



Church Street

7.46 Church Street runs along the south eastern boundary of City Centre North. The western block of buildings fronts onto the St John's Minster, a Grade II* listed building. This block contains a significant concentration of listed buildings, fronting both Church Street and Lancaster Road, including the currently vacant former TSB building. Moving east along Church Street, the built form becomes modern and of low architectural merit, incorporating a part six-storey apartment block, and ending with Premier House – vacant Council offices on the corner of Church Street and Guild Row. At ground floor level the frontage is predominantly active with a mixture of shops, restaurants and bars.

7.47 Between Guild Row and Church Row, the buildings are three-storey, mostly occupied by hot food takeaways, but with

some shop units also. Moving eastward, the final two buildings are listed. Turning the corner onto Church Row, a mostly vacant retail warehouse fronts the street, the building is poorly presented and detracts from the visual appearance of the area.

7.48 Between Church Row and Derby Street, the built form becomes broken, with a small surface car park on the corner of Church Row and Church Street. Immediately adjacent to this sits a small vacant warehouse building which is of poor appearance, followed by a listed building, The Bears Paw public house. The remaining parts of this block are occupied by restaurants at ground floor level, which, along with hot food takeaways, tend to dominate this section of Church Street.

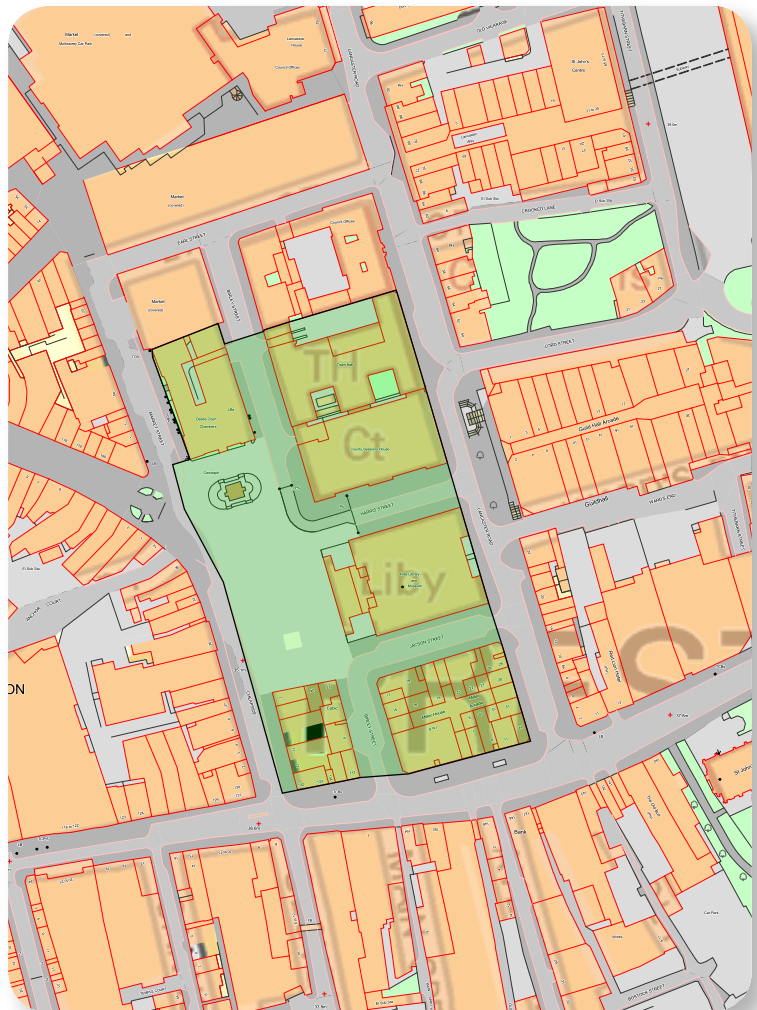
Harris Quarter

7.49 At the heart of the Harris Quarter is the main civic space in the city centre, Market Place, known locally as the Flag Market. Fronting on to the Flag Market are three key buildings; the Grade I listed Harris Museum and Art Gallery, the Grade II* listed Sessions House and the Grade II listed Former Post Office. The Flag Market itself contains the recently restored War Memorial by Giles Gilbert Scott and the remodelled Market Obelisk – both Grade II listed.

7.50 The Harris Museum and Art Gallery has the potential to be developed to enhance its regional significance as a cultural attraction and to act as a driver for high end cultural tourism.

Projects such as the refurbishment of the Discover Preston gallery and the Harris Flights project have demonstrated the potential for the Museum to attract additional visitors and become a focus for cultural activity in the city centre.

7.51 At the southern boundary of the site sits the Grade II listed Miller Arcade. Constructed at the end of the nineteenth century, was the first indoor shopping centre in the city. Today, the ground floor commercial units are primarily accessed externally and range from shops to bars. The upper floors have previously had planning permission for residential uses, however none have ever come to fruition. Crystal House is situated adjacent to Miller Arcade, and is a twelve storey former office building, now primarily residential with commercial uses at ground floor.



Vision for the Area

7.52 This area is the Council's priority for significant investment and redevelopment in the city centre. The overarching vision for City Centre North is for the area to be pivotal in regenerating the city centre, in terms of the built environment, including the conservation and enhancement of its heritage assets in accordance with the City Centre Heritage Investment Strategy, accessibility and movement, and economic conditions.

7.53 Preston Markets will continue to operate from the Markets Quarter, albeit in a different way. The current Market Hall and the multi-storey car park are in a poor state of repair and are functionally poor buildings. The cost of retaining the structures and optimising their use is not financially viable and the City Council has resolved to demolish both structures along with the adjoining Lancastrina House.

