

# Proposals By Quadrant

7

# 7.1 Preston Station

Figure 7.1.1: Station Scope Area

## Context

Located at the heart of the Station Quarter, the Grade II listed Preston Station provides the main focal point around which the Station Quarter revolves.

Preston is an important regional and national station, with approximately five million train passengers passing through each year. It has a particularly important function as an interchange station with many passengers alighting and re-embarking without leaving the station. Everyday 7,500 passengers enter the station, which is conservatively expected to increase to 10,000 passengers per day by 2037.

Services from Preston include Avanti West Coast trains to London, Glasgow and Birmingham; TransPennine Express trains to Manchester, the Lake District and Liverpool; Northern Trains to Blackpool, York, Barrow and Carlisle, and Caledonian Sleeper trains to London and Scotland.

Working with the rail industry partners remains a priority for LCC and PCC in order to facilitate the development of the area.



### HS2 Proposals

HS2 will reinforce Preston’s position as a strategic rail hub providing shorter travel times to key destinations and enhanced capacity for new local train services on existing lines. The proposed reconfiguration of Preston Station to enable HS2 includes:

- Extension of Platforms 3 and 4 to accommodate HS2 trains
- Reopening of the former ‘parcels platforms’ as Platform 0 / 00
- Construction of a new public footbridge and reopening existing subways to Platform 0 / 00

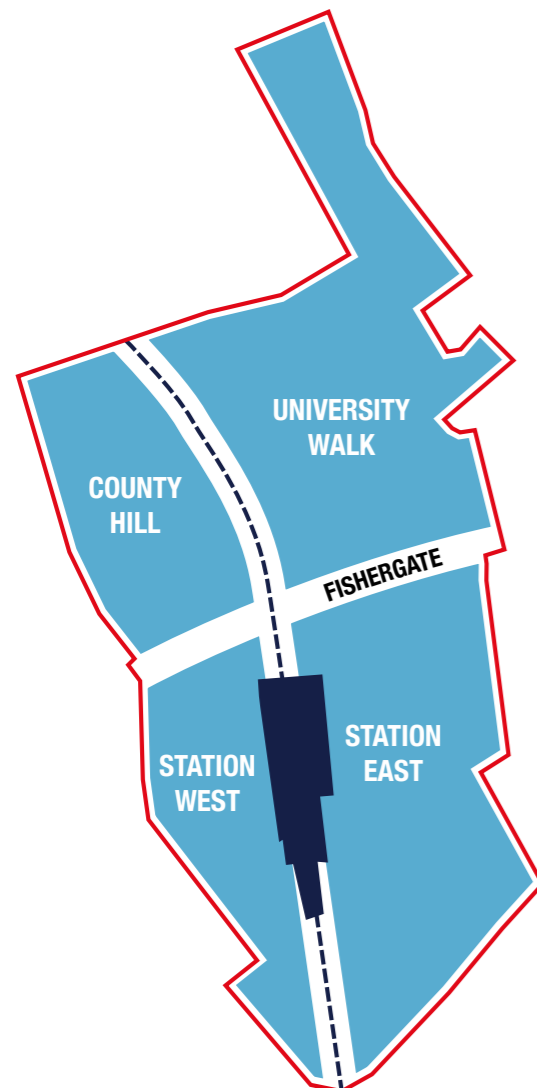
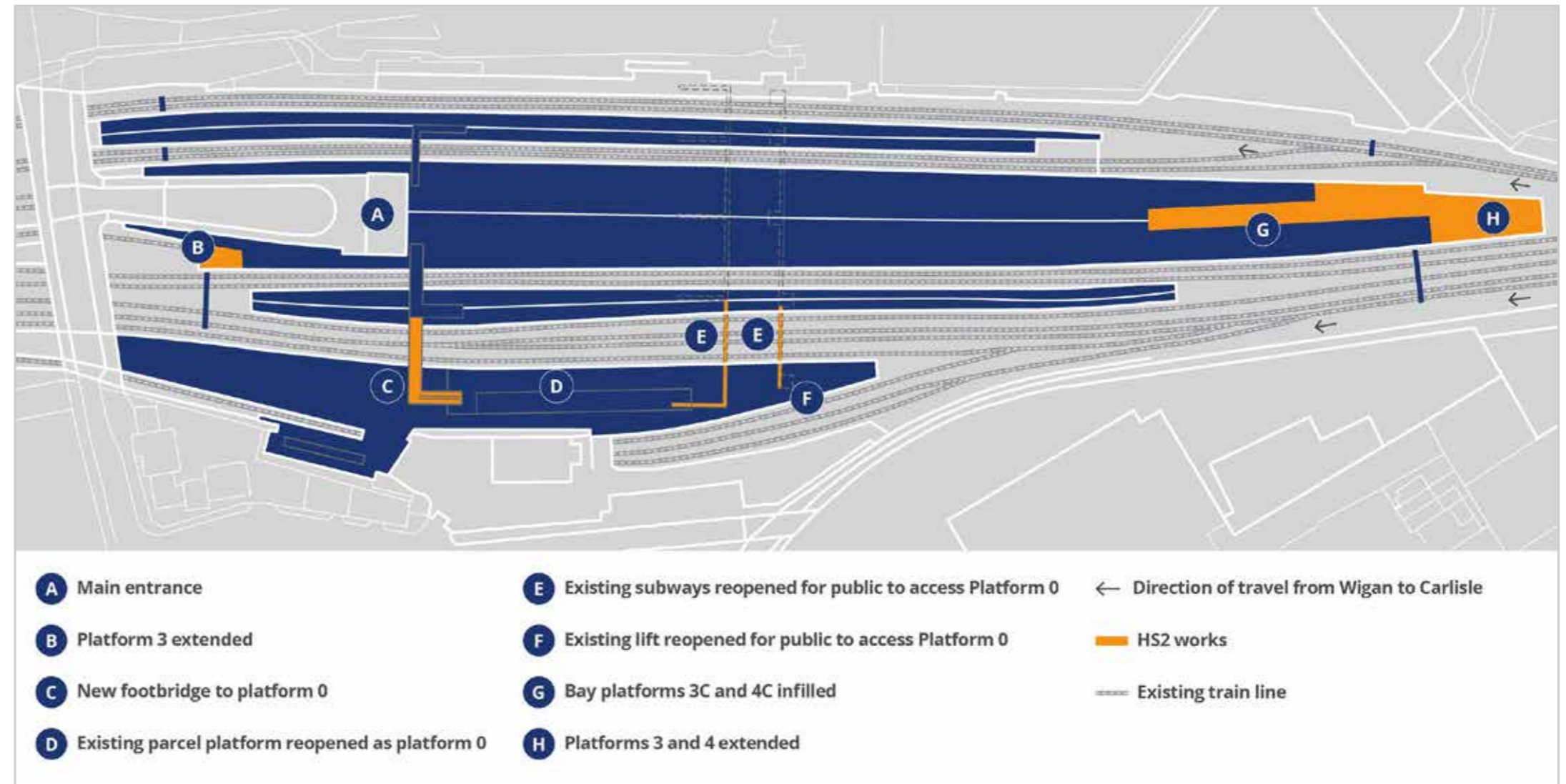


Figure 7.1.2: Preston Station HS2 Proposals © HS2 Ltd

## Proposed development of Preston station to support HS2 services



### Movement

The station is currently served by two entrances, with one being on Fishergate and the other being on Butler Street. The use of these entrances varies between station users, their destination in the City and onward mode of transport.

The Fishergate entrance maintains a forecourt that is served by a taxi rank and a 'kiss and drive' drop-off facility. It is well used by people interchanging with buses on Fishergate and for those heading west and north including to UCLan and County Hall.

The Butler Street entrance provides an access that is used by another taxi rank, drivers parking in the station MSCP (1,025 spaces) and Fishergate car parks (720 spaces), as well as people cycling to the Cycle Hub and people wishing to access the Fishergate Shopping Centre and commercial core to the east. Butler Street also benefits from a 32-space short stay car park (maximum duration of stay of 20 minutes), a taxi rank and train replacement bus services.

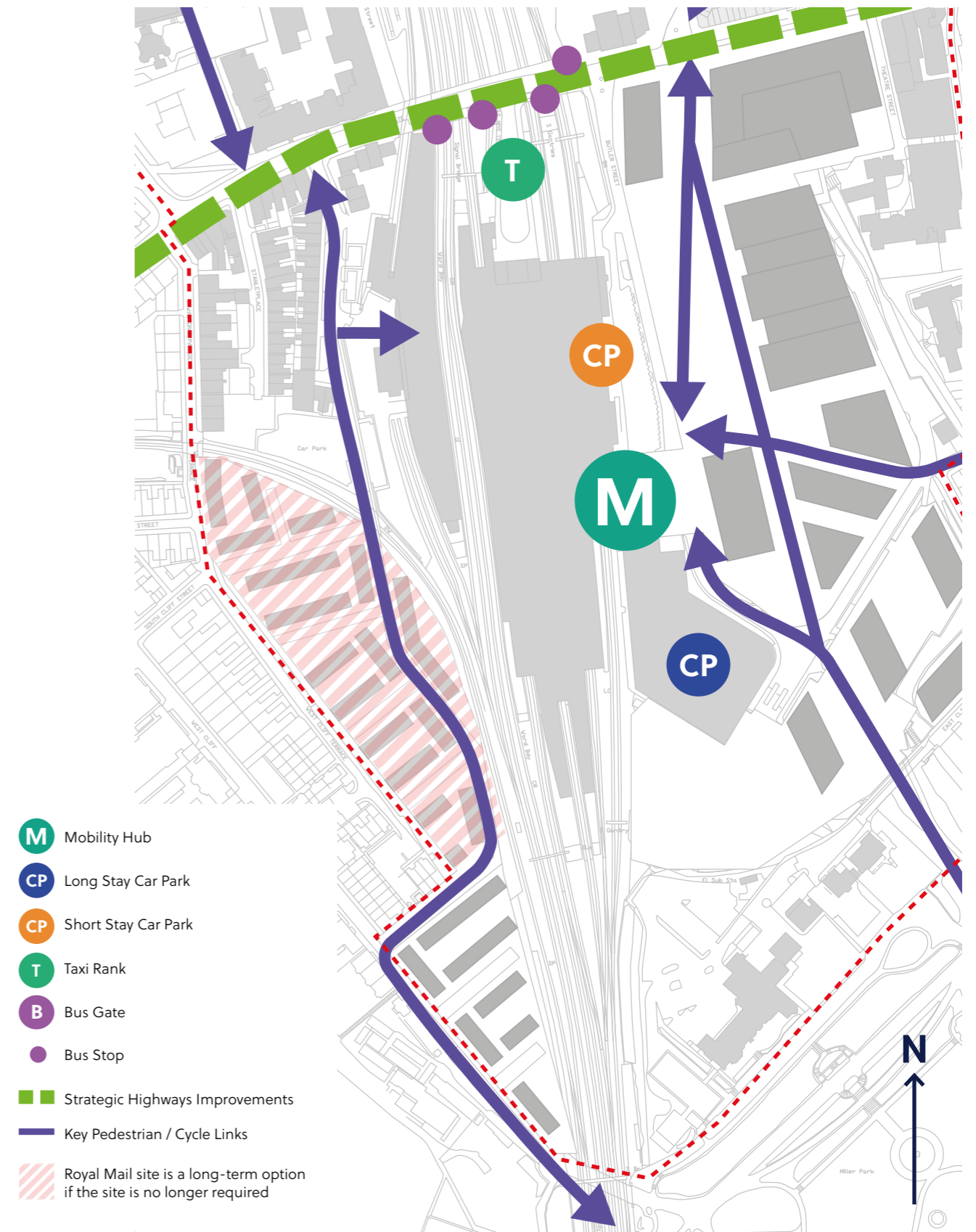
The segregation of travel modes will remain, although enhanced information and signage can be provided within the station and around its perimeter including at the Mobility Hub.

