

Design Principles

Figure 12: Indicative Massing and Proposed Heights

8.1 The Framework and the approach to key corridors and regeneration areas is underpinned by series of key design principles that will be used to guide the consideration of development proposals across the Masterplan area.

These design principles address:

- Massing and indicative heights
- Key views
- Key new routes
- Key spaces
- Active frontages
- Buildings of Townscape Value

8.2 These design principles and the Framework Masterplan approach are reflected in a public realm strategy and an access and movement strategy that bring key themes, principles and proposals together.

Massing and Indicative Heights

8.3 The proposed massing has been generated to complement and enhance the character of each area. There is a principle of height at gateways and entrances that act as focal points in a similar way to how the steeple of St John’s Minster locates Stoneygate.

8.4 Within the Horrocks Quarter the massing could be predominantly 4-6 stories. The massing of future proposals will be influenced by detailed design and viability considerations. The Church spires of St. John’s Minster and Seventh Day Adventist Church (located on Grimshaw Street) should be visible from major spaces.



Key

- 2-3 storey
- 4-6 storey
- 7-9 storey
- 10+ storey

The Protection, Creation and Enhancement of Key Views

8.5 Views and vistas along key routes and of notable landmarks are an important part of place making and fostering identity. In Stoneygate, the protection, creation and enhancement of views can play a vital role in developing the distinctive character of the area and by overcoming what can in many areas be a disjointed, disconnected environment. Importantly, views and vistas can assist way finding and in foreshortening the sense of distance, encouraging walking and cycling.

8.6 In developing the Stoneygate area, a number of views should be protected, created and enhanced through development and public realm work, including:

- St John’s Minster is the key landmark in the area. All significant views of the spire should be retained. In particular, views from the south-east towards Queen Street and Manchester Road should be protected and enhanced with development contributing to the creation of a new vista reinforcing the link between the heart of the town centre and Queen Street / Cardinal Newman College.
- Bus Station, toward Manchester Road, along Church Row – Manchester Road is an important link between the Bus Station area and Manchester Road – to better connect the Bus Station (both as a public transport and a car parking resource) development and public realm works should enhance visual (and physical) links between the Bus Station and Manchester Road.
- The Blue Bell Public House and the adjacent former Preston Livery and Carriage Company building mark a key point along the street frontage when viewed from the city centre (the buildings become visible just to the east of the Minster). Views to the street frontage are a consideration and an important signpost to ‘lower’ Church Street, and should ideally be retained. This would influence the approach to the development of the site at the corner of Grimshaw Street.

Figure 13: Key Views

- ① View from Bus Station towards Church Street
- ② View from 19 Grimshaw St. towards St. John’s Minster
- ③ View from Queen Street towards Cotton Court
- ④ Queens Retail Park towards Stoneygate
- ⑤ View from College towards Manchester Rd.
- ⑥ View from Manchester Road towards Stoneygate Area
- ⑦ View from Church Row towards St. John’s Minster
- ⑧ View from Avenham Street Car Park towards Stoneygate Area
- ⑨ View from Queen Street towards St James Vicarage and attached coach house
- ⑩ London Road along Queen Street
- ⑪ London Road along Church Street
- ⑫ From Church Street along Manchester Road



Key New Routes

8.7 There is currently a lack of permeability in the Stoneygate area, with most routes running north - south. This discourages movement, vibrancy and activity, commercial and otherwise, in the area. A number of routes are therefore identified to be delivered through development, environmental improvements and public realm works. These are to be safeguarded from development and are to provide for pedestrian and cycle movements. Where these routes pass through development sites, the scheme should incorporate them and provide for their delivery and long term maintenance as routes available to the public.

Figure 14: Key New Routes

- ① From Bus Station to Church Street
- ② Queen Street to Church Street
- ③ Rose Street along back Grimshaw Street to the Bluebell Pub
- ④ St. John's Minster along Stoneygate
- ⑤ Syke Hill to Shepherd Street linked into Back Grimshaw Street
- ⑥ Queens Retail Park to Grimshaw Street
- ⑦ Lennox Street to Avensham Street
- ⑧ Horrocks to Grimshaw Street
- ⑨ From Horrocks to Manchester Road
- ⑩ From Queen Street to Carr Street
- ⑪ Manchester Road by Cardinal Newman College
- ⑫ Oak Street to Walker Place
- ⑬ Oak Street to Rose Street



Key
 Key New Route



Key Spaces

8.8 Aside from the area around St John's Minster, there is a lack of civic space in Stoneygate, with few opportunities to dwell. A network of spaces and places are therefore identified to be delivered through development and public realm improvements. These spaces will add to the quality of the Stoneygate area and its sense of place. They should provide for a range of outdoor activities, including children's play. A number of spaces at key crossroads will be dual use spaces for pedestrians and vehicles. The creation of these spaces should be reflected in the design of surrounding development and of course highway improvements.