7.54 A report from markets consultants Quarterbridge sets out a range of recommendations in relation to the market operation and its future. The report concludes that there is a viable future for a market in the city centre but that it should be smaller in size and centred on a thriving food offer. The plan supports the relocation of the market offer to the Grade II listed 1875 Market Canopy which, together with the smaller Fish Market canopy, is in need of repair and refurbishment.

7.55 As a result of this market relocation, the redevelopment potential of the northern section of the Markets Quarter can be fully realised. In accordance with the recommendations emanating from the Cinema Study, the accompanying economic regeneration report and the Retail & Leisure Study, the Council wishes to see this site being redeveloped for a major cinema-led leisure development in accordance with Policy EV2. This part of the city centre is eminently suitable for this type of development and would benefit the most in regeneration terms. This new complex, along with modern car parking provision, would create a vibrant, new build development replacing the Market Hall, multi-storey car park and Lancastrina House.

7.56 To the south of the Markets Quarter are Amounderness House and the Former Post Office, both owned by the Council, both vacant, and both listed buildings contributing greatly to the heritage and character of the area. The plan supports the Council's aspirations to bring these structures back into economic use, with a range of possible uses being acceptable, more detail can be found in the Council's Heritage Investment Strategy. The Council currently favours a hotel-led commercial scheme for the former Post Office and an arts and cultural industry-based use for Amounderness House, but it is recognised that a range of other uses may be suitable for these buildings.

7.57 The **Bus Station** site and **Bishopgate** are intrinsically linked – the primary pedestrian route into the city centre for passengers alighting at the bus station is through the St John's Shopping Centre. The County and City Councils are committed to revitalising and modernising public transport in the city centre. The bus station is a landmark building in the city centre, recently acquiring listed status. However by virtue of its current layout, condition and pedestrian accessibility, it does not, at present, function effectively for its main purpose.

7.58 The County Council is working to provide modernised, fully functional, and accessible bus station provision within the Bus Station area of City Centre North. The plan therefore identifies this area, through **Policy OP3**, for improved bus station provision, along with a range of potential town centre uses, to unlock the development potential of underused areas of land and property within the space. The proposals for modernisation of the Bus Station will need to carefully balance the retention of its heritage significance with the need to provide 21st Century facilities for both users and operators. The development of a Conservation Management Plan for the building, developed in conjunction with English Heritage, will be important in supporting the required modernisation works.

7.59 How the bus station integrates with the city centre is a crucial consideration. Bishopgate will play a key role in this integration, **Policy OP3** supports the redevelopment opportunities that exist in this area, such as the St John's Shopping Centre, and vacant land to the south. Whilst the provision of new commercial floorspace would be welcomed in this area, there is also a policy requirement to enhance the public realm and coordinate pedestrian accessibility to improve the integration of the bus station with the city centre. Reducing vehicular movements on Lancaster Road, or a part of, would assist in enhancing pedestrian connectivity from the bus station to the Markets Quarter and beyond to the core of the city centre.

7.60 The north and south of Bishopgate are occupied by Preston Office Centre and the Guild Hall Complex respectively. With regards to Preston Office Centre, the plan supports the current use of the building, and the Council's primary aim would be to keep it as a major employment site in the city centre. However, a re-use for residential would be acceptable if the site is no longer required for offices, or a wholesale redevelopment of the site.

7.61 The Council has recently transferred the Guild Hall complex into private sector ownership. The complex will continue to operate as an entertainment venue under new management and the Council will welcome appropriate investment into the fabric of the building and the activity therein. The plan, through **Policy OP3**, takes a flexible approach to the future of the Guild Hall Complex, whilst requiring these stipulations to be realised through any future proposals.

7.62 The vision for both the **Ringway** and **Church Street** areas of City Centre North is based around the limited potential for redevelopment that exists. In Ringway, the plan seeks to make better use of the eastern-most section and supports development proposals that will achieve this, given the prominent location of the site fronting Ringway. Apart from this, the plan supports the need to improve the significant amount of office floorspace fronting Ringway, whether this be for continued office use, or residential for example.

7.63 Whilst there exists limited scope for redevelopment within the Church Street area, the frontages to Lancaster Road and Church Street contain a significant number of listed buildings, some of which would benefit from investment and appropriate end use. In addition to this, the Bus Station site sits immediately to the north, and it is clear that investment in public realm and pedestrian areas from the bus station through the Church Street area would significantly enhance the environment and economic prospects within this area.

7.64 The vision for the Harris Quarter relates predominantly to the refurbishment and re-use of the currently vacant Grade II listed former Post Office and the re-ordering of the Grade I listed Harris Museum and Art Gallery. The former Post Office would lend itself to a hotel conversion with an active ground floor use such as a restaurant, but any development proposals must take into account the formal setting of the building fronting on to the Flag Market and the Grade II listed War Memorial. A hotel and restaurant conversion would be an integral part of the wider vision for the City Centre North area particularly the emerging proposals for the Markets Quarter area. Whilst a hotel and restaurant is the preferred use of the building, alternative and complementary uses listed in Policy OP3 may also be acceptable.

7.65 With regard to the Harris Museum and Art Gallery, there are also emerging opportunities for the adaptation of its internal spaces to provide enhanced and new visitor facilities together with an enhanced learning offer. This would be delivered through the integration of the existing museum and library functions to create a new cultural hub for the city and the surrounding region. This would in turn create opportunities to develop and extend the cultural offer of the building and link it into adjacent development projects such as the Markets Quarter, Church Street and Bishopgate.

7.66 The Harris Quarter also contains the Grade II listed Miller Arcade where appropriate retail and food and beverage uses at ground floor will continue to be supported as would the sensitive conversion of the upper floors to residential.

Policy OP3

City Centre North

Within the area defined as City Centre North on the Policies Map, development proposals incorporating main town centre uses, including a new city centre cinema, will be encouraged, either as part of the reuse of existing buildings or new build development. New shops (Class A1) will be directed to the Primary Shopping Area (including the proposed extensions to the Primary Shopping Area) in the first instance, in accordance with Policy EV1.