It is proposed that an enhanced entrance on Butler Street will become the new main entrance to the station, being located next to the proposed Mobility Hub and leading to a public square with active travel routes to Fishergate, Winckley Square and Avenham Park. The removal of shopper car parking and the provision of interceptor car parks on the approach to the station will help to reduce traffic flows on Butler Street, making it a pleasant environment for pedestrians.

A third entrance to the station could also be provided onto Christian Road in the long term to serve Station West.

Within the station itself there is a need to improve circulation. This includes increasing the capacity of footbridges and subways and enhancing routes for disabled people. With the opening of a western entrance there is also scope to enhance the overall permeability of the city, providing an alternative means of crossing the Station Quarter in an east - west direction other than the Fishergate Bridge.

Figure 7.1.3: Preston Station Transport and Movement Strategy



## Land Use

As well as a gateway to the city, the station should be a destination in its own right. In order to provide for the needs of passengers and enhance the customer user experience there is a need to ensure the provision of high quality passenger facilities as part of any future investment in the station. In addition to improved accessibility, ticketing/information, waiting and catering facilities for passengers, consideration should also be given to workspace and meeting facilities for small businesses, to cater for more flexible and collaborative working styles

## Built form and Identity

The station was opened in 1838 by the North Union Railway, and extended in 1850 by the East Lancashire Railway. Today, the station is Grade II listed, retaining many of its original features. Any works to the station itself will need to be sensitive to the character and form of the station, whilst creating a high quality 21st Century travel experience for all users.

## Public Realm

It is proposed to transform the eastern entrance of the station by creating a major arrival space. This open, inviting plaza should form a nodal point for new and enhanced pedestrian routes between the station and city centre. Alongside a new western entrance, it is also expected that an arrival and orientation space will formed on Christian Road.



# 7.2 Station East

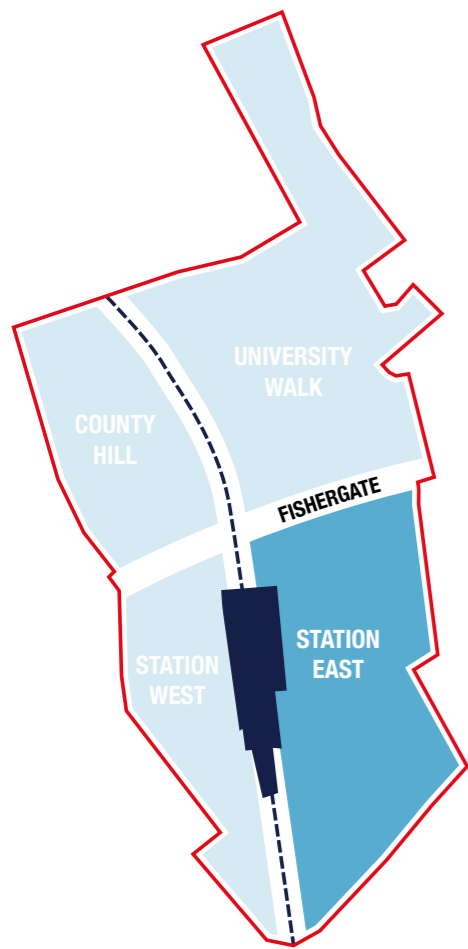
## Context

The area to the east of Preston Station offers significant potential to create a truly fitting gateway to Preston City Centre. Formed around an enhanced eastern entrance to the station, the scale of the area and the limited number of ownerships involved offers great potential to bring forward a comprehensive scheme that could act as a catalyst for the wider regeneration of the Station Quarter. Facilitating the development of the area, working with the owners of the Fishergate Centre, will be an early priority of LCC and PCC.

Figure 7.2.1: Station East Scope Area



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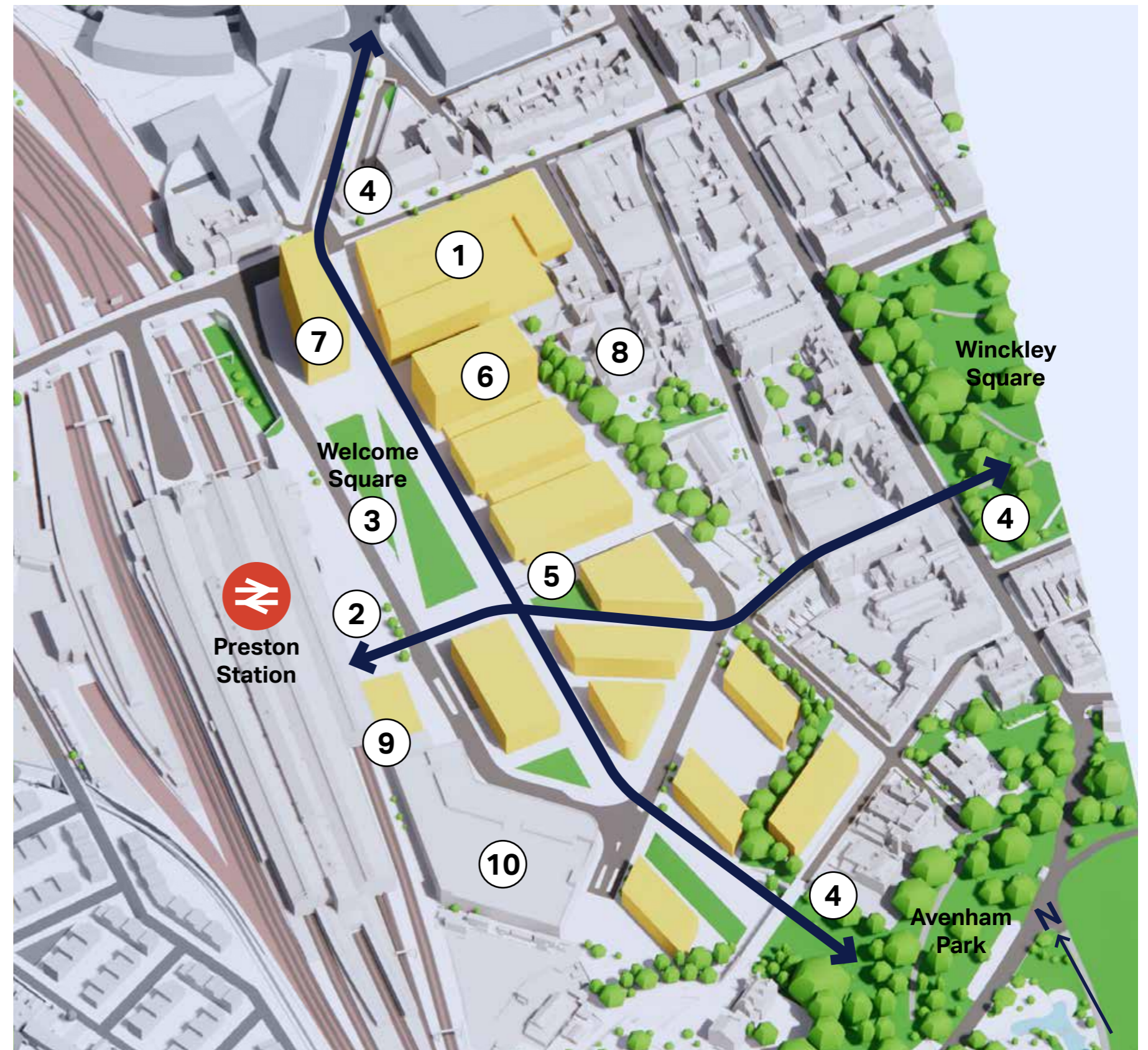


## Development Objectives

Figure 7.2.2 provides an illustration of how the redevelopment of Station East could be realised. The development objectives are:

1. Comprehensive redevelopment of the Fishergate Centre and existing surface car parks to form a transformational city quarter with a strong sense of place, orientated around the Butler Street station entrances and a new public square.
2. Enhancement of the station's eastern entrance, potentially including relocated ticketing facilities, reflecting this key linkage to the city centre.
3. Creation of a high quality arrival space (public square) associated with the station entrance.
4. New and enhanced pedestrian linkages through the area, connecting the station entrance Fishergate, Winckley Square and the parks.
5. Creation of a street network that connects into the wider street pattern, enclosed and defined by strong building frontages and high quality design.
6. A mix of uses within Use Class E, with a significant cluster of Grade A office accommodation focused around the station entrance and residential uses towards the south.
7. Development of scale around the new public square and opportunities for tall buildings at the junction of Fishergate and Butler Street (with due consideration given to the impact on local views and designated heritage assets).
8. Retention and refurbishment of the listed St Joseph's Orphanage.
9. Creation of a Mobility Hub building upon the existing Cycle Hub.
10. A balanced approach to ensuring sufficient car parking is provided whilst alternative modes of transport become more attractive than the car.