8.9 The key spaces are as follows:

1. Church Row, Church Street – this space will form a new link between the Bus Station and Church Street, incorporating the Church Street Manchester Road junction as a dual use space. A key objective will be to introduce a new vista from the Bus Station to Manchester Road better integrating the Bus Station to the wider Stoneygate area and to provide for safe and direct pedestrian access between the Bus Station and Manchester Road. The new space, north of Church Street, will be formed in concert with new development and will require consideration of the connection northward to the Bus Station.
2. Blue Bell Public House – the Blue Bell Pub and adjacent former Livery building is a key landmark along Church Road and an important visual 'staging post' between the heart of the city centre and 'lower' Church Street. The area also has the scope to be an entry point to the wider Horrocks Quarter area. This will be a relatively small space but can form part of the setting to the public house and new development on the former cark site at the corner of Grimshaw Street.
3. Cotton Court – again this is a key landmark and entry point to the elevated Horrocks Quarter site. Development and public realm works should showcase this and other new development and manage the linkage between the Cotton Court area, new housing on the former mill site and the development of the car park site adjacent to the Blue Bell Public House.
4. Horrocks Quarter – a new public space should be delivered in the heart of the Horrocks Quarter.

8.10

Whilst this is likely to be an urban space, it should incorporate natural elements, such as trees and some innovative play features.

5. Cardinal Newman College / Manchester Road – The College and key partners should consider the development of a strong campus environment to the College, better integrating the St Augustine's area west of Manchester Road with the main Larkhill Campus. This may involve some development and redevelopment around Arno Street (west of Manchester Road). Again, at the heart of the space will be a raised platform in the highway, prioritising pedestrian movement.
6. Manchester Road / Queen Street – this will be a dual use space to emphasise the importance of pedestrian movements over vehicles. The core of the space will be a raised junction platform. However development and public realm on adjacent development sites, notably the Barnfather site on Manchester Road, should contribute towards the creation of the new 'space'.
7. Oak Street – this space will form part of an extended Stoneygate and will be formed through new development. It will function as a contemporary gateway to the Stoneygate area from Manchester Road / Queen Street and provide the scope to focus an element of mixed use.
8. St John's Minster – this space, which already exists to a degree, will be the historical focal point to the area and a key gateway and link to the city. It will form the focal point for a number of new and existing pedestrian routes. Heritage assets, topography, ownership, and management challenges as well as the existence of consecrated ground will present challenges to developing a strategy and ultimately managing the use of the space. It may be that the area should be seen as a series of closely related spaces rather than a single entity. Given their central role it will be important to develop proposals in conjunction with the Diocese.

Whilst most spaces in Stoneygate are likely to be urban in character, opportunities should be taken to introduce natural features and habitats to enliven the area and add to a sense of well being.

Figure 15: Key Spaces



- | | | | |
|-----------------------------------|--------------|--|----------------------|
| ① Church Row / Bus Station | ③ Cotton Ct. | ⑤ Cardinal Newman College / Manchester Rd. | ⑦ Oak St. |
| ② Space to front of Blue Bell Pub | ④ Horrocks | ⑥ Manchester Rd. roundabout | ⑧ St. John's Minster |

Active Frontages

Figure 16: Active Frontages

- 8.11 Whilst the predominant use in new development is likely to be residential, it is important that new buildings enliven and animate the street scene. This will add to the sense of activity and safety and the quality of the environment. However, it is acknowledged that, whilst commercial ground floor mixed uses, such as cafés, restaurants and offices will be strongly encouraged, they cannot be expected to be delivered beyond the principal commercial routes of Church Street and, to an extent Manchester Road, close to Church Street.

- 8.12 It is therefore proposed to require consideration of active frontages in key locations in two ways: on Church Street and 'lower' Manchester Road, new development should comprise active ground floor uses - active ground floors by use. Appropriate uses, consistent with the Local Plan, will comprise small-scale retail, A3, workspace and office.

- 8.13 Elsewhere, care should still be taken to animate the street in predominantly residential areas through careful design and use of existing land and urban streetscape. Non-residential uses can be incorporated where possible with the appropriate design solutions given nature of use in context – ground floor by design / activity.



Key

- Active Frontage by Use
- Active Frontage by Design



Buildings of Townscape Value

8.14 There are a number of statutory listed buildings in the area, however there are a number of others, notably around the historic core and along Church Street that also contribute to the character of the area and importantly offer the opportunity for re-use. The retention of listed and other buildings of heritage and townscape value will be an important part of creating the 'urban village' identity of Stoneygate. A number of buildings are therefore identified to be added to Preston's local list of buildings of value.



1. Preston Livery Carriage and Co.



6. Corner of Church St. and St. John's Pl.



2. 5-6 Shepherd St.