New housing (Class C3), whether provided through the conversion of existing buildings, or new build development will also be encouraged across the site.

Development proposals across the site must seek to enhance public realm, environmental quality and pedestrian connectivity through the site, ensuring linkage from the bus station into the core of the city centre. In all cases development proposals must protect, conserve and enhance heritage assets and their settings in accordance with Local Plan Policy EN8.

Additional Specific Details

The Markets Quarter area is identified for:

- New market provision and flexible performance space as part of the refurbishment of the listed Market Canopies.
- A significant cinema-led leisure development on the site of the existing Market Hall, multi-storey car park and Lancastria House including complementary food and beverage uses, retail uses and new car parking.

- The appropriate re-use of Amounderness House in line with Local Plan Policy EN8 for arts and culture-based activities (Classes D1 and D2). Appropriate complementary and/or alternative uses include: hotel (Class C1), retail (Class A1) cafés and restaurant (Class A3), bar (Class A4) and offices (B1).

The Bus Station area is identified for:

- A modernised, fully functional and accessible bus station to revitalise public transport service in the city centre.
- Main town centre uses.

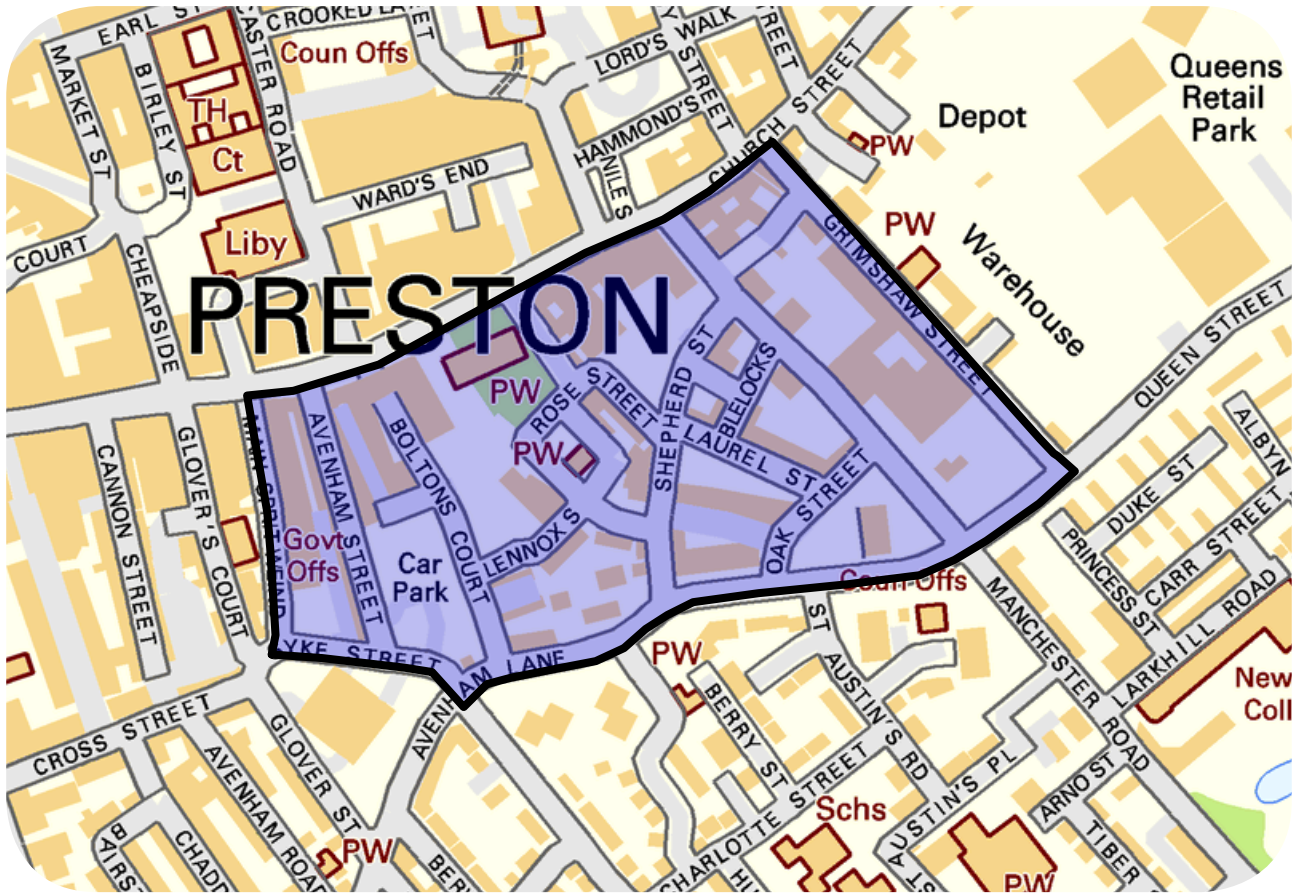
The Bishopgate area is identified for:

- A revitalised St John's Shopping Centre with enhanced linkages between the Markets Quarter and Bus Station areas and improved public realm.
- Preston Guild Hall becoming a revitalised 'Entertainment Hub' offering an enhanced entertainment, leisure and cultural offer for the city centre increasing visitor numbers.

The Harris Quarter area is identified for:

- The appropriate reuse of the former Post Office in line with Local Plan Policy EN7 for a scheme incorporating one or more of the preferred uses: hotel (C1), restaurant and cafe (A3), offices (B1), educational (D1) and assembly and leisure (D2). Other complementary uses such as retail (A1) may also be acceptable.