Figure 7.2.2: Station East Masterplan Vision



### Land Use

The Fishergate Centre and its associated surface car park are allocated within the Primary Shopping Area, but it is acknowledged that the nature of retail is changing. The expectation is that whilst there will still be active ground floor retail uses on key frontages, the overall quantum of development within Station East will be biased towards other main city centre uses that come under Use Class E. The full or part redevelopment of the Fishergate Centre for mixed-use buildings will therefore result in a reduced number of retail units and increased opportunity for leisure, food and beverage, and conferencing facilities alongside hotel and apartment uses on upper levels.

There is also a particular aspiration to form a cluster of Grade A commercial office accommodation in Station East, with occupiers benefitting from commuter access via train and bus and the station entrance arrival space providing the 'front door' to the development. This could be complemented by a mixture of ancillary retail / leisure / food and beverage amenities at ground / first floor level to activate the public realm and routes connecting to other city centre destinations. It is expected that the quantum of office development will need to be flexible, allowing for a mix of individual office buildings and grouped blocks with common concourse areas able to accommodate a larger corporate or public sector user.

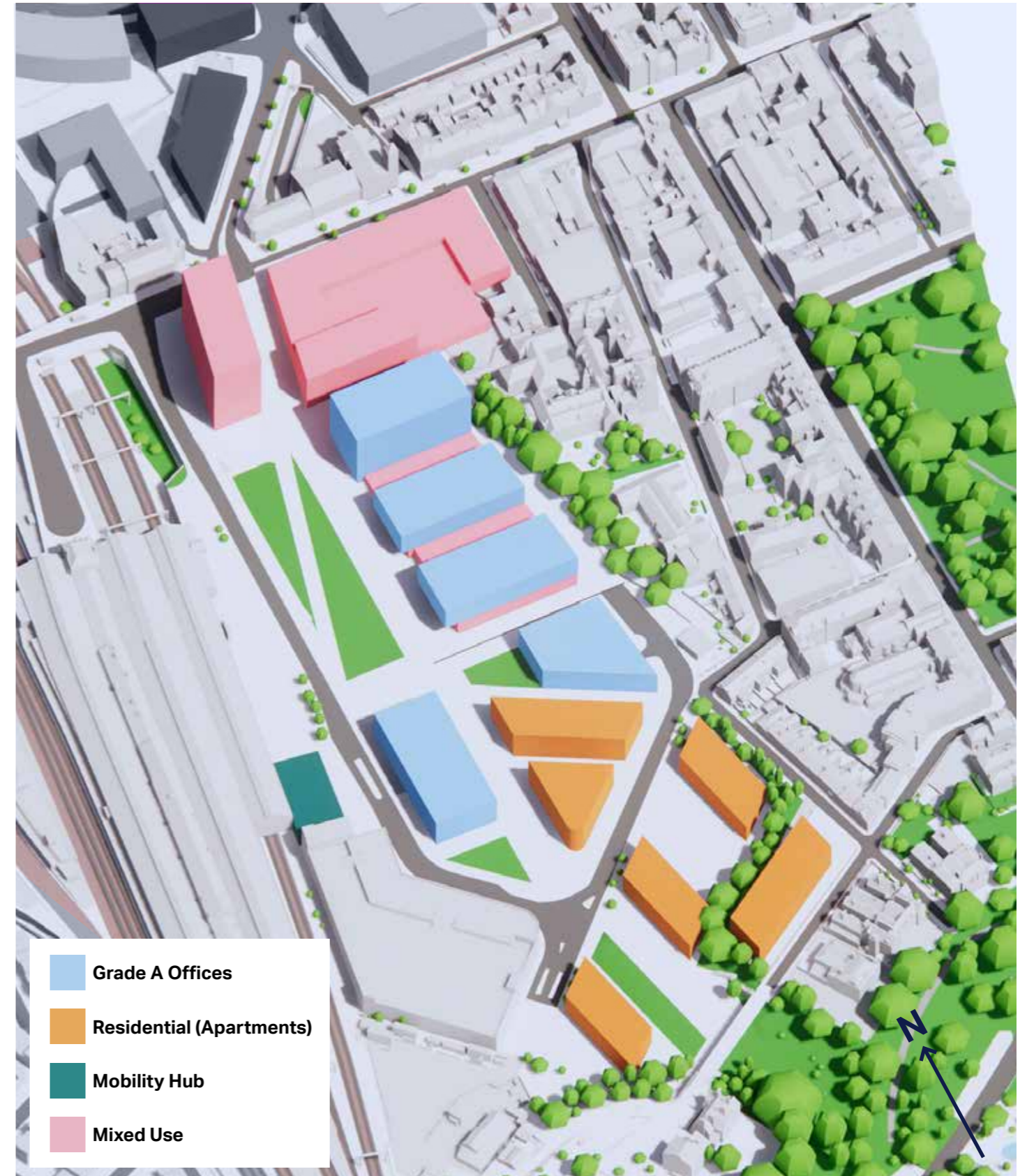
Educational or innovation space would sit well alongside offices, complementing the occupants and acting as an additional draw and could well be linked to UCLan, bringing this important Preston brand to this prime city gateway.

In the southern part of the site it is considered that city centre living, including the potential for high quality housing should mix well in this locality, complementing the adjacent Avenham neighbourhood and benefitting from linkages to Avenham and Miller Parks and the riverside.

Figure 7.2.3 provides an illustration of the broad pattern of proposed uses with a mix of uses south of Fishergate leading to a central office quarter and residential uses to the south.

Acceptable uses	Use Classes
Offices	Class E
Retail	Class C1
Leisure	Class C3
Food/beverage	Sui-generis (MSCP, Conferencing, Pubs and Drinking Establishments)
Residential – Apartments	
Hotel	
Conferencing	
Health	
Multi Storey Car Park	

Figure 7.2.3: Station East Illustrative Land Use Mix



- Grade A Offices
- Residential (Apartments)
- Mobility Hub
- Mixed Use



### Movement

Station East provides a great opportunity to meet many of the core transport principles. This begins with the two existing station accesses onto Fishergate and Butler Street. It is proposed that the Fishergate access maintains its use by taxis, for drop-off trips and by bus passengers, with the focus for other modes shifting to the east with the creation of a public space and Mobility Hub. The Mobility Hub will build upon the existing Cycle Hub, creating opportunities for people to easily interchange between modes of transport, including passengers who wish to travel across the city.

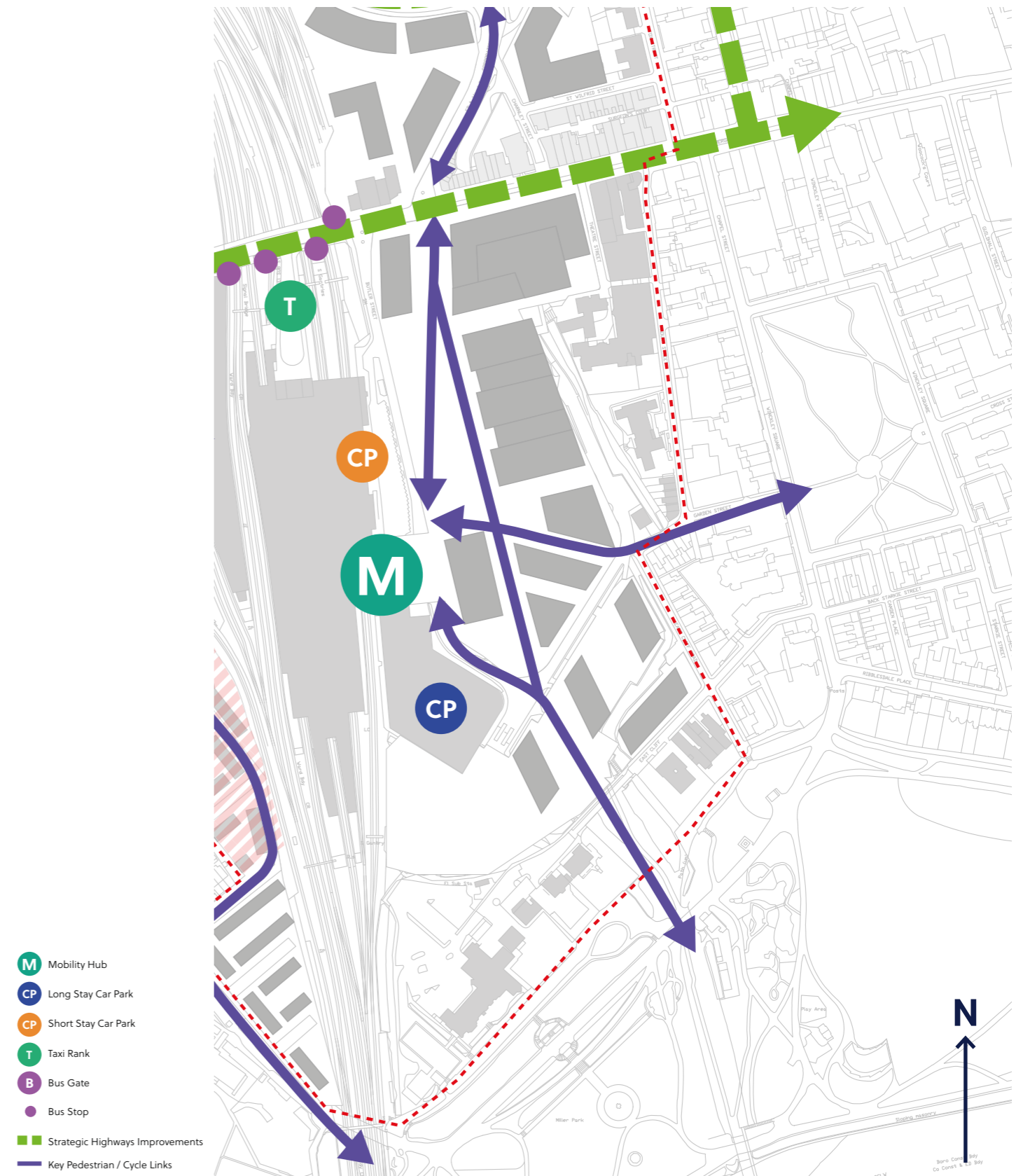
The Mobility Hub will also assist in transforming the station into a destination in its own right. In addition to hiring bicycles, e-bikes, e-scooters, using a car club or charging an electric vehicle, facilities will be available for pedestrians or cyclists to have a shower, use a waiting room, buy a coffee or use a shared workspace. Furthermore, the Mobility Hub will become the focus for active travel in the city centre, with important linkages being created to the north, east and south. These routes will run from the Mobility Hub to Fishergate, to Winckley Square via Garden Street and through to Avenham Park under Vicar’s Bridge.