7. St. John's House



3. Warehouse Laurel / Belock St.



8. Cotton Court



4. Stonegate Nursery



9. Barney's

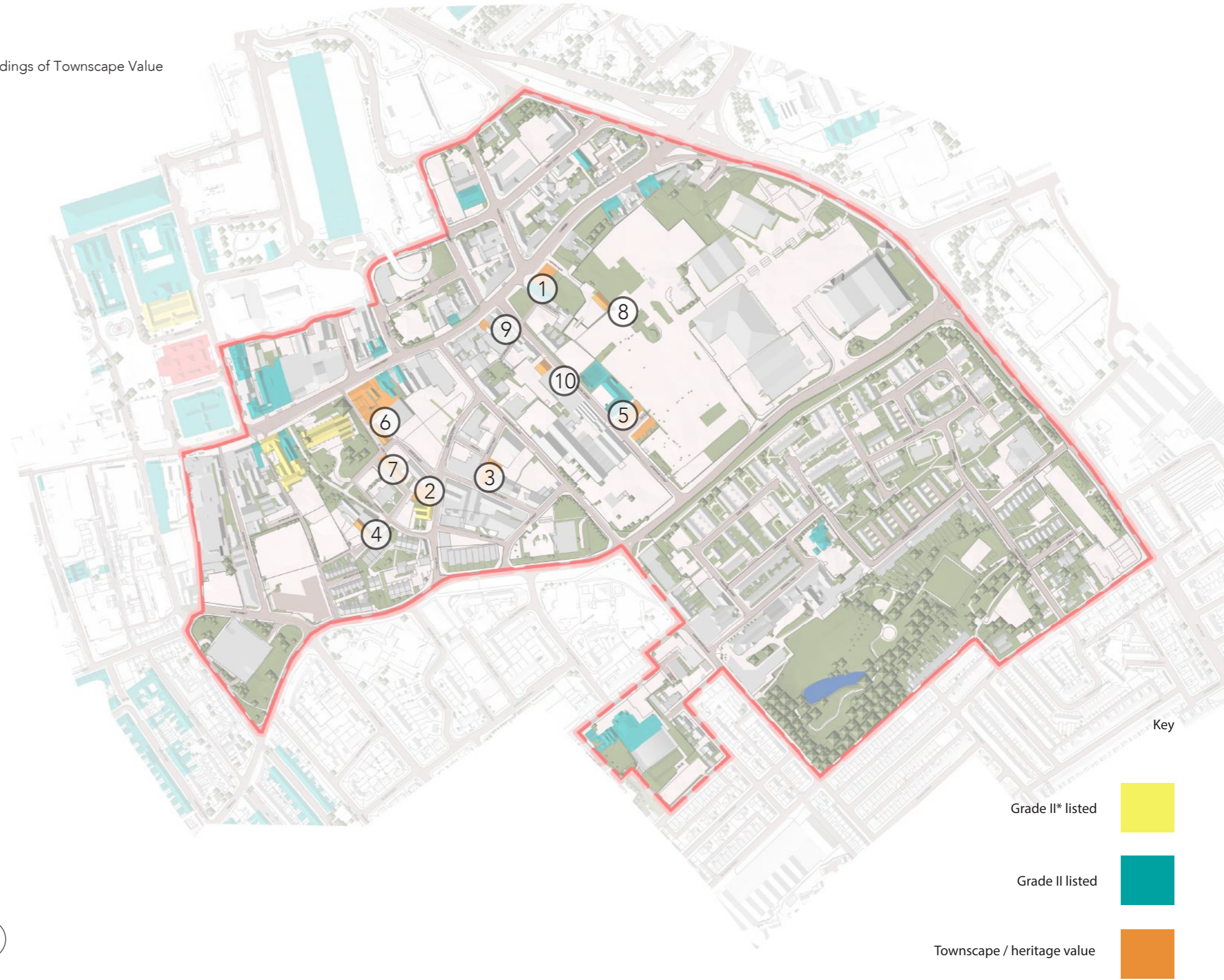


5. Walker Place



10. 19 Grimshaw Street

Figure 17: Buildings of Townscape Value



Accessibility and Movement

8.15 The accessibility and movement strategy is integrated into the development, regeneration and public realm strategies. The overarching objective is to enhance the permeability of the area and significantly improve the environment for pedestrians and cyclists whilst improving public transport links and managing car movements.

Walking

8.16 Improvements to the pedestrian environment are a key priority and should be reflected in traffic, public realm and green infrastructure improvements, cycle parking, pedestrian and cycle facilities and in development and an attractive environment that encourages active travel. This is consistent with Preston Local Plan Policies ST1 (Parking Standards), ST2 (General Transport Considerations) and Core Strategy policies Policy 2 (Infrastructure) and Policy 3 (Travel).

8.17 There is also a direct tie to City Centre Plan Policy MA1 (Pedestrian & Cycling Accessibility) and to Policy OP4 (Stoneygate).

8.18 Improvements should include a review of the general arrangement of streets; carriageway and footway surface materials and widths; pedestrian crossings, cycle lanes, cycle parking, other cycle facilities (showers and changing areas, locker storage), parking for private vehicles, public transport arrangements, bus stops, bus shelters, public seating, the scope for a city centre Community Toilet Scheme and traffic regulation orders. Crossings should be improved or introduced to prioritise pedestrians along the strongest pedestrian desire lines. The following key streets have been identified as particular focus areas which do not currently give substantial priority to the pedestrian:

- Manchester Road
- Church Street
- Queen Street
- Lord's Walk/ Percy Street
- Church Row

8.19 Indicative designs for the treatment of key junctions and street are included in this section and as part of the public realm strategy. The approach to street and junctions should consider the relative importance of place and movement, and should aspire to the conditions present on the informal street of Fishergate. This allows limited vehicular access, but at speeds and locations which are harmonious with pedestrian movement.

8.20 The Manchester Road corridor is a key pedestrian and cycle route between the College and the city centre / Bus Station. Proposals within this area should incorporate a re-design favourable to pedestrians and cyclists. This could include an improvement in materials, widening of footways and improved crossing points.