Stoneygate Opportunity Area



Description of the Area

7.67 The area lies between two key east/west movement corridors across the city centre – Church Street to the north, accessing the main shopping areas, and Avenham Lane to the south, accessing employment areas to the west, such as Winckley Square, and residential areas south of the city centre. Numerous north/south pedestrian and vehicular routes dissect the site. On the whole, the Stoneygate area of the city centre contains a significant amount of vacant and under-utilised land and buildings.

7.68 The area exhibits a multitude of uses, including a mixture of commercial enterprises, a significant amount of employment land, a number of leisure uses, car parking and residential. There are, however, a number of vacant premises, mostly of an industrial nature and a significant amount of underused land, leading to large parts of the area lacking a defined purpose. In addition there are a number of unimplemented planning permissions within the area, mostly for flats.

7.69 In character terms, the area can be divided into three separate blocks. The western block, bounded by Main Spirit Weind, Bolton's Court and Syke Street, contains a varied frontage with a mixture of historic and modern buildings. At the centre is the former Odeon Cinema building, originally called the New Victoria Cinema. The cinema use ceased in 1992 and the building has remained derelict since that time. The access routes through from Church Street – Main Spirit Weind, Old Cock Yard and Bolton's Court form part of the medieval street pattern and contribute to the areas character by virtue of their narrowness and sense of enclosure they create. The rear of this block, to Syke Street is dominated by surface car parks as well as some underused buildings.

7.70 The adjacent block forms part of the historic core to the area. The Grade II* listed St John's Minster, and the cluster of listed buildings to the west, centred on the Old Bull public house dominate the frontage. Stoneygate runs to the rear of the church, with this area containing a mixture of older buildings and newer build, used for residential and business primarily. The area fails to integrate successfully with the city centre, in part due to the way in which Church Street operates.

7.71 The eastern section of the area is comprised of a multitude of commercial uses, ranging from small-scale employment, to leisure, shops and takeaways. The area is fragmented, and the quality of the built environment is poor. Manchester Road is the primary pedestrian route from the city centre and the bus station for students attending Cardinal Newman College to the south; however the quality of the public realm and pedestrian environment is sub-standard. Further east, Grimshaw Street is dominated by large industrial buildings, with some new build flats on the west side, with the east side containing a more varied mix of uses, including a church, terraced housing and industry.



Vision for the Area

7.72 The aspiration of the plan is to define a purpose to Stoneygate, as it is an area of the city centre that lacks a clear role, acting as a transitional zone between residential uses to the south and the city centre core to the north.

7.73 In general, significant parts of the area have excellent redevelopment potential, this fact, along with adjacency of residential areas, means that the areas overarching purpose in the plan period will be as a location for new small-scale family housing. Policy SP4 allocates various areas of land within Stoneygate for housing development, some of which are based on plots of land that have previously had planning permission for housing but development hasn't materialised. The delivery of housing on these sites will be a priority of the Preston Housing Zone and the City Council and its partners will work with the Homes and Communities Agency (HCA) to bring forward these sites. This will include the use of soft market testing through the HCA's Development Partner Panel.

7.74 Yet Stoneygate is an area of contrasts. Whilst the focus will be on new family housing, the close proximity of the city centre core would mean that a mixture of complementary town centre uses, such as leisure and cultural uses would also be

acceptable, within either the proposed housing allocations, or elsewhere as new build or the re-use of existing buildings. Employment uses, either office based, or small-scale industrial would also be acceptable in the area.

7.75 This commercial aspect is no more relevant than on the Manchester Road frontage. As stated in paragraph 7.72, this is the primary pedestrian route for students moving into and out of the city centre, to shop, eat or further their journey from the bus station. The pedestrian and public realm environment on this section of Manchester Road approaching the city centre is poor, the commercial offer is poor giving no reason for pedestrians to stop and relax, or access services. The vision for this part of the area is to uplift the quality of the public realm, enhance the pedestrian experience, including the safety of pedestrians, and to improve the commercial offer and frontage activity. Frontage activity for development facing areas of public realm should be comprised of uses which invite high levels of activity such as shops and cafes and should have regard to the principles of space and enclosure set out in the Central Lancashire Design Guide Supplementary Planning Document.

7.76 The remaining aspect of the vision for Stoneygate is to continue to preserve the historic character and heritage of the area, including the medieval street patterns and views of the St John's Minster. In all cases, new development will need to conserve and enhance the historic importance of the area, complying with Local Plan Policy EN8.

7.77 A masterplan is being prepared to provide further detailed guidance on how this vision for Stoneygate is to be achieved, and thus how Policy OP4 will be implemented.

Policy OP4 Stoneygate

Within the area identified as Stoneygate on the Policies Map, new, high quality and sustainable housing development (including housing as part of mixed-use developments) will be permitted both within, and outside, the allocations identified in Policy SP4.