Whilst over 700 parking spaces will be lost as a result of development on the Fishergate Shopping Centre car park, a suitable balance can be achieved if some public car parking can be provided within the proposed commercial and residential development, noting that car park free residential and commercial development may be acceptable taking into account the location and accessibility of Station East.

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 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. Although 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.

Furthermore, with passenger numbers expected to increase, it is proposed that the 1,025 long-stay car parking spaces found in the station’s multi-storey car park will remain. However, as a result of a possible change to train passenger numbers as a result of changing work practices, it is hoped that some of the long stay car parking could become permanent short stay car parking.

Figure 7.2.4: Station East Transport and Movement Strategy



## Built form and Identity

The full or part redevelopment of the Fishergate Centre and associated surface car parks offers an incredible opportunity to form a new high quality addition to the built fabric of the city centre. Focused around the arrival to the city centre from the Butler Street station entrance, there is a need to create a strong sense of place. The development site provides the scope for truly transformational development and design should be of the utmost quality, signalling a fresh, contemporary image of the city centre.

The comprehensive development of this area should focus on creating a new grid of open streets and spaces that connect into the wider street pattern and new / improved desire lines. This should be complemented by new buildings that promote the continuity of street frontages and the enclosure of spaces to clearly define public and private areas.

The main focal point will be a substantial civic square enclosed by a cluster of office buildings on its eastern frontage. As a series of buildings they should read as one development with a strong sense of group value through a coordinated approach to layout, scale, massing and materials that should extend to the mixed use area to the north. There is scope to deliver buildings of scale, the site at the corner of Fishergate and Butler Street in particular occupies a landmark position, but consideration will need to be given to the setting and key views of the Grade II listed St. Joseph's Orphanage Complex and Winckley Square Conservation Area.

The residential element to the south of the character area should also have a strong identity. Whilst the design approach will be contemporary, there is a need to acknowledge the wider context, which includes a number of heritage assets and the domestic scale of properties on East Cliff Road. Notwithstanding the need for sensitivity there will be some scope for taller buildings, particularly to define the gateway between the parks to the south and the wider development to the north.

- 1 Metaswitch HQ, Enfield
- 2 Atria, Edinburgh
- 3 One Angel Square, Northampton
- 4 Hyatt Regency Hotel, Manchester
- 5 ITREZ, Glasgow



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## Public Realm and Nature

Welcome Square is the main focus of Station East and is conceived as a linear open space forming the point of arrival to the city centre from Preston Station and a nodal point between new streets linking Fishergate (and University Walk beyond) to the north, Winckley Square to the east and the parks to the south. Given the desire lines afforded by a new grid of streets and the continuity of active frontages at ground floor, this area is regarded as being an active well-used public space on natural lines of travel and with good passing and natural surveillance.

The public realm should be of a quality befitting the status of this development and its connections into the high quality environment of Fishergate. A neutral palette of hard materials with a pedestrian priority aesthetic that tie into Fishergate will help create a cohesive public realm identity. Variation within the palette in key locations will help define areas of importance and building thresholds.

In addition to hard surfaced areas, it is envisaged that Welcome Square and its wider environs (particularly connections to the parks) should have substantial provision for green infrastructure and SUDs. Whilst Welcome Square itself is conceived as primarily an urban environment, street trees and ornamental planting should provide green infrastructure and reduce heat island effects.

Lighting, formal and informal seating, sculpture, water features and signage will offer opportunities to create a legible and memorable public realm at this key arrival point. Positive articulation of topography using steps, ramps and terracing integrated into the public realm design should create an accessible quarter and improve the dialogue between buildings and the public realm.



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- 1 Manchester Science Park
- 2 Manchester Business School
- 3 Blackburn Cathedral Quarter
- 4 Exchange Square, Manchester
- 5 Cathedral Gardens, Manchester

## 7.3 University Walk

### Context

University Walk is currently an area of mixed activity focused on Corporation Street, which provides a direct connection and key desire line between the station and UCLan's campus. Whilst strong areas of townscape fabric exist on Fishergate and towards the upper section of Corporation Street, much of the urban fabric is poor quality and ill-suited to what should ideally be an intense urban corridor between UCLan and the station. There is great opportunity to re-imagine low intensity uses and create an enhanced urban quarter befitting this central location. Working with UCLan, landowners and developers the aspiration is to form an Innovation District with UCLan being the anchor institution to a wider agglomeration of education, enterprise and commercial activities.

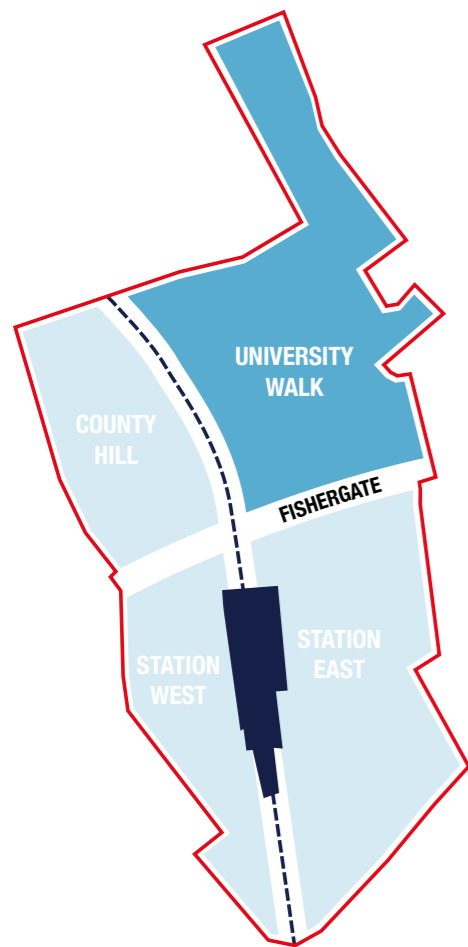


Figure 7.3.1: University Walk Scope Area



## Development Objectives

Figure 7.3.2 provides an illustrative vision of how the redevelopment of University Walk could be realised. The development objectives are:

1. The comprehensive redevelopment of the area between Fishergate and Heatley Street to create a seamless high quality urban environment that forms a strong relationship between the station and UCLan.
2. Highway works on Corporation Street as well as its interface with Ring Way to create a more comfortable and desirable walking and cycle route from Fishergate to Adelphi Square, complementing the enhancements to Friargate.
3. Improvements to the public realm of Corporation Street to create an attractive setting, building on the enhancement of Fishergate, Friargate and the new Adelphi Square.
4. Improvements to the wider public realm including enhanced pedestrian priority and new open spaces to create a campus environment.
5. A focus on education, enterprise, health and commercial uses with active frontages on Corporation Street that showcase activity and open innovation.
6. Development of new high quality buildings within perimeter blocks that enclose, frame and animate Corporation Street.
7. New buildings of scale alongside Ring Way (up to seven storeys) with sufficient public realm and pedestrian circulation at street level.
8. Retention and refurbishment of heritage buildings on Corporation Street.
9. A balanced approach to ensuring sufficient car parking is provided whilst at the same alternative modes of transport become more attractive than the car.

Figure 7.3.2: University Walk Masterplan Vision



### Land Use

It is expected that education, enterprise and commercial uses will form a core part of the land use mix. This could include new accommodation for UCLan and complementary activity, shared workspace and centres for innovation and commercialisation. With these being the anchor uses they should ideally have prominence on Corporation Street and Ring Way.

Alongside these main uses, a range of complementary activities should provide amenity and social opportunities and contribute to a vibrant urban environment. In particular, ancillary retail / leisure / food and beverage uses at ground floor level should activate frontages on Corporation Street. There is also scope for a proportion of residential and hotel uses to form part of the mix, provided these do not dominate the overall balance of uses.

Figure 7.3.3 provides an illustration of the broad pattern of proposed uses with a focus on Education, Enterprise and Innovation uses facing on to Corporation Street and Ring Way.

Acceptable uses	Use Classes
Retail	Class E
Leisure	Class F1(a) Provision of education
Food/beverages	Class C1 Hotels
Education	Class C2 Residential Institutions
Business – enterprise, innovation and managed workspace	Class C3
Health	Sui generis (Pubs and Drinking Establishments)
Residential (as part of mixed use schemes)	

Figure 7.3.3: University Walk Illustrative Land Use Mix



### Movement

University Walk provides a focus for educational and innovation uses along the Corporation Street corridor, creating a busy active travel route that can make use of the proposals already being progressed by the county council. Not only do these provide enhanced walking and cycling facilities, they also propose the diversion of bus services from Friargate which is to be partly pedestrianised.

The end result will be a dynamic and attractive corridor that will better link UCLan with the station and other commercial development to the south. This corridor would also benefit from improved cycle facilities along Marsh Lane, linking University Walk with County Hill. Cyclists are only provided with separate westbound infrastructure, and the environment could be improved for pedestrians and cyclists as Marsh Lane passes underneath the railway.

The provision of additional public car parking in this area needs close scrutiny, because of the university's increasing demand for car parking and the loss of 175 spaces that will occur as a result of the proposed development mix. Again, a balance needs to be reached to ensure sufficient car parking is provided whilst at the same time alternative modes of transport become more attractive than the car. Available alternatives within the UCLan Travel Plan should be promoted



Physics of Medicine, Cambridge University

Figure 7.3.4: University Walk Transport and Movement Strategy



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### Built form and Identity

The successful integration of this area into the fabric of the city centre requires a specific focus on Corporation Street and the area between Heatley Street and Fishergate. The aspiration is to form a seamless urban street with a strong sense of continuity and enclosure, framed by new high quality buildings. There is an opportunity to create a prestigious setting that showcases innovation and enterprise and this offers considerable creative potential in terms of architectural form, design and materials. In particular there is scope to showcase activity and 'open innovation' through transparent ground floor spaces.

The existing street structure should define a series of perimeter blocks. These should address and enclosure adjacent streets with Ring Way, in addition to Corporation Street, providing a high profile frontage that demands a fitting response. There is scope for buildings of scale alongside Ring Way (up to seven storeys) to form landmarks but a corresponding need to ensure new buildings do not overpower the public realm by providing sufficient circulation and spill out space at street level.

New buildings should respond in scale to the more intimately scaled heritage buildings on Corporation Street, Fishergate and the Grade II listed Hosiery House. Those on Corporation Street have refurbishment potential, offering scope to bring currently vacant buildings back into use and enhancing those that have been insensitively altered over time.