8.21 Queen Street and Church Street, two key east-west corridors, could be improved to reduce traffic dominance in favour of walking and cycling and to ensure they are well-connected to surrounding residential and commercial streets. Enhancing the streets might involve reviewing the width of the carriageway, providing a 20mph zone, restricting vehicle access (e.g. reducing rat-running), and improving junctions and crossings.

8.22 Whilst there will be challenges in catering for traffic flows and meeting the particular requirements of user groups, including those with visual and mobility impairments, several junctions should be upgraded to improve the pedestrian environment. One key crossing is the Queen Street/ Manchester Road junction which currently has a signalled pedestrian crossing. A level of traffic calming combined with pedestrian priority within a high quality design is recommended. This might be in the form of a raised junction table incorporating traffic light controlled crossings. Ideally at the key locations of Manchester Road / Lark Hill Road; Manchester Road / Queen Street and Manchester Road / Church Street / Church Row these should aspire to be shared spaces.

Cycling

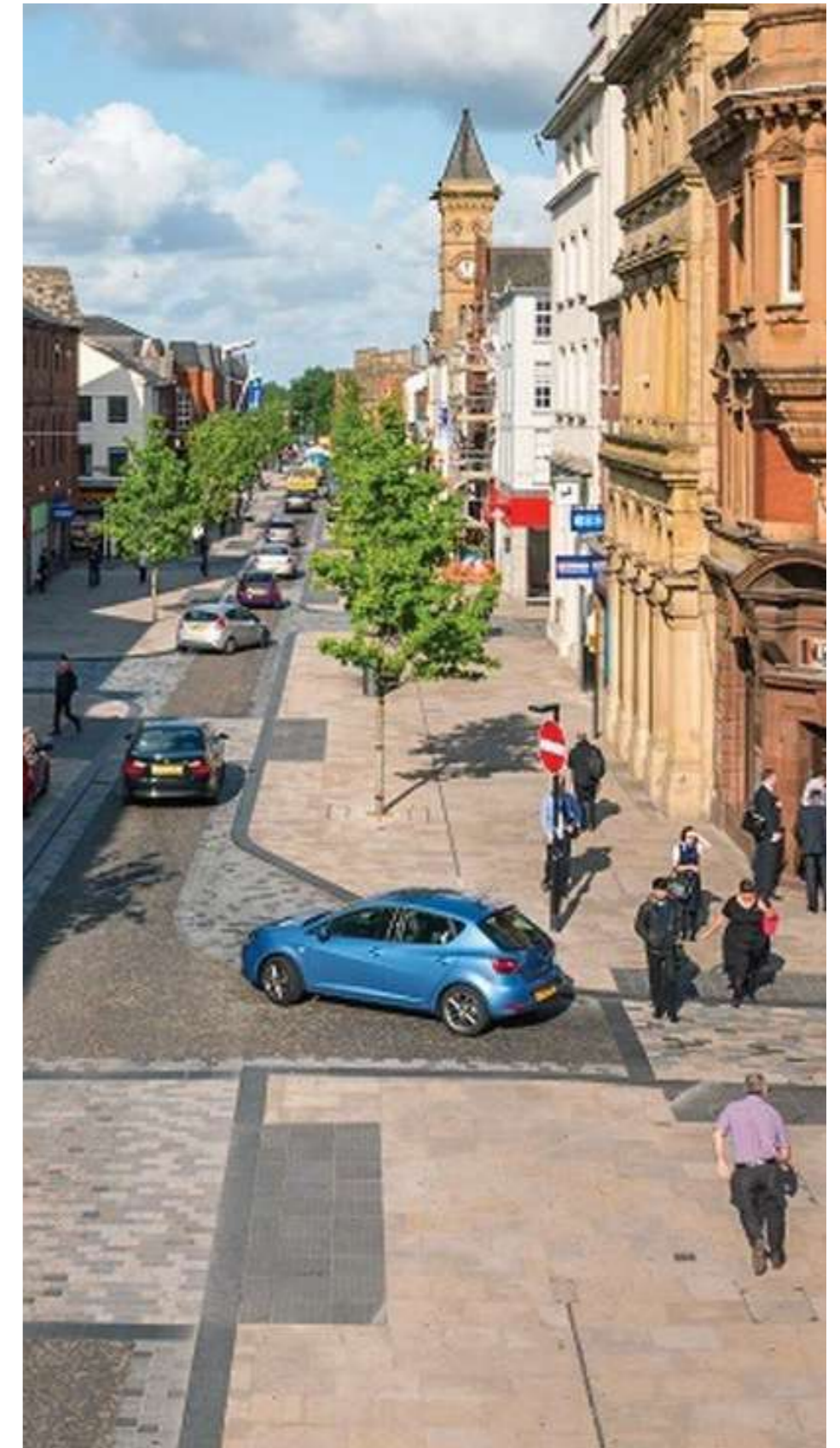
8.23 A strategy for delivering a safe cycle environment should ensure there are continuous, safe cycle routes through the Stoneygate area, with at least one strong east-west cycle link and one north-south cycle link, which represent visible and attractive links which can be signed as such, forming part of the city centre cycle network. Moreover, enforcing sensible vehicle speed limits on the most favoured cycle routes will improve cycle safety where cycles are expected to mix with general traffic.

