

6

Public Realm Improvements

Improving the quality of the public realm within the new CBD is identified as a major component in delivering the overall vision for the area. Importantly this will be delivered not only through provision in the development sites identified in the previous section but also through improvements on existing highway and adjacent land.

Three areas in particular have been identified where significant public realm improvements are required. They are:

- Railway Station Forecourt / Butler Street / Fishergate.
- Corporation Street / Ringway Junction.
- Fylde Road Roundabout / Corporation Street.

Key for Public Realm plans

- **Bus/Rail Interchange**
- **Improved Pedestrian Crossing**
- **Public Realm Improvements**
- **Shared Surface**

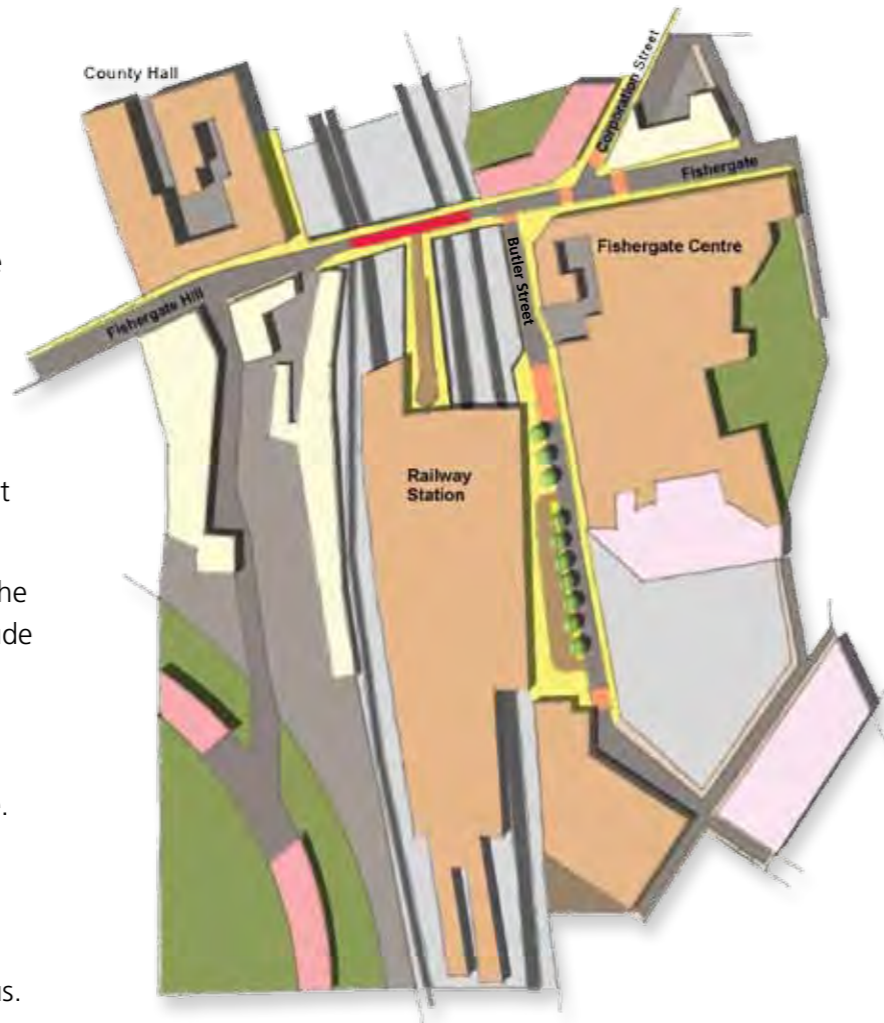
All plans (unless otherwise stated) not to scale and Reproduced from the Ordnance Survey mapping with Stationery Office © Crown Copyright Reserved. Unauthorised reproduction infringes and may lead to prosecution or civil proceedings. Crown copyright Preston City Council. Licence No. 100022151 (2011)

1) Railway Station Forecourt / Butler Street / Fishergate

Although the railway station is an attractive listed building, its environs are poor in terms of their appearance and in failing to integrate the station with the city centre.

A number of opportunities for improvement have been identified these are:

- Improvements to station forecourt and the station entrance on Butler Street to include the creation of new public spaces with appropriate facilities for pick-up and drop-off of passengers. Improvements should include new lighting and signage.
- Improvements to the Fishergate / Corporation Street junction to promote pedestrian accessibility between railway station, the new CBD and UCLan campus.
- Traffic control measures to reduce/remove through traffic using Fishergate.
- Creation of a bus/ rail interchange facility within the vicinity of the railway station to promote integrated public transport use.
- Delivery of improved cycle access to the railway station from wider city centre cycle network.



2) Corporation Street / Ringway Junction

Corporation Street forms the primary route for pedestrians within the new CBD as it links the railway station to all but two of the Key Development Sites and the main UCLan campus. Whilst the redevelopment of the Key Development Sites along its length would create a better quality environment Ringway would continue to act as a major barrier to pedestrian movement without some significant interventions to support pedestrian accessibility. However, improvements to pedestrian accessibility will need to be balanced against loss of capacity on Ringway.