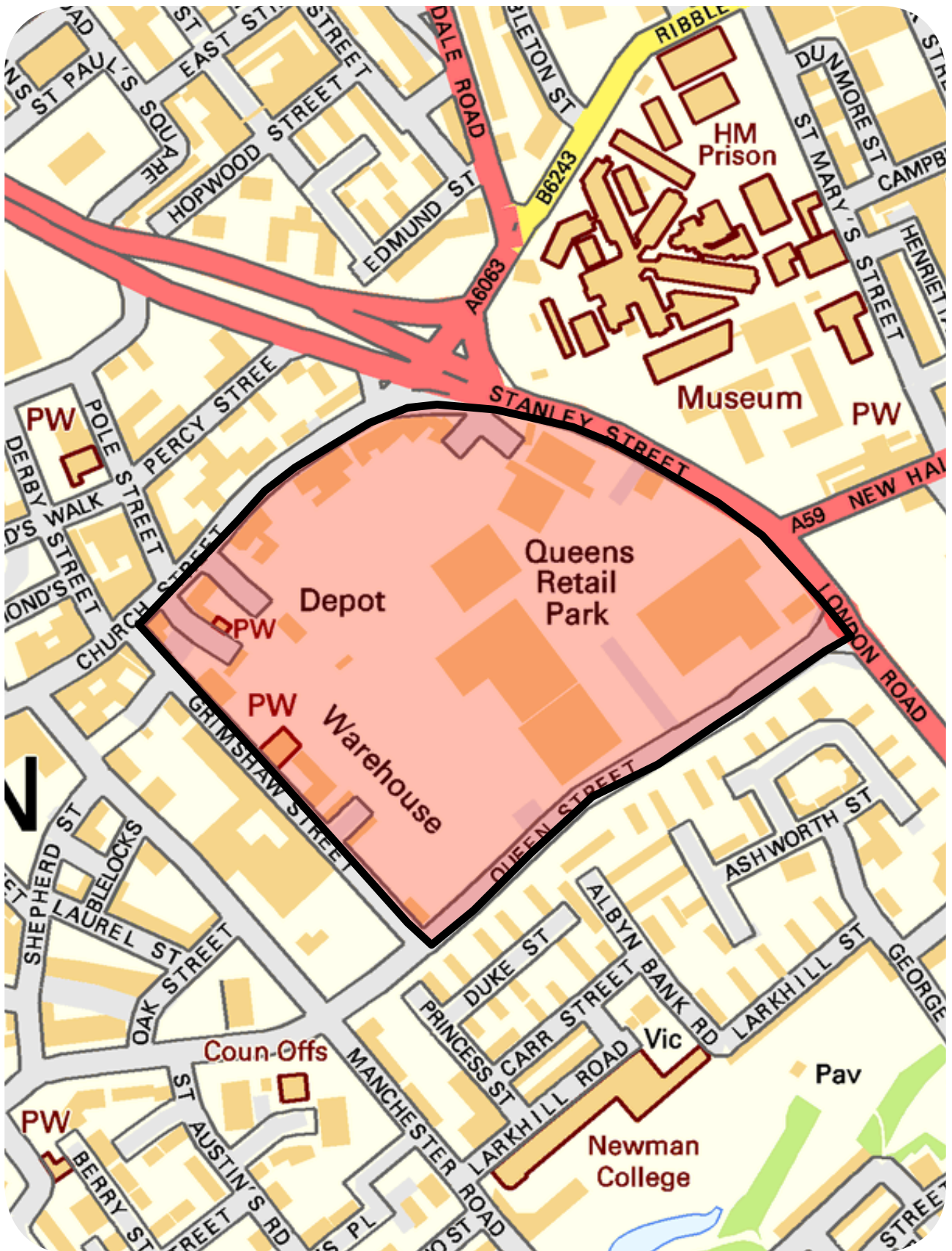
The Council will seek to achieve an 'Urban Village' concept within the area by encouraging housing proposals to explore opportunities for improved and enhanced inter-connectivity, adopting effective place-making principles.

Development proposals incorporating any of the following uses will be encouraged within the area, in all cases proposals must conserve and enhance the historic character of the area and the heritage assets in accordance with Local Plan Policy EN8:

- Shops (A1): Within the Primary Shopping Area only
- Restaurants & Cafés (A3)
- Hot Food Takeaways (A5)
- Small-Scale Business (B1)
- Small-Scale General Industrial (B2)
- Education & Leisure (D1 & D2)

Development proposals fronting Manchester Road must incorporate improvements to the public realm and pedestrian environment, and contain an active frontage.

Horrocks Quarter Opportunity Area



Description of the Area

7.78 Horrocks Quarter, which incorporates Queens Retail Park, is situated on the eastern fringe of the city centre, in an 'edge-of-centre' location. The area boasts an extremely prominent frontage to several key arterial routes into the city centre which all converge on the northern edge of the site. London Road is the main vehicular route into the city centre from the south; however a significant amount of traffic reaches the city centre via New Hall Lane, Ribbleton Lane and Deepdale Road.

7.79 Despite this prominent location the majority of development on the site is set back, and with the exception of the DIY store, car parking fronts the site. Much of the on-site development consist of large format bulky-goods retail units, most of which have sat vacant for considerable time.

7.80 Vehicular access to the site is gained from Queen Street to the south, and, although the site does sit within the city centre boundary, pedestrian access to the site, and from the site to the city centre is extremely poor.

7.81 Planning permission has in the past been granted for various forms of development, including a supermarket, housing and supporting development.



Vision for the Area

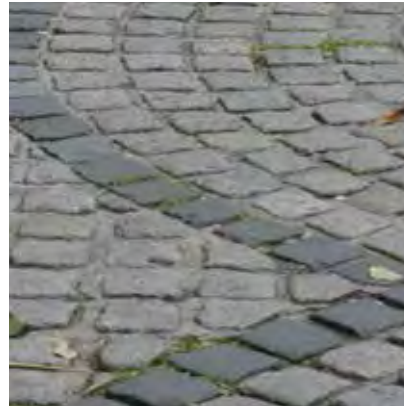
7.82 The vision for Horrocks Quarter is for the area to deliver a high quality, well-designed and sustainable development befitting of its prominent location on a key arterial route and major gateway into and out of the city centre. The plan seeks to deliver a transformation to the frontage of the site, encompassing land at the corner of Queen Street and London Road, and continuing along Stanley Street to Ringway. The vision for this frontage is for increased activity at ground floor level, a high quality built environment and improved pedestrian access to the site – in association with an improved pedestrian environment to the major gateway identified on the Policies Map (**Policy SP3**).

7.83 The plan seeks to deliver a foodstore on the site, to be supported by complementary development. In addition to the foodstore, the plan seeks to deliver a range of complementary commercial and leisure uses, and an element of housing, integrating the area with the city centre to help regenerate both the eastern part of the city centre and the adjacent Inner East Preston area, which is subject to a separate Neighbourhood Plan.

