy

The following paragraphs summarise potential approaches that could be taken for each of the existing car parking areas within the SQRF area. As well as individual considerations, the car parking strategy needs to form part of the overall area wide movement review referenced above, and on an area wide basis include consideration of:

- Current and future car parking provision and arrangements;
- Car parking accumulations;
- Typical weekday and weekend parking levels and patterns;
- Car parking preferences between, for examples, surface and multi-storey options;
- Charging;
- Restrictions; and
- EV Charging Point provision.

There are currently approximately 2,800 car parking spaces around the station. Of these, 1,025 are located in the multi-storey station car park and are intended to be long-stay spaces

for passengers. It is expected that these spaces remain, as passenger numbers are predicted to significantly increase over the next 10 years and car parking will be required.

However, there is the possibility that the demand for long-stay car parking will decrease, as more people work from home and business-related travel for meetings decreases, as a result of changing work patterns and technology. Therefore, the use of this car park should be monitored and opportunities for some of the car parking spaces to be used as short stay parking should be explored.

This monitoring exercise should be expanded to inform the overall level of car parking that needs to be provided for the Framework area, possibly through the provision of Framework specific car parking standards for different types of development. However, the current expectation is that the overall volume of car parking will decrease.

Adjacent to the station car park is the Fishergate Centre car park, consisting of 720 short stay car parking spaces. It is intended that these spaces will be lost, although there will be an opportunity to replace some of this car parking within the basements or on the ground level of the residential and commercial units proposed.

The existing Fishergate Centre car park is currently accessed via both Butler Street and the Charnley Street tunnel that links Corporation Street with the car parks via a tunnel underneath Fishergate and the Fishergate Shopping Centre. Whilst this tunnel is privately owned and only operates one-way in a southbound direction, opportunities for maintaining this route, including making it two-way, should be explored. Whilst the development of Station East is not dependent upon it being maintained, it's use would result in a better vehicular access arrangement, reducing the volume of traffic

passing along Butler Street and Fishergate towards Fishergate Hill.

Turning to County Hill, it should be noted that the parking strategy for this quadrant will be dependent upon the future working practices at County Hall, including the County Council's working from home and flexible working policies. Noting that there are currently over 600 car parking spaces at County Hall, it is accepted that there should be some restriction placed on the number and availability of parking spaces moving forward.

With the development of County Hill resulting in the loss of significant parking provision, it is proposed that a multi-storey car park (MSCP), consisting of approximately 400 car parking spaces would be required and would be best located off Bow Lane and facing onto Ring Way. In addition to County Hall staff, these spaces could be used to serve the wider Preston Station Regeneration Framework area and are positioned such that they would usefully intercept vehicles arriving in Preston from the west before they reach the core area of infrastructure improvements proposed by the city council.

This interception of cars, alongside the promotion of Preston's Portway Park & Ride site, is in keeping with UCLan's car parking strategy which aims to provide parking away from the central campus in order to promote a healthier, pedestrian-friendly environment.

In relation to the railway station, this strategy will assist in reducing traffic using Fishergate and Butler Street to access the station MSCP, enhancing what will become key active travel routes and public realm.



## 6.9 Digital Infrastructure

**The government's "UK Digital Strategy (2017)" sets out the importance of providing world class digital infrastructure to improve connectivity. To achieve its gigabit commitments the government is investing £5bn through the 'Outside-In' programme to deliver gigabit speeds to the hardest-to-reach communities in the UK.**

The Station Quarter will be a key location in Preston city centre for office-based business and services, attracted by excellent transport connectivity, high quality placemaking and adjacent city centre cultural and leisure attractions and the nearby UCLan campus. Ensuring that development is future-proofed with suitable digital infrastructure is also key to the vision for the area. To future-proof digital connectivity, developers should provide full fibre, or fibre to premises, wherever possible. New builds are encouraged to register early with digital infrastructure providers.

PCC and LCC will work with investors, developers and occupiers to identify appropriate solutions and technologies, to ensure digital infrastructure is delivered to support the developments that can be integrated within a wider city centre plan for digital infrastructure.

The county council is developing a strategy for the installation of 5G infrastructure on highway street lighting assets where safe to attach, including installation of smart devices to provide real time data to assist and improve council services. This could include;

- To inform routine maintenance proactively rather than a traditional periodic regime to make better use of resources;
- To remotely adjust lighting levels based on road use;
- To remotely collect anonymous traffic and pedestrian volumes to inform where resources should be directed to improve areas of high footfall;
- To allow air quality measures to be collected and presented in a readable format via the cloud and linked to the council app to show people healthy routes, or routes to avoid local flooding or high polluting areas day to day.



Communication Hubs in Manchester City Centre © JCDecaux UK