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- 1 *Strathclyde University TIC*
- 2 *University of Strathclyde*
- 3 *Manchester Business School*
- 4 *University of Roehampton Library*
- 5 *Wrexham Park Hospital*



## Public Realm and Nature

Corporation Street should read as a seamless high quality space from Fishergate to Adelphi Square, similar to proposals being taken forward for Friargate. This should tie into the palette already established on the southern section of Corporation Street to create a legible and consistent route. Highway works associated with the downgrading of Ring Way will be critical to enhancing this connection, creating more direct and easily navigable road crossings and widened pavements.

Alongside enhancements to pavements and surfacing, new lighting, signage and green infrastructure should be incorporated into the public realm to elevate the overall quality and character of the environment. This will also aid way-finding, with gateway features such as portals and outdoor artwork providing further opportunities to define a sense of place and aid navigation at key junctures.

In addition to enhancing the linear connectivity of Corporation Street, there is also a need to ensure a balance of break-out / dwell space along the route. This will create variation and interest but also allow greater scope for spill out and animation. One such opportunity is the junction of Corporation Street and Heatley Street, which utilising the current parking area is identified as a new urban space (Heatley Place). To create a sense of place and identity this should incorporate features of interest, potentially public art, seating and green infrastructure. There may also be scope to re-imagine Heatley Street itself as a pedestrianised public space, especially east of Corporation Street alongside UCLan's Livesey House.

Falkland Yard is identified within the core of the redeveloped area south of Ring Way and west of Corporation Street. This is proposed to create a focal point to the development block, forming an intimate urban space that could also incorporate green infrastructure.

- 1 Manchester Science Park
- 2 Clanbrassil Street, Dundalk
- 3 Halkin Arcade, London
- 4 Westgate Centre, Oxford
- 5 Guildhall, Exeter



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# 7.4 County Hill

## Context

The imposing County Hall buildings on Fishergate Hill are the focal point to this character area, which includes the main offices and meeting place for the county council as well as Preston Registration Office and Lancashire Archives. The rest of the site (accounting for approximately 50% of the area) is currently used for surface car parking. Following the impact of the COVID-19 pandemic and changes in work patterns there is scope to reconsider this area, most specifically the opportunity to reduce and consolidate car parking in order to better utilise land for other activities. Facilitating the development of the area, working with LCC should therefore be a key priority of the city council and its partners.

Figure 7.4.1: County Hill Scope Area



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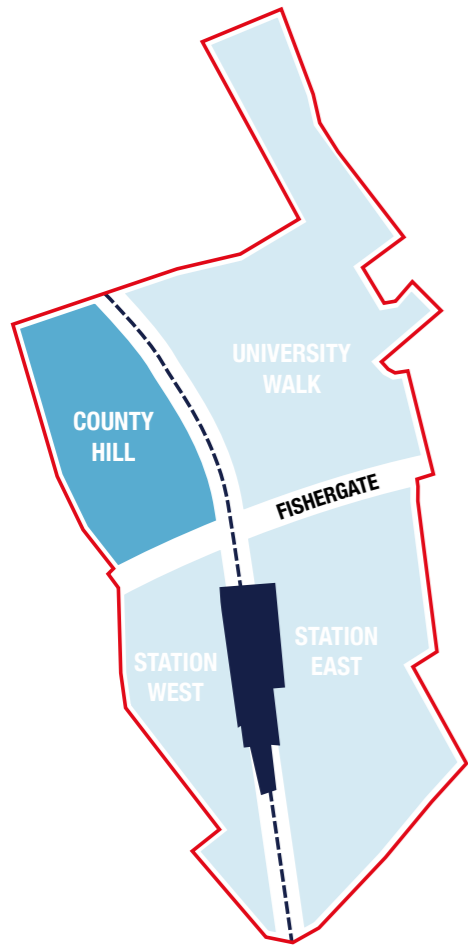
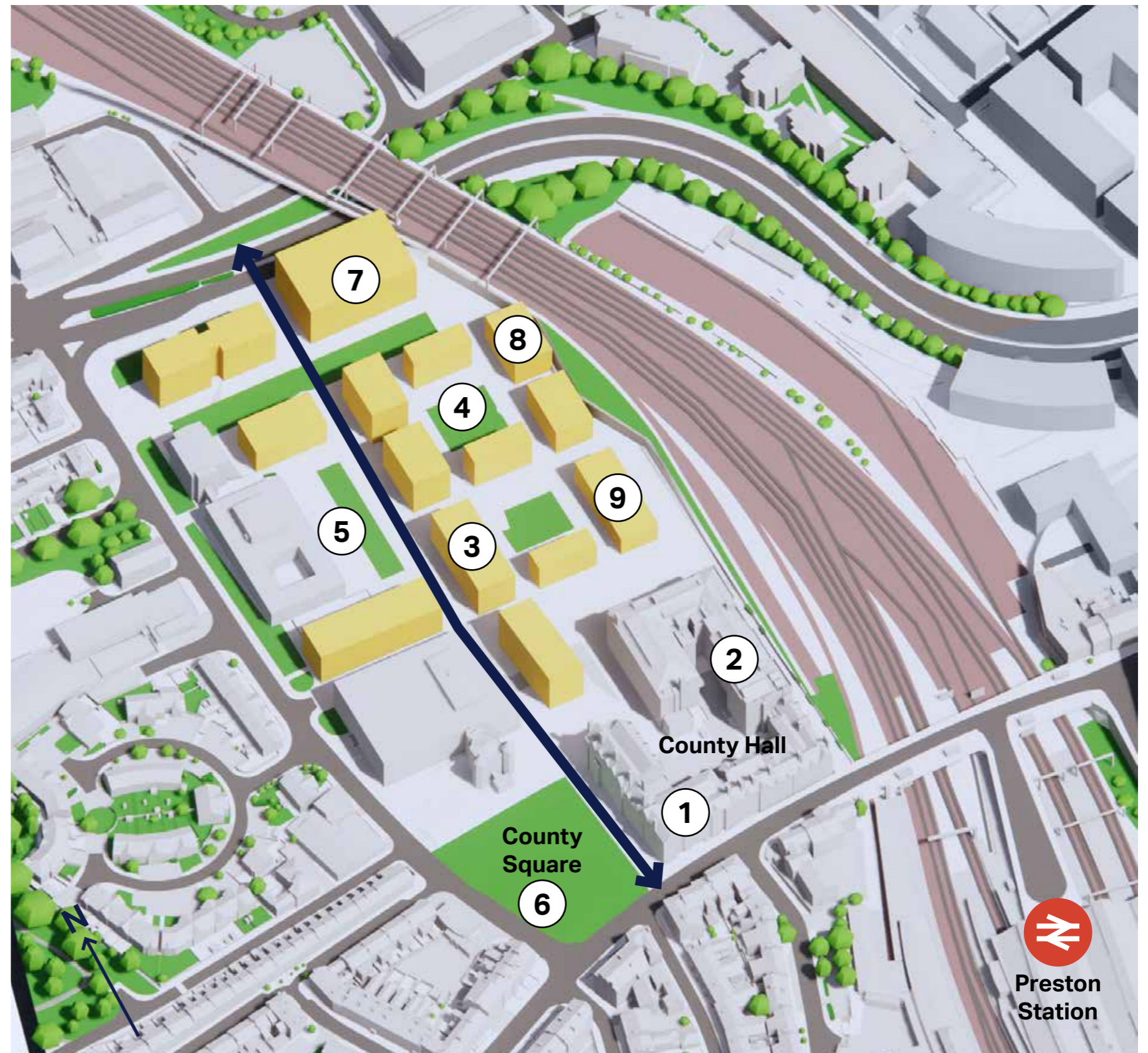


Figure 7.4.2: County Hill Masterplan Vision

## Development Objectives

Figure 7.4.2 provides an illustrative vision of how the redevelopment of County Hill could be realised. The development objectives are:

1. The ongoing occupation of the area by the county council alongside the consolidated use of land to introduce new uses and form a new urban quarter.
2. The retention of the historic county hall complex and the sensitive refurbishment of buildings as necessary to sustain their use over the long term.
3. New uses to be biased towards housing and ancillary amenities.
4. Development of new high quality buildings within perimeter blocks that enclose, frame and animate a grid of open streets and respond to the setting of heritage assets.
5. New streets designed to create a pedestrian focused campus environment including provision of a spine route through the site connecting Fishergate and Marsh Lane.
6. Creation of high quality open spaces as part of the restructuring of the area including the formation of a pocket park on the corner of Fishergate Hill and Bow Lane.
7. Consolidation of existing car parking and new requirements generated by the development in a new multi-storey car park.
8. Development of scale along the edge of the rail infrastructure, taking advantage of the change in topography to enable panoramic views and vistas across the city and conceal back-of-house or infrastructural uses against the bridge.
9. Sensitive development at an appropriate scale in the vicinity of the existing County Hall complex so as not to detract from its historical and architectural significance.



### Land Use

The ongoing occupation of the County Hall buildings by the county council is expected, with the dominant uses continuing to be offices and non-residential institutional uses such as the county archives. Should this change in the future then conversion into business space, hotel and residential as part of a wider mixed use city centre neighbourhood would be considered suitable uses.