7.84 **Policy OP5** is informed, in part, by the most recent planning permission granted within the Horrocks Quarter site. The plan seeks to ensure that delivery of development and regeneration within this 'edge-of-centre' site does not undermine the vitality and viability of the Primary Shopping Area, but instead provides a vibrant new offer that integrates well with the core of the city centre and provides potential for linked trips into the city centre. As part of any vibrant new offer development proposals should look to better reveal the industrial heritage of the site which was Preston's most significant industrial site from the late 18th Century to the mid 20th Century.

7.85 **Policy OP5** takes account of extant planning permissions²⁰ (the uses listed at a) to j)). Whilst a wide range of town centre uses are encouraged on the site, in order to achieve the vision for the area in accordance with the extant planning permissions, if proposals for the uses listed at f) to j) exceed 12,500 square metres, either cumulatively or individually, then their acceptability must be demonstrated by way of sequential and impact assessments as determined by national policy.

7.86 The plan requires the development of Horrocks Quarter to provide pedestrian accessibility through the site, linking Church Street to Stanley Street and Queen Street. At present the site does not integrate well with the city centre, and it is essential that development of the site incorporates well-designed public realm and pedestrian linkage through to Church Street which will integrate the area into the city centre and have regenerative benefits for the eastern section of Church Street.



¹⁹ Planning Application Reference Number 06/2012/0279 permits a maximum amount of comparison (non-food) shopping floorspace of 8,415m² (gross) and 3,900m²(gross) within a new supermarket

Policy OP5

Horrocks Quarter

The area identified as Horrocks Quarter on the Policies Map is allocated for town centre uses, which may include the following:

- a. Shops: Food (A1)
- b. Business: Offices B1(a)
- c. Hotels (C1)
- d. Dwelling Houses (C3)
- e. Assembly and Leisure (D2) – excluding cinemas
- f. Shops: Non-food (A1)
- g. Financial & Professional Services (A2)
- h. Restaurants & Cafés (A3)
- i. Drinking Establishments (A4)
- j. Hot Food Takeaways (A5)

Any net increase in floorspace comprising uses falling within categories (f) to (j) above shall not, individually or cumulatively, exceed 12,500 square metres gross unless a sequential assessment demonstrates that proposals cannot be located in the Primary Shopping Area and an impact assessment demonstrates that the proposal has no significant adverse impact on the Primary Shopping Area.

Cinema

Any proposal for a cinema will be assessed against:

- Policy EV2

Design Principles & Other Considerations

Development proposals must:

- a. Create a high quality built environment and enhance the frontage to Queen Street, London Road & Stanley Street.
- b. Make provision to improve public realm and pedestrian access to and from the site; from the east in accordance with Policy SP3, and to the west onto Church Street to integrate the site with the city centre.
- c. Safeguard the amenities of residents in Walker Place & Grimshaw Street.
- d. Have regard to the Inner East Preston Neighbourhood Plan (as shown on the Policies Map).
- e. Take opportunities, when they arise, to better reveal and interpret the heritage of Horrocks Quarter through the design of development.

The plan does not require a single comprehensive redevelopment scheme for the area but any individual proposal should demonstrate that it does not prejudice development elsewhere within the area, or another part of this policy.

Section 4

Preston Local Plan

Preston Local Plan

2012-2026

8.1 As discussed earlier in the plan, the Preston Local Plan sits alongside the City Centre Plan, completing the planning policy coverage for Preston. These plans need to be read in conjunction with the Central Lancashire Core Strategy, the overarching planning policy document.

8.2 The Preston Local Plan was adopted in July 2015.

8.3 Whilst the Preston Local Plan is not specifically relevant to the city centre, there are some general policies within the Local Plan that will be used to assist in the determination of planning applications within the city centre. It is important to stress that the following Local Plan policies (see Local Plan for full policy wording and supporting text) have equal weight with the policies contained in this plan when assessing development proposals within the city centre.

Homes for All

Policy HS3: Green Infrastructure in New Housing Developments

Policy HS6: University of Central Lancashire

Policy HS7: Houses in Multiple Occupation

Delivering Economic Prosperity

Policy EP7: Telecommunications

Catering for Sustainable Travel

Policy ST1: Parking Standards

Policy ST2: General Transport Considerations

Protecting and Enhancing the Built and Natural Environment

Policy EN2: Protection of Existing Green Infrastructure

Policy EN3: Future Provision of Green Infrastructure

Policy EN7: Land Quality

Policy EN8: Development and Heritage Assets

Policy EN9: Design of New Development

Policy EN10: Biodiversity and Nature Conservation

Policy EN11: Species Protection

Promoting Health and Wellbeing

Policy WB1: Protection of Community Facilities

Policy WB3: Hot Food Takeaways

Core Strategy 2012

8.4 The following Core Strategy policies may also be of particular relevance when considering proposals in the city centre.

Policy 7: Affordable and Special Needs Housing

Policy 9: Economic Growth and Employment

Policy 10: Employment Premises and Sites

Policy 11: Retail and Town Centre Uses and Business Based Tourism

Policy 12: Culture and Entertainment Facilities

Policy 16: Heritage Assets

Policy 23: Health

Policy 26: Crime and Community Safety

Policy 27: Sustainable Resources and New Developments

Policy 28: Renewable and Low Carbon Energy Schemes

Policy 29: Water Management

Policy 30: Air Quality

Section 5

Delivery & Monitoring

Delivery & Monitoring

8.1 This section outlines how the plan, and its policies, will be implemented and monitored. Mechanisms to aid the delivery of the plans aspirations, specifically delivery of the identified Opportunity Areas are also included in this section.