8.24 The delivery of a coherent and easy navigable cycle network in the city centre requires the introduction or upgrade of crossings, additional signage and separation from vehicular traffic on some streets. A quality cycle network in Stoneygate would link into the Sustrans national cycle route to the west of the site and to the Guild Wheel.

8.25 As set out in the Preston City Centre Plan, improving the cycle network in the city centre means consideration must be given to safe, good quality, feed-in routes from residential areas outside the immediate Stoneygate area and the city centre.

8.26 Any proposals for a traffic restricted zone in the Stoneygate area should see cycling promoted alongside those proposals. This is a good opportunity to boost cycling participation among students, residents, visitors and staff within the area.

8.27 While many streets within Stoneygate have low levels of traffic permitting cycles to mix with slow moving vehicles, along Queen Street it is recommended that in the short-term cycles continue to be separated from vehicle traffic. This is because the street remains important for the movement of vehicles for access to various car parks, including Avenham MSCP, and a separation enables the safe passage of cycles. However, the movement of cars should not compromise efforts to make walking and cycling the most efficient and comfortable way as an attractive option to travel along Queen Street. In the longer term, Queen Street should be redesigned as an enhanced street.



On this page: Church St.

Figure 18: Primary Walking and Cycling Routes



Car Parking and Vehicular Access

- 8.28 The car parks throughout the site are numerous and of varying quality. Two of the largest car parks are located in the west of the site, Avenham MSCP and Avenham Street surface car park. The Bus Station car park is also close to the site. However, many other relatively small, surface car parks exist between Main Sprit Weind and Manchester Road, which provide additional parking for public use at a cost, and are privately owned.
- 8.29 A long-term aspiration of the development strategy is to redevelop many of these smaller surface car parks for more appropriate city centre uses. It is recognised that motorists are dependent on the city centre car parks, but there is adequate capacity within the larger car parks in the masterplan area and the wider city centre to cater for displaced parking.
- 8.30 The redevelopment of the smaller car parks (excluding Avenham surface car park) will remove approximately 356 spaces from the Stoneygate area. The displaced vehicles can be accommodated in other car parks around the city centre, including the Bus Station MSCP. By concentrating parking on a smaller number of larger car parks, we can also make improvements to the overall quality of parking (e.g. personal safety, payment options, accessibility etc).
- 8.31 The 2012 AECOM parking audit found that Avenham MSCP, which has 560 spaces, was at only 60 % capacity on a weekday in 2012. If we assume the same occupancy levels today, this implies there are 224 spaces available for vehicles that might be displaced from the surrounding private surface car parks in the event of the redevelopment of the surface car parks. Policy 8 of the City Transport Plan seeks to prepare a detailed strategy for city centre parking, i.e. an update of the 2012 Study, and we would support this and consider it an important piece of work.
- 8.32 The masterplan strategy for car parking in the area is an opportunity to explore the scope for upgrading the standard of car parking regarding safety and disabled persons accessibility e.g. Park Mark (safer parking scheme) and to consider introducing the operation of hourly car parking charges (precedent at: <https://marketingstockport.co.uk/news/hourly-charge-for-stockport-carparks/>) with, for instance, an introduction of a pay by mobile phone payment option for pay and display car parks and / or the introduction of a charging regime, particularly given that Avenham MSCP and the Bus Station MSCP are within Council ownership.
- 8.33 Balancing the above with the college requests for more parking is a challenge. However, introducing a form of decked car park to consolidate future parking demands, which could be brought forward as part of any joint development of the onward housing area, is being considered as an option. This would fit in with the overall principles in terms of consolidating parking to appropriate areas and releasing existing surface parking areas for more appropriate uses e.g. redevelopment, open space etc. In terms of on-street parking, the strategy will be to introduce some on-street bays in specific areas to support commercial activity and reduce traffic speeds. This particularly applies to the area around Percy Street.