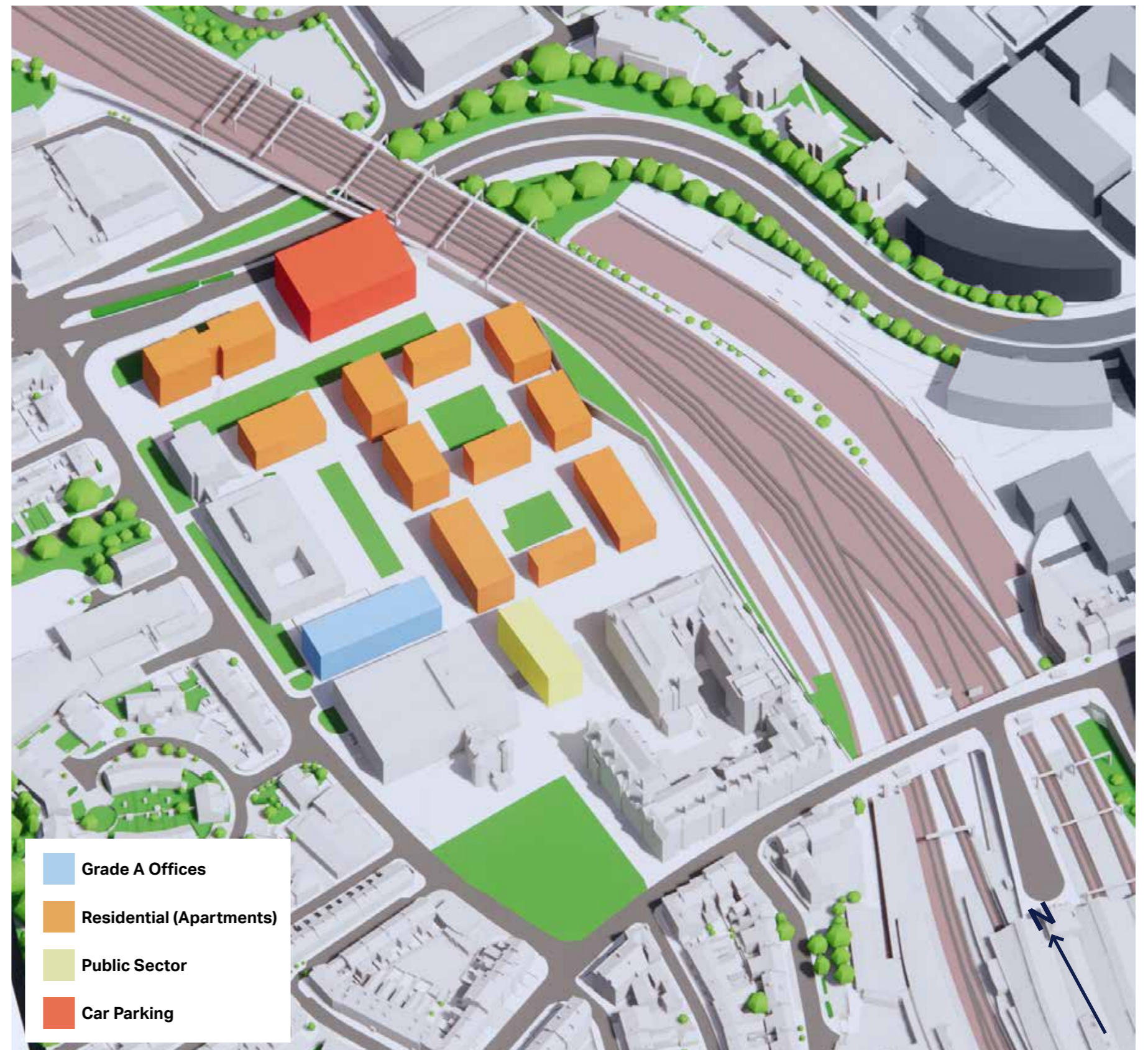
The surface car parks north of County Hall provide a significant site for a comprehensive development of several buildings that create a distinct neighbourhood, potentially with other ancillary uses to provide social infrastructure. Perception wise, the Fishergate site is an attractive city living destination, being centrally located adjacent to the station and its future HS2 provision but with proximity to UCLan and the new office development.

The residential perimeter blocks should be scaled appropriately so as to take full advantage of the changes in level where the train tracks emerge from under Fishergate to bridge over Ring Way and Marsh Lane.

Figure 7.4.3 provides an overview of the intended use classes within County Hill, with office and public sector buildings filling gaps between the existing council offices and residential blocks occupying the remainder of the site.

Acceptable uses	Use Classes
Offices	Class E
Business – enterprise, innovation and managed workspace	Class C3
Residential - Apartments	Class C1
Hotel	Sui-generis (MSCP, Conferencing)
Conferencing	
Multi Storey Car park	

Figure 7.4.3: County Hill Illustrative Land Use Mix



## Movement

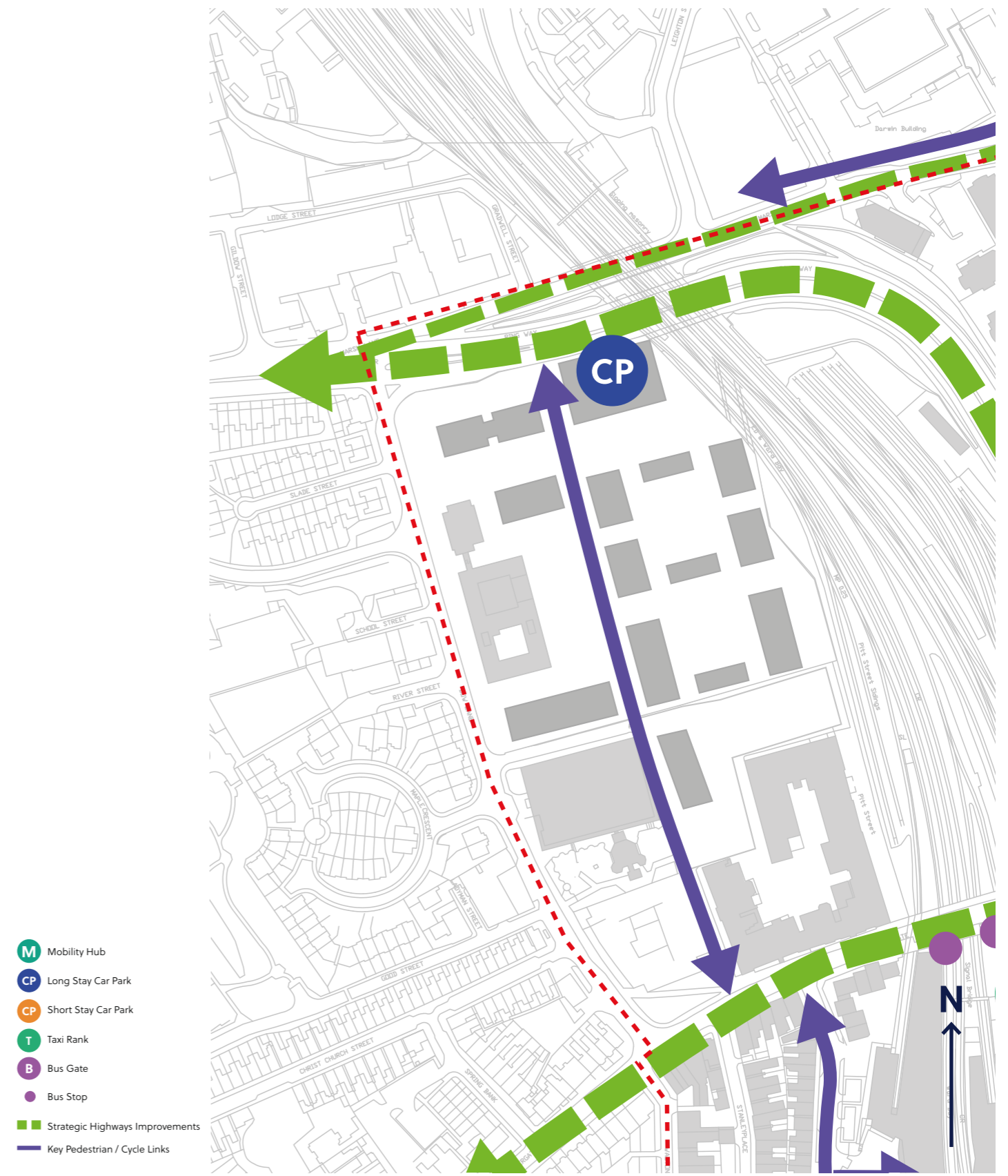
New working practices and travel to work patterns may coincide with a reduction in the demand for car parking, meaning that demand for the more than 600 car parking spaces that are currently freely available to County Hall staff may be reduced. Indeed, a reduction in car parking at County Hill, will allow residential development to the north of the area and to the south of Ring Way.

It is recognised that some car parking will be required to serve County Hall and the surrounding area, and it is therefore proposed that a multi-storey car park consisting of approximately 400 spaces be provided on Ring Way, accessed via Bow Lane. This would serve staff at Lancashire County Council whilst also providing some public car parking that would help to reduce vehicular movements within the city centre to the east by intercepting them on their route. This is likely to require Lancashire County Council to carefully consider their parking policies for staff and visitors as well as their Travel Plan measures to encourage travel by alternative modes of transport. Provision of disabled car parking to serve County Hall, the Registration Service and the Archives will be needed, as will an amount of general car parking for ceremonies undertaken at the registration service.

Active travel linkages will be improved, through the provision of a new north-south route between Fishergate and Ring Way, passing through the heart of County Hill.

Furthermore, making use of the county council's proposals for Ring Way, pedestrians and cyclists will be able to cross Ring Way and make use of an improved Marsh Lane to access University Walk and areas to the east.

Figure 7.4.4: County Hill Transport and Movement Strategy



### Built form and Identity

County Hall is a dominant and recognisable Preston landmark and whilst not listed, its retention is expected. In order to sustain its current use or to accommodate new uses, however, there may be a need for sympathetic conversion of the historic structures and redevelopment of the modern estate. Given the status of the complex and its setting within a Conservation Area, any works will be expected to preserve and enhance the special architectural and historic characteristics of the site with specific attention paid to the form, scale, massing and materials of any new buildings.

With regard to the area north of County Hall, this largely cleared site offers considerable creative potential. Whilst there will be a need to respond to the setting of the adjacent County Hall (including the very prominent elevation to Pitt Street), there is scope to explore new approaches to design and community making. Forming a sense of place based around community well-being and sustainability is a particular opportunity and the basis for this will be a well-considered layout, containing well lit, well overlooked and well managed streets and spaces.

The consolidation of car parking to enable development will require the delivery of a multi-storey car park as an initial phase. The scale and bulk of multi-storey car parks can raise challenges in terms of their impact on skyline and adjacent amenity. This will require consideration to ensure the location, scale and mass of the car park is a positive feature.



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- 1 Canalside, Woking
- 2 80 Atlantic Avenue, Toronto
- 3 Palace View, Lambeth
- 4 Eddington, Cambridge
- 5 Eddington, Cambridge

## Public Realm and Nature

As previously stated, the character of streets and spaces will play an important role in forming a sense of place. The scale of the site offers considerable potential to eliminate vehicles from within the development and form the basis of a pedestrian focused campus environment, designed around the needs of community interaction rather than that of the vehicle. This framework, overlaid with high quality public realm and a strong landscape setting incorporating SUDs and places to meet and play provides an exciting opportunity to create an attractive, sociable and sustainable community.