8.2 Upon adoption, the policies contained within the plan will be implemented and used to assist in the determination of planning applications within the city centre. The plan however is much more than that; it is a flexible, positive and proactive tool setting out the aspirations the Council and its partners have for the city centre in the plan period. This means that prospective investors, developers, businesses and other organisations can use the plan to help shape ideas from the very beginning of the development process.

8.3 Monitoring allows the Council to keep a check on the performance of the plan and its deliverability. In order to ensure that the policies in this plan are effective in delivering the vision for the city centre, it is necessary to ensure that appropriate monitoring is in place. Monitoring is crucial to the successful delivery of this document as it will chart the progress of the policies and proposals and will enable adjustments and revisions to be made if necessary.

8.4 The Core Strategy establishes a clear framework for delivering and monitoring the policies and objectives contained within it. For example, the delivery of new housing and employment development are monitored through this process. The Council has also established a Monitoring Framework as part of the new Local Plan, which monitors housing, employment, retail and car parking at a local level.

8.5 As such, the need for additional monitoring in this plan is limited, however where necessary, new local indicators have been identified to monitor circumstances directly relevant to the city centre. These new indicators, crucially, do not monitor aspects already covered by both the Core Strategy and new Local Plan.

8.6 The tables on the following pages demonstrate how the policies in the plan will be delivered and monitored, where necessary.



Table 5: City Centre Policy Delivery & Monitoring

Policy	Responsibility	Delivery Mechanism	Monitoring		Risks
			Indicator	Target	
CC1 (Model Policy)	Preston City Council	Submission and determination of planning applications Ensuring new development meets latest design, sustainability and energy efficiency measures Sustainability Appraisal of the City Centre Plan	See Core Strategy Performance Monitoring Framework	See Core Strategy Performance Monitoring Framework	Additional cost to developers
EVO (Employment)	Preston City Council Lancashire County Council Preston Business Improvement District (BID) Lancashire Enterprise Partnership (LEP) Business and Landowners Developers UCLan	Submission and determination of planning applications Active and continuing engagement between the Council, retailers, businesses	Total amount of (gross and net) employment (B1,B2 and B8 uses) floorspace completed or lost within the City Centre) Vacant B1a (Office) floorspace in the City Centre	No target No target	Lack of interest in new office development
EV1 (Shopping and Other Main Town Uses)	Preston City Council Lancashire County Council Preston Business Improvement District (BID) Lancashire Enterprise Partnership (LEP) Businesses & Landowners Fishergate Shopping Centre St Georges Shopping Centre Developers	Submission and determination of planning applications Active and continuing engagement between the Council, retailers, businesses	Vacant street level units within the Primary Shopping Area Pedestrian Flows within the Primary Shopping Area Total amount of (gross and net) retail floorspace completed or lost within the Primary Shopping Area (uses A1-A5) and whole City Centre.	Year on year reduction Year on year increase No target	Lack of interest in new city centre shopping development
EV2 (City Centre Cinema)	Preston City Council Lancashire County Council Developers Cinema Operator English Heritage	Submission and determination of planning applications Re-location of indoor markets Demolition of existing Council buildings and clearance of site Transfer of site to developer	-	-	Deliverability of scheme in changing market conditions

Policy	Responsibility	Delivery Mechanism	Monitoring		Risks
			Indicator	Target	
SP1 (Public Realm Design Principles)	Preston City Council Lancashire County Council Preston Business Improvement District (BID) In Certain Places Business & Landowners Developers	Submission and determination of planning applications Implementation of the Public Realm Framework Interim Planning Statement (IPS) Active and continuing engagement between the Council and organisations such as In Certain Places	-	-	Additional cost to developers
SP2 (Public Realm Improvements)	Preston City Council Lancashire County Council Preston Business Improvement District (BID) Businesses & Landowners Developers Lancashire Enterprise Partnership (LEP)	Submission and determination of planning applications Support Lancashire County Council in working towards securing external funding Active and continuing engagement between the Council, retailers, businesses	-	-	Cost Failure to secure funding
SP3 (City Centre Gateways)	Preston City Council Lancashire County Council Developers	Submission and determination of planning applications Support Lancashire County Council in working towards securing external funding	See Core Strategy Performance Monitoring Framework	See Core Strategy Performance Monitoring Framework	Cost Failure to secure funding
SP4 (Housing Allocations)	Preston City Council Businesses & Landowners Developers	Engagement with landowners to realise development potential of identified sites Engagement with developers to discuss deliverability and viability of development Submission and determination of planning applications Preston Housing Zone (PHZ) designation	See Core Strategy Performance Monitoring Framework & Local Plan Monitoring Framework	See Core Strategy Performance Monitoring Framework & Local Plan Monitoring Framework	Multiple landowners complicating deliverability of housing schemes Viability of housing development, in terms of location and house types
MA1 (Pedestrian & Cycling Accessibility)	Preston City Council Lancashire County Council Developers	Submission and determination of planning applications Work with Lancashire County Council to secure improvements to cycling infrastructure	See Core Strategy Performance Monitoring Framework	See Core Strategy Performance Monitoring Framework	Additional cost to developers

Table 6: Delivery – Corporation Street (Policy OP1)

Key Landowners/ Responsibilities	Delivery Mechanism	Risks/Constraints
<p>Preston City Council Lancashire County Council English Heritage Developers University of Central Lancashire Marcus Worthington & Co Ltd Preston Plastics Trustees for RC Purposes McAleer and Rushe South Tyneside Pension Fund Network Rail Preston Business Improvement District (BID)</p>	<p>Submission and determination of planning applications</p> <p>Implementation of the Public Realm Framework Interim Planning Statement (IPS)</p> <p>Improvements to the ‘Corporation Street Corridor’ linking the railway station with the university</p> <p>Delivery of development on the Hill Street Car Park site</p> <p>Engagement with the university and landowners to help deliver complementary development</p>	<p>Additional cost to developers</p> <p>Failure to secure funding</p> <p>Viability of development</p> <p>Lack of interest in business/hotel development</p> <p>Multiple landowners complicating deliverability of comprehensive schemes</p>