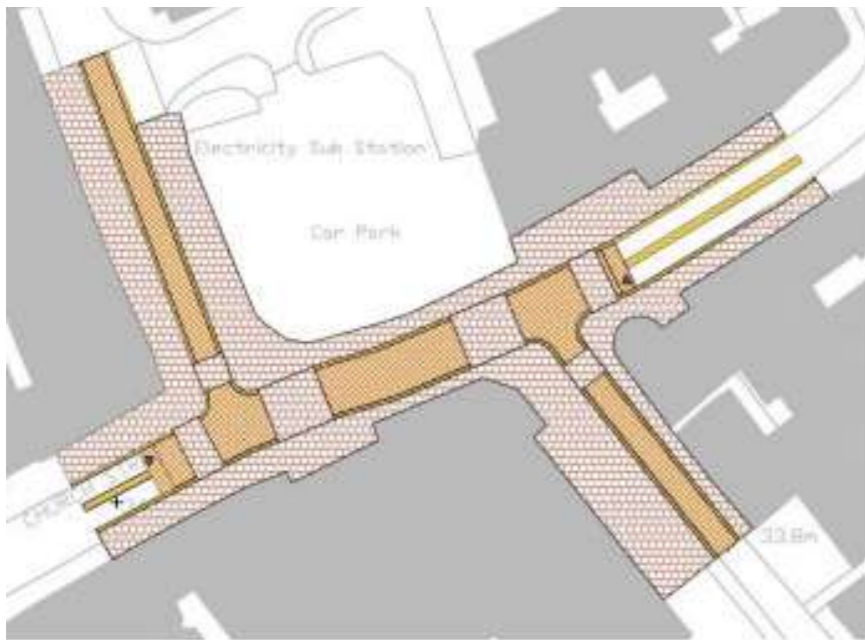
Public Transport

- 8.34 Maintaining a good public transport service to the City Centre and to link to the Stoneygate masterplan area is essential to a future development strategy for Stoneygate, as it remains vital for access to employment and education. Key bus routes through Stoneygate serve the Church Street shopping areas, Cardinal Newman College, and local businesses. Students make use of the bus stops on London Road east of the college, and walk to the bus station and to the Church Street bus stops via Manchester Road.
- 8.35 To improve accessibility to the College, the diversion of bus routes to serve the College could be considered, although it is equally vital to consider the scope to significantly improve the environment and safety of the Manchester Road corridor in the short term.
- 8.36 Any bus diversions on the Queen Street would the introduction of bus stops. Whilst off carriageway laybys have previously been proposed, this is considered by the consultant team to be potentially unnecessary and premature prior to the development of the strategy for housing areas along Queen Street and the establishment of a design and traffic management strategy to radically alter the character of the route, as an 'Enhanced Street'. In the longer term traffic flows and speeds along the route should be reduce and be compatible to on-street bus stops.
- 8.37 Any bus diversion proposals should be discussed with the bus operators but we do not see a fundamental issue with diversion of a limited number of services, subject to consultation with Lancashire County Council.
- 8.38 The bus routes towards the station, specifically Lord's Walk and Percy Street, are lightly trafficked and one-way leading to relatively high speeds of buses and other vehicles. This combines with a shortage of pedestrian and cycle priority to create an unwelcoming public realm in the Percy Street area. Moving forward, a review of public transport should identify ways to address bus dominance on Percy Street, and with it the severance and safety implications to other road users. Solutions might include the introduction of pedestrian crossings, the narrowing of the carriageway and introduction of on-street car parking to reduce bus speeds and balance travel modes.
- 8.39 A potential option for the circulation of buses in a future regenerated Stoneygate has been explored. It would achieve some increase in bus penetration into the Stoneygate area by bringing more services closer to the College which is a major patronage generator. The suggested plan would preserve Percy Street as an incoming route for buses, due to its direct connection between the A59 and the bus station. However, in future, it might be advantageous to reroute incoming buses from Percy Street to Church Street, to consolidate incoming and outgoing bus services onto one route. Such a change, although beneficial to a redevelopment of Percy Street, must take account of the constraints of two-way bus turning movements along Church Street.

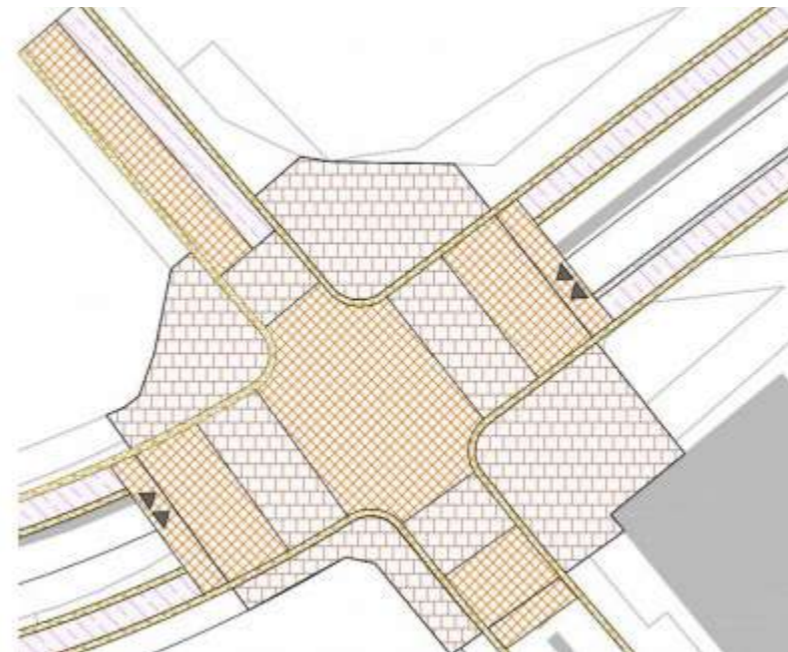
- 8.40 The above simply represents an option for discussion, and detailed discussions would be needed with bus operators to understand the timing and patronage implications. It also relies on changes to the local highway network, which would need to be agreed with Lancashire County Council and the bus operators. It should be noted that this option can be combined with the existing routing, i.e. some services could use a new route whilst other services stay on the existing route.