The aspiration should be to form a grid of walkable and permeable streets and as a structuring element it is proposed to form a new spine route through the site. This would run along the western frontage of County Hall (historically Jordan Street) and continue north through the site. Intersected by cross streets and open spaces, this route would form a key focal point.

Christchurch Place on the corner of Fishergate Hill and Bow Lane is proposed as a new amenity space. Existing mature trees would be retained and surface car parking relocated to create a pocket park. This would not only provide amenity for employees of LCC but also new and existing residents.

Other spaces identified are County Square and Archives Place. These provide a transition between new and existing buildings but also shared amenity spaces.

Bearing in mind the site includes an existing grid of streets and associated underground utilities within these streets, a balance will need to be struck between their retention and any diversions associated with development.



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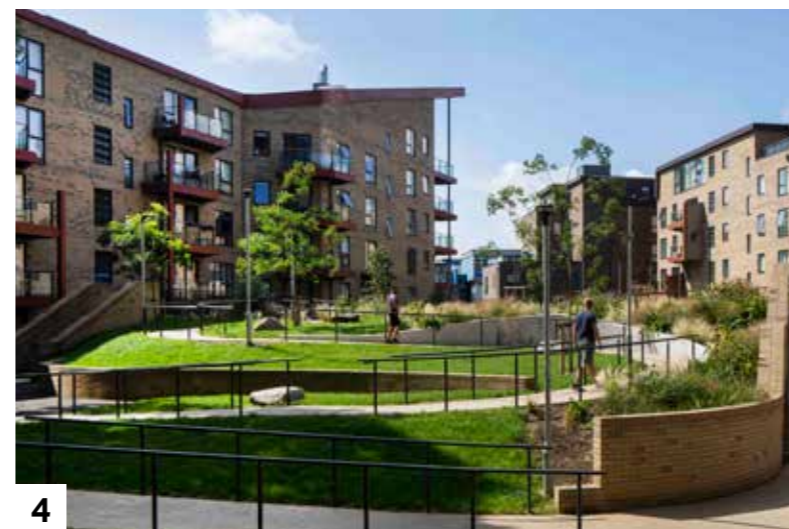
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- 1 *Cornmill Gardens, Lewisham*
- 2 *Manchester Science Park*
- 3 *West Gorton Community Park*
- 4 *Tollgate Gardens, London*
- 5 *Walthamstow Town Centre*

# 7.5 Station West

## Context

Station West includes the former mail platform and modern Royal Mail sorting office, as well as other land associated with rail operations. The future of this area is linked to HS2, with current proposals suggesting the reopening of the mail platform (Platform 0) to provide replacement capacity for the south-facing bay platforms, which would be lost in accommodating HS2. Should this come forward there would be scope to form a western entrance and enhanced connectivity across the railway line through new and extended subways and footbridges.

The timeframe for the delivery of HS2 necessitates a degree of patience with regard to realising the development potential of Station West. Working with partners to realise this significant opportunity for the city and understanding any wider land requirements to service an enhanced railway will be a priority, including understanding implications for Royal Mail's existing operations, as well as any theoretical scope for the long-term redevelopment of its site.

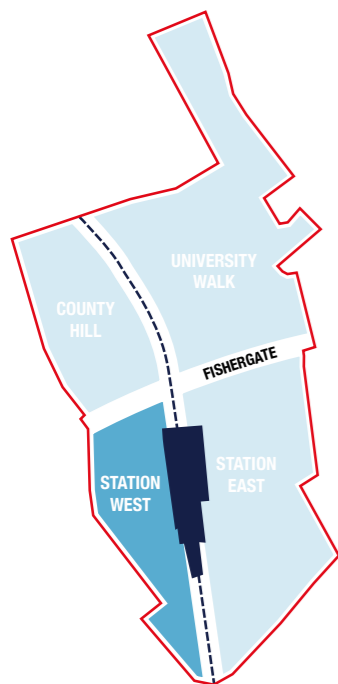


Figure 7.5.1: Station West Scope Area



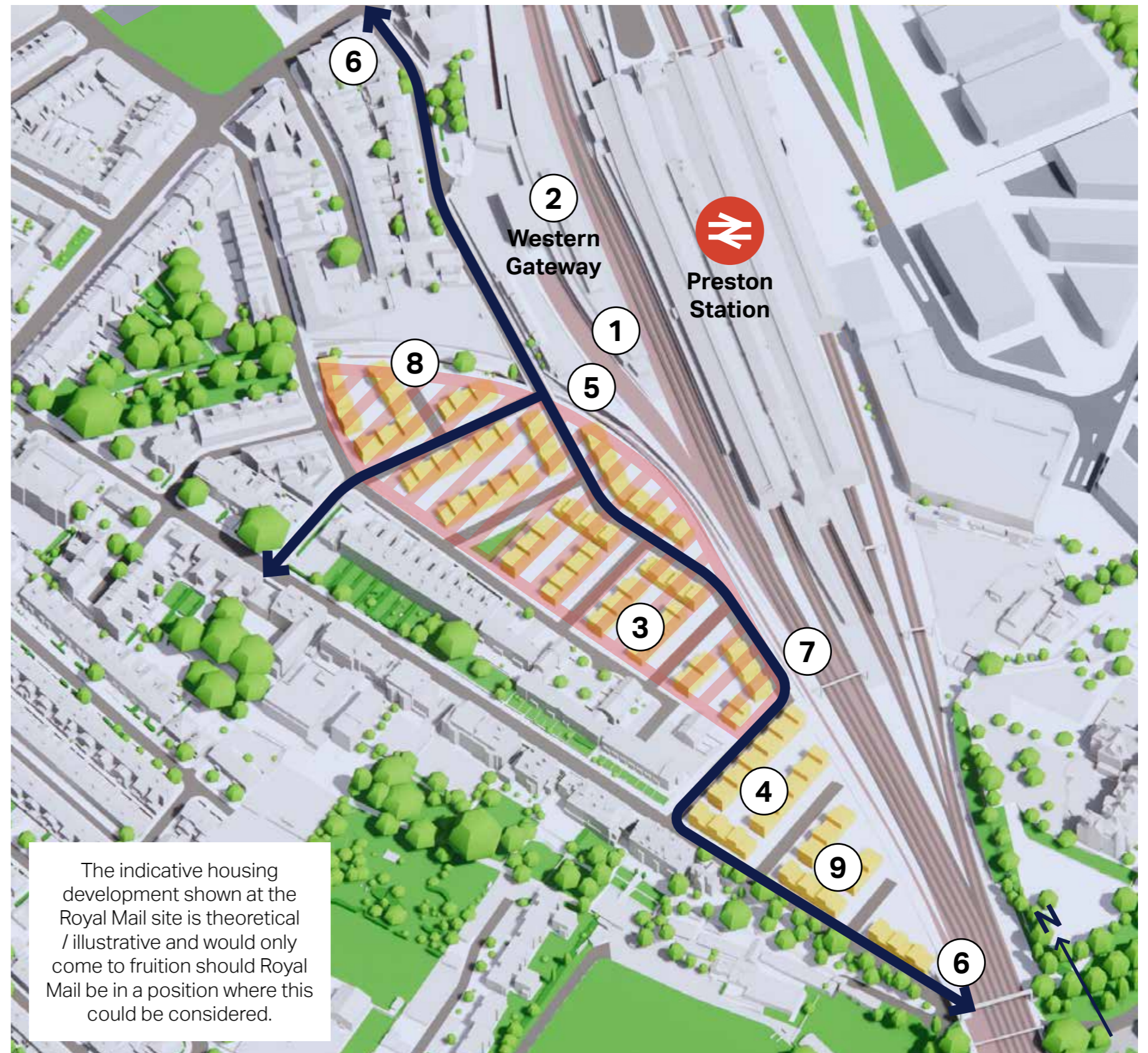


### Development Objectives

Figure 7.5.2 provides an illustrative vision of how the redevelopment of Station West could be realised. The development objectives are:

1. Works to Preston Station to accommodate HS2 compatible services at Preston, including use of former 'parcels platforms' for local and regional passenger services.
2. Provision of a western entrance to the station framed by a new arrival space.
3. Flexibility over the long term to redevelop the two main sites currently occupied by Royal Mail and Network Rail for housing. Any long-term redevelopment potential for the site is theoretical/illustrative and would only come to fruition should Royal Mail be in a position where this could be considered.
4. New homes to be of high quality design set within perimeter blocks that enclose, frame and animate a grid of open streets and spaces and respond to the setting of the Fishergate Hill conservation area.
5. Development of a new pedestrian and cycle link between Christian Road and West Cliff.
6. Enhancement of existing pedestrian and cycle routes between Fishergate, Christian Road, West Cliff and the parks.
7. New road network following existing geometry and framing key views of the Park Hotel and County Hall.
8. Retention of the rail line to Preston Docks which tunnels under the site.
9. Strengthening the link between West Cliff and Miller Park by extending the housing provision all the way down the street.

Figure 7.5.2: Station West Masterplan



### Land Use

The requirements of HS2 and future rail operations will be a dominating factor in terms of the future use of land as well as the opportunity for new development in this area. This may include new rail infrastructure and buildings but also ancillary uses such as retail, food and beverage and car parking / mobility uses associated with a third station entrance.