Table 7: Delivery – Winckley Square (Policy OP2)

Key Landowners/ Responsibilities	Delivery Mechanism	Risks/Constraints
<p>Preston City Council Lancashire County Council Heritage Lottery Fund English Heritage Developers Winckley Square Community Interest Company (CIC) Preston Business Improvement District (BID) Groundwork</p>	<p>Submission and determination of planning applications</p> <p>Implementation of the Public Realm Framework Interim Planning Statement (IPS)</p> <p>Implementation of the Preston Heritage Investment Strategy</p> <p>Delivery of the Townscape Heritage Initiative</p> <p>Delivery of Winckley Square Gardens Parks for All project</p> <p>Joint working with the Winckley Square CIC to secure appropriate development and funding for enhancements</p>	<p>Additional cost to developers</p> <p>Failure to secure funding for enhancement of the gardens</p> <p>Viability of development</p> <p>Lack of interest in re-use of existing underused office accommodation fronting the gardens</p> <p>Lack of interest in business, hotel and residential uses in the location</p> <p>Multiple landowners, stakeholders and interested parties complicating deliverability of enhancements</p>

Table 8: Delivery – City Centre North (Policy OP3)

Key Landowners/ Responsibilities	Delivery Mechanism	Risks/Constraints
Preston City Council Lancashire County Council English Heritage Developers Praxis Real Estate Management Ltd Preston Guild Hall Ltd/ Rigby LLP Telereal Trillium Market Traders Bus Operators Preston Business Improvement District (BID)	<p>Submission and determination of planning applications</p> <p>Implementation of the Public Realm Framework Interim Planning Statement (IPS)</p> <p>Implementation of the Preston Heritage Investment Strategy</p> <p>Delivery of the Markets Quarter development</p> <p>Facilitating the transformation of the Guild Hall Complex to provide an 'entertainment and leisure hub' through marketing the site</p> <p>Revitalising the bus-based public transport offer and gateway experience for visitors</p>	<p>Additional cost to developers</p> <p>Failure to secure funding</p> <p>Viability of development</p> <p>Lack of interest in commercial development</p> <p>Multiple landowners complicating deliverability of comprehensive schemes</p>



Table 9: Delivery – Stoneygate (Policy OP4)

Key Landowners/ Responsibilities	Delivery Mechanism	Risks/Constraints
Preston City Council Lancashire County Council English Heritage Developers	Submission and determination of planning applications Implementation of the Public Realm Framework Interim Planning Statement (IPS) Implementation of Preston Heritage Investment Strategy Engagement with landowners of housing allocations, potential developers and housing associations	Additional cost to developers Viability of development Lack of interest in housing development Multiple landowners, small parcels of land, complicating the deliverability of schemes

Table 10: Delivery – Horrocks Quarter (Policy OP5)

Key Landowners/ Responsibilities	Delivery Mechanism	Risks/Constraints
Preston City Council Lancashire County Council Developers Brookhouse Group	Submission and determination of planning applications Implementation of the Public Realm Framework Interim Planning Statement (IPS) Engagement with landowners and housing associations	Viability of development Lack of interest in commercial and residential development Dual landowners complicating the deliverability of schemes on the site

APPENDIX A: REGULATION(8(5)) SCHEDULE OF SUPERSEDED PRESTON LOCAL PLAN 2004 POLICIES

The majority of the policies in the 2004 Preston Local Plan which were saved under the saved policies direction in 2007 are superseded by policies in the Central Lancashire Core Strategy 2012 and the Preston Local Plan (Site Allocations) 2015. These are set out in appendices to these two plans.

Several of the remaining 2004 Local Plan policies pertain to city centre matters. The following schedule sets out those which are superseded by the City Centre Plan and those which are not (and which therefore remain extant).

Local Plan (2004) Policy No.	Local Plan (2004) Policy Title	Superseded by Preston City Centre Plan Policy
T9	City Centre : Traffic Management / Pedestrian Priority Proposals	SP2 – Public Realm Improvements
T11	City Centre : Public Off Street Car Parking	Not Superseded
T13	City Centre: Private Non-Residential Car Parking	Not Superseded
H11	Business and Commercial Restraint Area	OP2 – Winckley Square
S1	City Centre –Retail Development in the Principal Retail Core	EV1 – Shopping
S2	City Centre – Retail Development within the City Centre Shopping Area outside the Principal Retail Core.	EV1 – Shopping
S3	City Centre – Primary Retail Frontages	EV1 – Shopping
S4	City Centre Shopping Area – Secondary Frontages	EV1 – Shopping
S5	City Centre Shopping Area – Development of Premises Outside Defined Retail Frontages	EV1 – Shopping
S6	Major Retail Development within the City Centre outside the Principle Retail Core	EV1 – Shopping
SS1	Mixed Use Frontages	EV1 – Shopping
SS2	Appropriate City Centre Uses	EV1 – Shopping
SS3	Land Adjacent to Falkland Street	OP1 – Corporation Street
SS5	Avenham Street	OP4 – Stoneygate
SS7	St Joseph's Hospital, Mount Street	OP2 – Winckley Square
SS9	Hill Street / Ringway	OP1 – Corporation Street
SS11	Hope Street / Corporation Street	OP1 – Corporation Street
SS12	Walker Street / Great Shaw Street	Policy implemented - site now redeveloped
SS15	Manchester Road / Grimshaw Street	OP4 - Stoneygate
SS18	Queens Street / Dale Street	OP5 – Horrocks Quarter