Church Street

- 8.41 The modification of Church Street to become a two-way street at its eastern end should be considered, to allow access to the new Brookhouse development from the A59. This two-way section would apply to all vehicles between the A59 and Cotton Court, granting more direct access into the Brookhouse site. It is important to stress this would be primarily for access, and that cars should not be able to travel further west than Cotton Court, in order that rat-running is not unintentionally enabled along Church Street and into surrounding side roads. A feasibility assessment would be necessary for any proposal to convert Church Street to two-way operation, and should include technical analysis of the linked Church Street/A59 junction. Additionally, the feasibility study should take note that the transition to a two-way street would require the loss of the bus lane, although this could be manageable due to relatively low traffic levels on Church Street.
- 8.42 Upgrades to the layout of Church Street should be guided by the intention to minimise traffic speeds and maximise pedestrian and cycle utility. A natural continuation of the type of design on Fishergate would be a sensible approach to the remainder of Church Street to promote equal access for all modes. This could encompass various measures such as the use of frequent courtesy crossings that are flush with the footway; low kerb upstands; and a review of the materials palette.
- 8.43 Further modifications to Church Street might include a narrowed carriageway and suitably placed on-street parking which have the propensity to slow vehicle speeds. Features such as a flush or domed median strip simply creates a visual narrowing, thereby retaining the ability for vehicles to overrun this in certain circumstances, such as for overtaking buses in stops or for emergency vehicle access.
- 8.44 Church Street will be cycle friendly to enable comfortable two-way cycling, including along sections that are one-way for motor vehicles. The design of the carriageway and the installation of appropriate signage will infer priority for cycles and improve way-finding. There should be suitable transitions for cycles between the carriageway and footway that avoid a vertical level difference, and publicly available on-street cycle parking should be installed relative to demand. Well placed cycle parking would allow short stays, close to user destinations along Church Street.
- 8.45 An essential part of the walking and cycling strategy for Church Street will be its linkage to the east with London Road and Ribbleton Lane. As such, the Church Street/A59 junction should allow pedestrians and cycle users to cross safely, directly and comfortably.

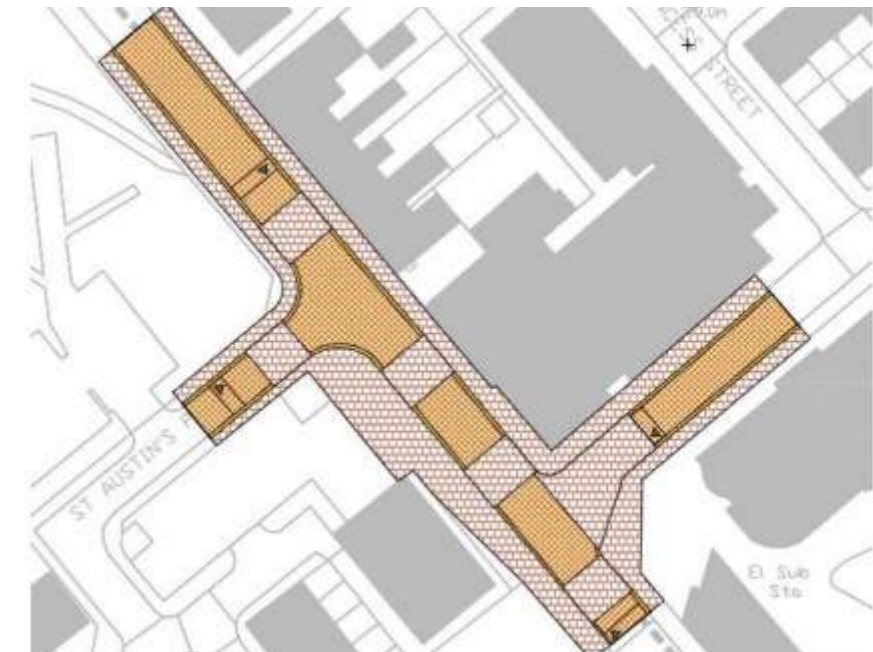


Plan Sketch of Church Street / Church Row Junction



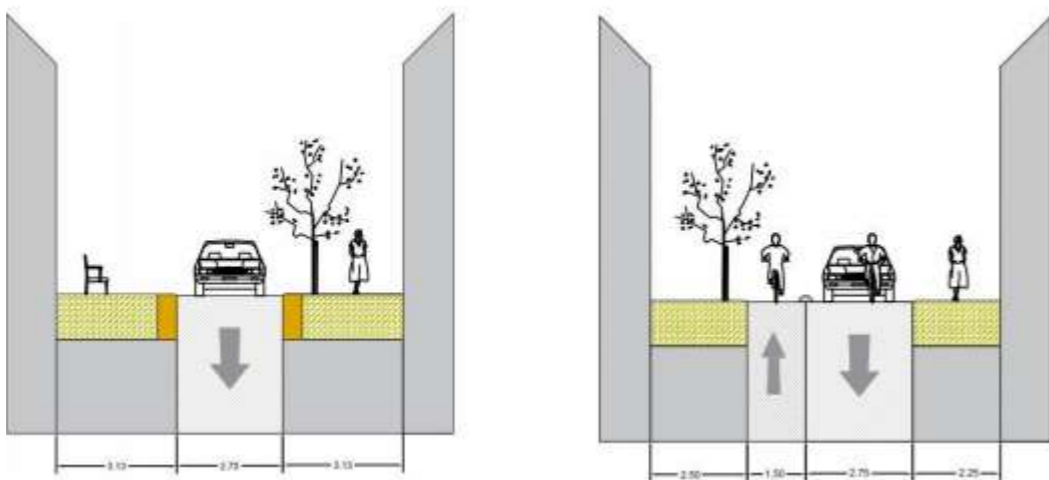
Plan Sketch of Manchester Road / Queen Street

Limiting vehicle speed and create a pedestrian and cycle friendly street. Vehicle carriageway suggested to be narrowed. Traffic light controlled crossings should be incorporated into this scheme, potential with an 'all ways' crossing phase.