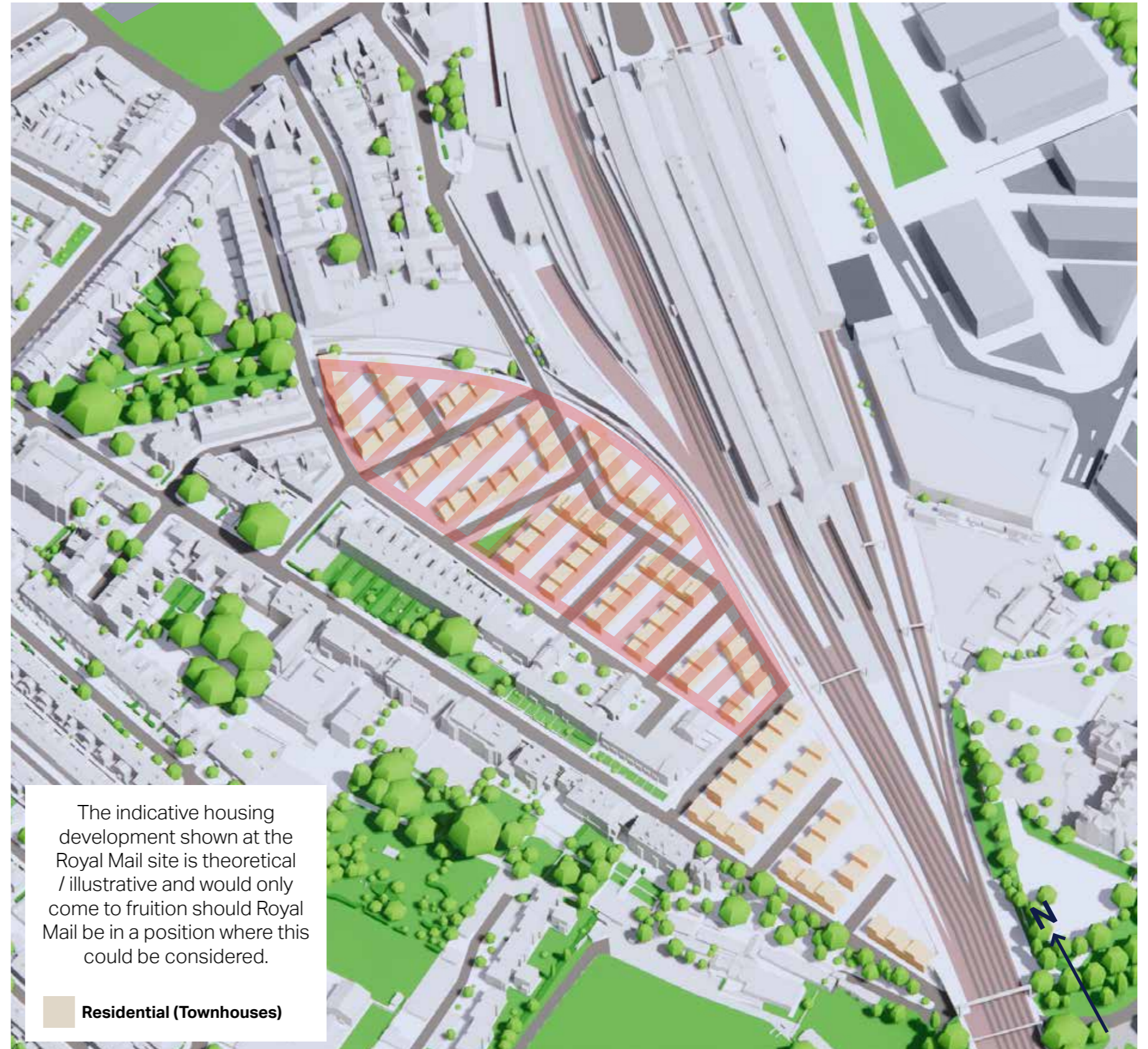
In the longer term, the consolidation of Network Rail operations around the station, alongside a better understanding of the needs associated with HS2, could open up parts of the site for new development.

Any developments should provide a suitable and appropriate density of low-rise houses, creating perimeter blocks where possible and avoiding having new house frontages facing onto existing house backs.

Figure 7.5.3 illustrates the proposed land use, with the new townhouses filling the southern end of the site and the northern area being left as existing for future HS2 and rail related uses.

Acceptable uses	Use Classes
Residential - Townhouses	Class C3
Rail-related infrastructure including car parking	Sui-generis (Rail related infrastructure)

Figure 7.5.3: Station West Illustrative Land Use Mix



The indicative housing development shown at the Royal Mail site is theoretical / illustrative and would only come to fruition should Royal Mail be in a position where this could be considered.

**Residential (Townhouses)**

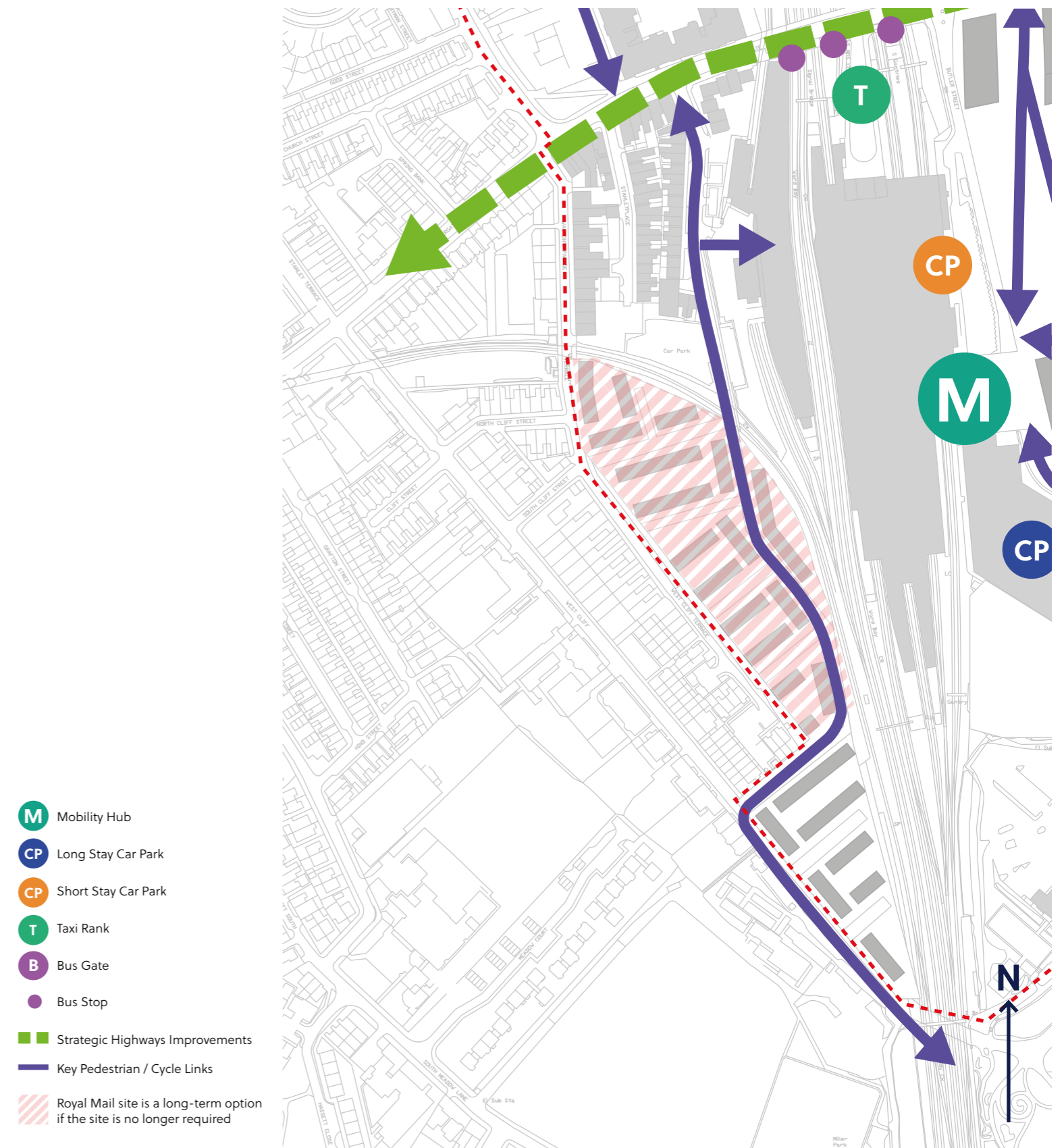
### Movement

The introduction of HS2 and the future local rail services will require the re-use of existing platforms to the west of the station. The development of Station West therefore provides an opportunity to create a new western entrance to the station, creating a more direct link with the residents to the west of the station and south of Fishergate Hill.

Removing this barrier will be further enhanced by the creation of an active travel corridor that links together a new area of residential development with Fishergate Hill to the north and Miller Park to the south, making use of Christian Road.

The link to Miller Park also provides opportunities for residents to the west to access the Guild Wheel cycle route via Avenham Park and gain access to National Cycle Route 62, which runs for over 200 miles between Fylde and Selby in North Yorkshire.

Figure 7.5.4: Station West Transport and Movement Strategy



- M Mobility Hub
- CP Long Stay Car Park
- CP Short Stay Car Park
- T Taxi Rank
- B Bus Gate
- Bus Stop
- ▬▬▬ Strategic Highways Improvements
- ▬▬▬ Key Pedestrian / Cycle Links
- ▨▨▨ Royal Mail site is a long-term option if the site is no longer required

### Built form and Identity

The opportunity to bring the western side of the station into use, poses an interesting opportunity to form a third station entrance. Whilst it would be expected that it would serve mainly the local residential catchment, as a gateway and point of arrival, the design of any structure should respond accordingly to this status. The mail platform is not listed, but forms the wider setting to the listed station and Fishergate Hill Conservation Area, which will also necessitate a sensitive approach.

Any long-term redevelopment of the Royal Mail site for housing should be complementary to the wider residential setting of the Fishergate Hill Conservation Area. This area, characterised by its finely grained street pattern and domestic scale, provides the model for what would be expected to be a development of townhouses and apartments of 2-3 storeys based on a permeable layout of streets and spaces. Whilst other visual cues in terms of materials and rhythm can also provide design inspiration, pastiche should be avoided and new homes should be a contemporary to our times. This should particularly reference sustainability requirements, harnessing the latest technology and construction methods.

Any long-term development shown at the Royal Mail site is theoretical / illustrative and would only come to fruition should Royal Mail be in a position where this could be considered.



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- 1 Eddington, Cambridge
- 2 Sheerwater, Woking
- 3 Timekeeper's Square, Salford
- 4 Trent and Dove, Burton-on-Trent
- 5 The Neighbourhood, Salford

## Public Realm and Nature

Any proposed entrance to the station should also have an arrival space to welcome visitors and aid navigation. Whilst the Western Gateway public space is unlikely to be as grand as Welcome Square, it will provide a focal point and should be high quality. It is envisaged more as a hard surfaced space, providing a seamless connection between the station and the wider area, which will also require public realm works to enhance Christian Road and linkages to Fishergate.

In the long-term, in order to open up the Royal Mail site, which would only come to fruition should Royal Mail be in a position where this could be considered, the extension of Christian Road to form new links to West Cliff, West Cliff Terrace and South Cliff Street is illustratively / theoretically proposed. The character of these streets will play an important role in forming a sense of place and it is conceived that whilst there may be a need for vehicle access, pedestrians and cyclists should dominate.



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- 1 *Canalside, Woking*
- 2 *Manchester Science Park*
- 3 *Walthamstow Town Centre*
- 4 *Timekeeper's Square, Salford*
- 5 *The Neighbourhood, Salford*