The opportunities for improvement that have been identified to resolve this issue are:

- Traffic control measures to reduce/remove through traffic using the southern section of Corporation Street.
- Remodelling of Ringway to enable the construction of new in-line wide pedestrian crossings to give a direct physical and visual link across this major traffic route on the key pedestrian desire lines.
- Create new areas of additional public space within the existing highway to deliver wider pavements and new areas of tree planting that together with the new development will give a defined edge to Ringway.
- Realignment of junctions to north side Corporation Street/Ringway to allow for improvements to traffic flows at peak times.





3) Fylde Road Roundabout / Corporation Street

This forms the northern gateway to the new CBD and integrates the CBD with the UCLan campus. At present it comprises two separate islands and whilst recent works have improved accessibility across the space most pedestrian movement is around its edge.

The western and northern edges of the roundabout about the UCLan campus. Key Development Site 1 (Hope Street / Corporation Street / Edward Street) on the southern edge of the roundabout gives an opportunity for the space to be more clearly defined as a public space rather than a traffic island through a landmark scheme that creates a defined, active frontage to the space.

In parallel with this there is a need to look at traffic management measures to reduce the impact of vehicles on the space, 'simplify traffic movement' and support a reduction of traffic generally. This would allow additional areas of public space to be created along with improved pedestrian access through and across the space. It would result in a more cohesive townscape area.



Corporation Street is the main pedestrian route linking the railway station to the UCLan campus. At present the route is dominated by traffic and the overall quality of the environment is poor. Whilst the development of key sites will create more attractive and active building frontages to Corporation Street there will also be the need to upgrade the public realm through improved quality paving, new lighting and improvements to junctions such as Marsh Lane/ Corporation Street to improve pedestrian safety.



7

Delivery and Phasing

7.1 Planning Applications

This SPD will be an important material consideration in the determination of all planning applications (8) within the Planning Framework boundary. It will also be material to the determination of applications for new Class B1 office development elsewhere.

All development proposals (major and minor) (9) within the Planning Framework area which can be demonstrated to be in accordance with the 'Objectives' and 'Guiding Development Principles' set out in the preceding sections will be able to derive significant support from this document. This will be an important material consideration in the determination of the planning application.

Proposals within the Planning Framework area which do not accord with the 'Objectives' and 'Guiding Development Principles' and for which there are no over-riding material considerations will be resisted.

Applications for relevant major proposals (10) outside the Planning Framework area will be considered on their own merits but will be expected to have regard to the aims and objectives of the Planning Framework.

The extent to which any proposal either by its nature or scale, individually or cumulatively, may prejudice or delay the City Council's strategy for securing development in accordance with this Planning Framework will be taken into account when considering that proposal.

As this SPD does not seek to allocate the area for any particular land-uses, all planning applications for development within the New CBD will need to be assessed against the current planning policy framework prevailing at the time of the application, including national policy. Hence, PPS4 would be a major material consideration in the determination of any application for office or retail development. The Regional Spatial Strategy for the North West remains part of the Development Plan until it is revoked by Parliament. The saved policies of the Local Plan will also be relevant material considerations until such time that they have been superseded by the Local Development Framework.

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 regard will be had to the statutory development plan and any other material considerations in determining any applications for development.

(8) Reference to planning applications in this section also covers applications for Listed Building Consent, Advertisement Consent and for the Approval of Reserved Matters.

(9) The definition of major applications here is the one used for PS2 returns and includes five types of development: residential (over 10 dwellings), B1, B2/B8, retail and other (which includes agricultural, hotels, nursing homes, leisure complexes etc.) where the floorspace is 1000 square metres or more or where the site area is 1 hectare or more. It covers applications which are outline, full, reserved matters, amended proposals, renewals, government agencies development and large change of use applications.

(10) Including all major applications within the City Centre boundary and all major applications for B1 (a) uses elsewhere



7.2 Planning Obligations

Planning permissions for major schemes within the new CBD are likely to be accompanied by a planning obligation (eg Section 106 Agreement or, in due course, a Community Infrastructure Levy) ensuring that all key potential impacts are satisfactorily addressed.

The nature and scope of the planning obligation will depend upon the type and size of development but are likely to include measures addressing the following:

Public Realm

A high quality and unified public realm throughout the new CBD is a major component of achieving the overall success of the area. A financial contribution will generally be sought towards the enhancement of the public area (which in most cases will be the highway land) surrounding the development site. It is possible that this sum would be pooled with other monies to secure a comprehensive approach to the works.

For larger developments it may be appropriate for developers to undertake these works themselves in accordance with an approved scheme under a Section 278 Agreement in lieu of a contribution.

Public realm areas within a development site that are to remain under the control of the developer (or successor in title) are also an important part of the vision for the area. The provision and maintenance of these on-site areas, however, would generally be secured by planning conditions rather than obligations. The expectation is that the Developer, or its agents, will undertake the management of this public realm to an agreed Public Realm Management Strategy.

Transport

In order to maximise the accessibility of developments by sustainable transport, developers may be required to provide a financial contribution towards sustainable transport measures.