Plan Sketch of College Crossing between east and west campuses

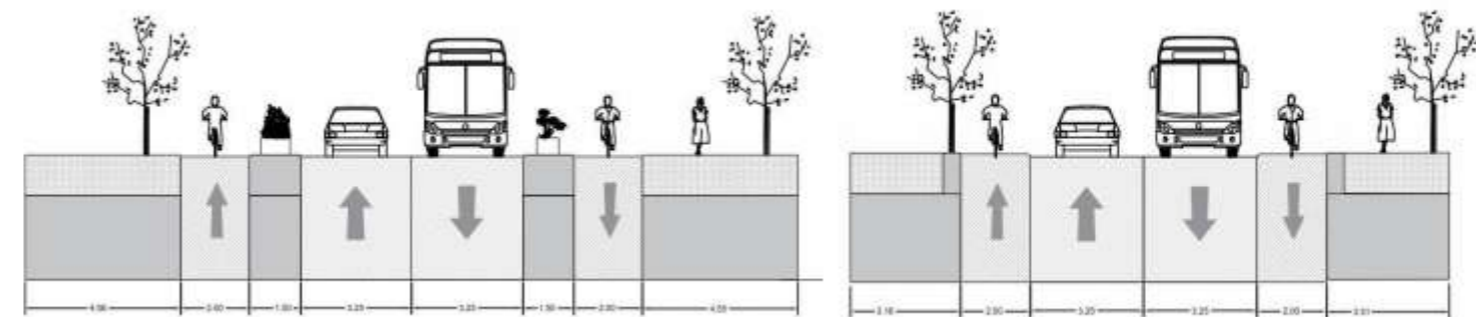
A continuous, high quality walk route between the two campuses and introducing traffic calming to give those on foot priority when crossing Manchester Road. Crossing between the east and west campuses should be informal, with the carriageway brought up to kerb height in the form of a raised table to establish priority for pedestrians over an area that extends between Larkhill Road and St. Austin's Place. The design of the north section of Manchester Road as an informal Street could be continued down to the College to create continuity as a pedestrian friendly corridor.



Manchester Road without contraflow cycle lane

Reduction in carriageway width will allow for improved footways and cycle lanes on each side of the road, along with planting. Planting and carefully placed car parking will help create a sense of place. Active frontages of houses or businesses will help make Queen Street a relevant and thriving place.

Note: The above illustrations are indicative only.



Queen Street - Wide Section

To help stop Queen Street from being used as a rat-run to access Fishergate from London Road, traffic restrictions at the western end of Queen Street could be reviewed. This would need to be reviewed further in the context of traffic movements in the Winckley Square area and the wider city centre.

A review of traffic restrictions, together with the aspiration to reduce the amount of surface car parks will in the long term assist in reducing traffic levels along Queen Street.

Consideration should be given to incorporating on-street bus stops to serve the College and wider Stoneygate masterplan area.

Queen Street - Narrow Section

8.46 A significantly improved public realm will be central to the strategy of promoting development and showcasing early key projects.

8.47 The approach to be adopted to individual streets and routes is therefore based around the following models:

- Pedestrian Priority Streets – with only service vehicle access. ‘Upper’ Stoneygate is already ‘pedestrianised’. The new east–west link between Stoneygate and Avenham Street is likely to be only suitable for pedestrians.
- Pedestrian Streets – these will have no kerbs and low traffic flows at low speeds. These should be a recurring street form in the area, away from the principal routes. Homes and businesses will need an element of access and vehicle movements will assist in animating the street scene after dark.
- Informal Streets – these will emphasise the pedestrian over vehicles but still accommodate a significant amount of traffic at slow speeds. Manchester Road and ‘lower’ Church Street should be improved as Informal Streets.
- Enhanced Streets – these will continue to carry significant amount of traffic and be where pedestrian movement needs to be managed for safety reasons. Queen Street and Percy Street / Lord Walks should be seen as Enhanced Streets.

Key Routes

- Pedestrianised Streets 
- Pedestrian Priority Streets 
- Informal Streets 
- Enhanced Streets 

Key Spaces

- ① St. John’s Minster
- ② Church St. / Church Row
- ③ Blue Bell Pub
- ④ Cotton Court
- ⑤ Horrocks Quarter
- ⑥ Manchester Road / Lark Hill Road
- ⑦ Manchester Road / Queen Street
- ⑧ Oak Street

Figure 19: Public Realm



1 Pedestrianised Streets



2 Pedestrian Priority Streets



3 Informal Streets



4 Enhanced Streets