This contribution will be calculated on a tariff basis having regard to the Transport Assessment and accessibility questionnaire. (11)

For the purposes of calculating the contribution all sites within the new CBD are regarded as having an accessibility score of 30 (ie the highest possible accessibility).

The City and County Councils support the use of Travel Plans to minimise unsustainable travel patterns. A proportion of the sustainable transport contribution may therefore be used towards Travel Plan support, promotion, monitoring and evaluation.

Highways

In terms of impact on the highway network, developers will normally be required to address the impacts of their own scheme under a Section 278 Agreement. Where a pooled approach to resolving an impact is considered to be an appropriate alternative, a developer would be required to make a proportionate contribution.

Early discussion with Preston City Council and Lancashire County Council (the Highway Authority) is strongly encouraged.

Affordable Housing

Developments including residential uses will normally need to provide an element of affordable housing. (12) The City Council may consider exceptions to this such as where the residential use is in the form of live-work units or where the developer is able to demonstrate that housing is part of a mixed-use scheme (where offices are the predominant component of the mixed-use) and the scheme would be unviable without it.

Note on Viability

The Council is mindful that planning obligations in some instances can place added financial pressures on the viability of a development. A developer who considers that the level of any requested financial contribution would threaten the economic viability of the scheme would be welcome to present appropriate evidence to the Council as part of a process of negotiation. The Council would consider this evidence in respect of the timing and extent of the contributions sought.

(11) See Section 2.1.5 (page 30) of the County Council's Planning Obligations in Lancashire Policy paper (updated September 2008): <http://www.lancashire.gov.uk/environment/planningobligations/>.

(12) Current policy advice is provided in the City Council's Interim Planning Statement No.2: 'The Provision of Affordable Housing in Preston'



7.3 Travel Plans

All planning applications for development that exceed the threshold set out in the DfT 'Guidance on Transport Assessment' (see Appendix A). Floorspace or more will need to be accompanied by a Travel Plan. The scope of the Travel Plan should be discussed and agreed with Lancashire County Council prior to the submission of the planning application.

7.4 Phasing

It is anticipated that the new CBD will be delivered through a series of discrete constituent developments comprising part or all of a Key Development Site rather than being one large-scale comprehensive scheme. All development proposals must individually conform with the 'Objectives' and 'Guiding Development Principles' set out above and it must be demonstrated how they fit in with the overall vision for the area. By meeting these objectives and principles it is envisaged that developments will over time create a distinct and cohesive character for the new CBD.

Whilst there is no specified order in which the Key Development Sites (or part thereof) should come forward, the implementation of any development proposal must not prejudice the delivery of any future part of the new CBD.

Development proposals should, as a minimum, show how they relate to the rest of the Key Development Site in which they are located reflecting both the current context of the Key Development Site and how it may potentially be comprehensively redeveloped. Larger proposals should also show how they relate to surrounding Key Development Sites.

7.5 Land Assembly

The land within the new CBD is currently in many ownerships. In order to assist in bringing forward appropriate development within the Planning Framework area the City Council has the ability to resolve to acquire land and buildings compulsorily, subject to the authorisation of the Secretary of State. These powers will be utilised where necessary and appropriate.

7.6 Availability of Public Funding

As indicated in Section 1.3 the majority of the new CBD forms part of the NWDA-designated Central Preston Strategic Regional Site (see also Appendix H). Whilst the Agency is now in transition to its closure in 2012, SRSs remain relevant to the allocation of ERDF funding, particularly under Action Area 3.2 and may also be of relevance in the development of bids for Regional Growth Fund.

8

Consultation & Community Involvement

Consultation and community involvement has been undertaken by inviting comments and representations from the following organisations and groups:

- **Statutory consultees**
- **Other national bodies**
- **Lancashire County Council**
- **All Councils within Lancashire**
- **University of Central Lancashire**
- **Network Rail**
- **Voluntary Sector**
- **Landowners within and immediately surrounding the new CBD**
- **Developers with a known interest in the new CBD or a significant interest nearby**
- **Professional agents and representatives registered on the LDF consultation database**
- **Residents of the area**



The period of consultation was Wednesday 2nd February 2011 to Wednesday 9th March 2011.

During this time the Draft New CBD Planning Framework SPD, a Statement of SPD Matters and a Comments Form were available to download from the consultation website (www.preston.gov.uk/newcbd), and were available for inspection at the following locations:

- Preston City Council, Town Hall and Lancaster House, Lancaster Road, Preston.
- Libraries across the City

A presentation regarding the consultation was also given to:

- The Central Area Forum (3rd February 2011)
- The Prosperous Preston Thematic Working Group (22nd February 2011)
- Planning Committee (7th March 2011)

A Statement of Consultation has been produced summarising all the comments and representations received during the consultation, the City Council's response and alterations to the SPD where relevant.

The New CBD Planning Framework SPD was adopted by the Cabinet of the City Council on Wednesday 6th April 2011.

The adopted SPD and Statement of Consultation can be downloaded from the City Council's website, www.preston.gov.uk/newcbd.