

UNIVERSITY OF CENTRAL LANCASHIRE

Masterplan Report
Consultation Draft

Allies and Morrison
10th January 2015



CARSTANG ROAD

ST GEORGE'S ROAD

ADELPHI STREET

ST PAUL'S ROAD

NORTH ROAD

FYLDE ROAD

MOOR LANE

MAUDLAND BANK

MAUDLAND ROAD

FYLDE JUNCTION

RING WAY

RING WAY

PRESTON BUS STATION

MARSH LANE

CORPORATION STREET

FRIARGATE

CHURCH STREET

GUILD WAY

FISHERGATE

PRESTON

FISHERGATE HILL

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Left: Aerial view of UCLan campus, highlighted in red



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University of Central Lancashire

uclan

UCLAN

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University of Central Lancashire

1 INTRODUCTION

1.1 FOREWORD

Vice-Chancellor Professor Gerry Kelleher



Students outside J B Firth Building



Students outside Victoria Building



Local government partners



Since beginning life in 1828 as the Institution for the Diffusion of Knowledge, the University of Central Lancashire (UCLan) has developed into one of the UK's largest universities. We have a flourishing network of highly valued international partners across the globe but it is in the City of Preston where we have created our heart and honed our values over a period of nearly 200 years.

We are proud to be a part of the city's heritage and now we want to take the next steps in our evolution as described in this Masterplan. By investing in the region of £200 million over the coming decade we plan to create a truly inspiring educational environment which blends world-class teaching and learning facilities with green and accessible spaces for the benefit of all.

We will deliver a centre of learning where people of all interests and backgrounds can feel at ease, comfortable in their physical surroundings and supported in their academic, social and business aspirations. We will create an environment which welcomes communities and businesses to work with us to help regenerate the area and encourage inward investment.

We believe our investments will be transformational for both the University and Preston.

I am delighted that our vision for the future of the University is shared and supported by our partners Preston City Council (PCC) and Lancashire County Council (LCC). We will continue to work closely with both these key stakeholders to ensure the city and the region benefit from the tremendous cultural and economic benefits that our plan will deliver.

I hope the details in our Masterplan document help to paint a vivid picture of what we hope to achieve for the University and the city. We strive to be good neighbours, we care about the community in which we sit and our desire is to create something of which we can all be proud. Your feedback is very important to us so please give us your views. Together, we think we can create something very special for the University, for the City of Preston, and for the economy of the North West as we turn our exciting aspirations from blueprint into reality.

Left: Sir Tom Finney Sports Centre



A. 1897. D. 11

FROM
SCHLEICHER

Dsl4

Fire exit
Keep clear

Fire exit
Keep clear

The School of Education was founded in 1897 by the Rev. Dr. J. W. A. Schwan, F.R.S.E. J.P. President of the Education Society 1897-1905



Allies and Morrison



1.2 PURPOSE AND APPROACH

In June 2014, the University of Central Lancashire appointed Allies and Morrison architecture and planning consultants and associated subconsultants to undertake a Masterplan Study, setting out a clear vision for the evolution of the Preston campus over the next ten years.

The Masterplan builds upon the University Estates Strategy 2008-2014 and is designed to specifically support the delivery of the University Medium Term Strategy.

Considerations such as adaptations to the road network, parking, landscape and new buildings are combined into a coherent Masterplan covering the campus and its surroundings.

Immediate needs such as the extension of the Library and the Engineering Innovation Centre have been incorporated and located where they can contribute most to the transformation of the campus environment.

The emerging Masterplan proposals have been informed by the client community and key stakeholders through stakeholder workshops and general feedback throughout the design process.



1.3 VISION/ OBJECTIVES

The proposals set out to create a striking new environment for UCLan, reinforcing key routes and spaces and adding dramatic new interventions in the form of buildings, squares and landscaped areas.

The Masterplan strives to:

- **Create an attractive and inviting world class campus compatible with the University's status as one of the UK's largest Universities**
- **Create a new heart for UCLan that showcases its key principles of openness, transparency and accessibility**
- **Reinforce connections with the city centre to encourage wider regeneration opportunities**
- **Transform the student experience by creating better quality open spaces defined by new buildings**
- **Improve and extend the public realm to support campus activities and reinforce connectivity and legibility of pedestrian and cycle routes**
- **Relocate car parking from the centre to the edge of the campus to promote a healthier, more pedestrian friendly campus**
- **Consider where new buildings can augment the University's existing stock to accommodate functions currently inadequately housed on site, prioritising creative learning and social spaces and state of the art technologies**
- **Improve the ground floor use and appearance of the existing buildings to create inviting, socially active environments**
- **Consider seasonal variations by the provision of covered spaces which are conveniently located across the campus**
- **Create a healthy, safe, active and sustainable campus**
- **Set up a flexible framework for future buildings to respond to the changing needs of the University**

Left: The University's proposed new heart will be a space for students, staff, visitors and the local community alike



Reference documents

1.4 REFERENCE DOCUMENTS

The following documents in alphabetical order have served as references in the Masterplan report:

- BCA Landscape. External Environment Strategy, UCLan.
- Central Lancashire Core Strategy (adopted June 2012 and part of the Preston Local Development Framework), Preston City Council & neighbouring authorities
- Central Lancashire Highways and Transport Masterplan March 2013, Lancashire County Council
- DTZ (2007). External Space Study Audit, UCLan.
- FM Estates Strategic Property Management Team (2014). Property Portfolio, 15th Edition, May 2014.
- New Central Business District for Preston Planning Framework, Supplementary Planning Document April 2011, Preston City Council
- Pope, Rex and Phillips, Ken (1995). University of Central Lancashire A History of the Development of the Institution since 1828. BPC Wheatons Ltd, Exeter.
- Preston City Centre Investment Prospectus 2012, Preston City Council & Lancashire County Council
- Preston City Centre Plan, An Area Action Plan to 2026 (publication version 2014 and part of the Preston Local Development Framework), Preston City Council
- Preston City Centre Public Realm Framework Interim Planning Statement (Summer 2011), Preston City Council & Lancashire County Council
- UCLan (2013). Travel Plan 2013-2018 'Supporting Sustainable & Active Travel'.
- UCLan (2013). UCLan Key Facts 2013/14.
- UCLan Marketing (2013). UCLan 2013 Annual Review.

In addition to the above, various planning applications, surveys and data collections have informed this study.





Harris Building



Foster Building



Allen Building



Victoria Building



Greenbank Building



Brook Building

2 THE UNIVERSITY AND THE CITY

2.1 BACKGROUND

In the 21 years since becoming a University, UCLan has helped 750,000 students from all walks of life to make the most of their potential and succeed in their life ambitions

The University of Central Lancashire (UCLan) in Preston was founded in 1828 as the Institution for the Diffusion of Knowledge. Since those early days it has grown into one of the UK's largest universities with a staff and student community approaching 38,000 and an employment-focused course portfolio containing over 350 undergraduate programmes and nearly 250 postgraduate courses. The University has an established research reputation with world-leading internationally excellent work taking place within the areas of Business, Health, Humanities and Science.

As a truly global institution with a new campus in Cyprus, UCLan's student body includes 120 nationalities from 125 international educational partnerships. In 2013 the Quacquarelli Symonds World University Rankings awarded UCLan the full five stars for its global outlook in all aspects of international educational provision.

The University has an annual turnover of nearly £200 million and every year contributes indirectly in the region of £300 million to the local economy. The Preston Campus covers 15 hectares with 63 buildings and 138,000m² gross floor area.

In recent years, UCLan has invested over £100 million on infrastructure and technology support projects for both academic and non-academic activities.

Key investments include:

- The £12.5 million JB Firth Building which caters for courses and research programmes in forensic science, fire engineering and chemistry.
- UCLan's Olympic standard £13 million Sir Tom Finney Sports Centre, located at the heart of the Preston Campus.
- The £15 million Media Factory which incorporates state-of-the-art facilities for digital media and performing arts students, together with a business incubator facility.
- UCLan's £5.3 million Allen Building containing some of Europe's most advanced facilities for students studying within the School of Medicine and Dentistry.

UCLan has a very strong focus on continually improving the student experience and the new University Estate Masterplan will deliver over the period of 10 years in the region of £200 million of investment, transforming its Preston Campus, benefitting current and future generations of students, staff, visitors and the wider community.



AQUEDUCT STREET

Goss Graphic Systems Ltd,
now Hawkins Site

PRESTON AND LONGRIDGE RAILWAY (DISUSED)

FYLDE ROAD

ADELPHI STREET

MOOR LANE

Lancaster Canal basin

Arts Centre

MAUDLAND ROAD

WALKER STREET

Harris UCLan

FRIARGATE

Livesey

5 min walk

CORPORATION STREET

HEATLEY ST

Bus Station

Preston city centre

Market Square

10 min walk

Winckley Square

Avenham Park

2.2 LOCATION

The University campus is an integral part of Preston's city life

The UCLan campus lies immediately to the north of the centre of Preston and covers an area of approximately 15 hectares.

The campus is connected to the city primarily by Friargate and Corporation Street to its south, as well as by Walker Street and Maudland Road.

The location plan to the left highlights the relationship between the University and the city centre.

The centre of the university is within a 10 minute walk from the city centre, a similar time taken to cross the entire campus.

To the north, Fylde Road, Adelphi Street and Moor Lane are the key connectors with suburban and outlying areas.

Campus structure

The campus currently extends from the main railway line in the west to Moor Lane in the east and is currently bounded by Aqueduct Street in the north. To the south, the last building in UCLan ownership is Livesey House on Heatley Street.

The centre of the campus is traversed by an east-west railway spur. The route is partly tunnelled and partly in an open cutting. The open cutting, which sweeps into the central campus area from the south-west, is a dramatic landscape feature.

The University has recently acquired the freehold land formerly known as Goss Graphic Systems Ltd, now the Hawkins Site. This acquisition creates opportunities to provide new facilities at the main campus and will become a key 'stepping stone' from the UCLan Sports Arena's facilities three miles to the north west of the city.

Key features

The existing campus contains a number of important historical features, each of which offer potential for enhancement. These include:

- The former St Peter's Church (grade 2 listed), now used as the Arts Centre
- The Harris Building (completed in 1897)
- The disused Preston and Longridge Railway cutting Network Rail
- The infilled Lancaster Canal basin adjacent to the campus (in Preston City Council ownership)

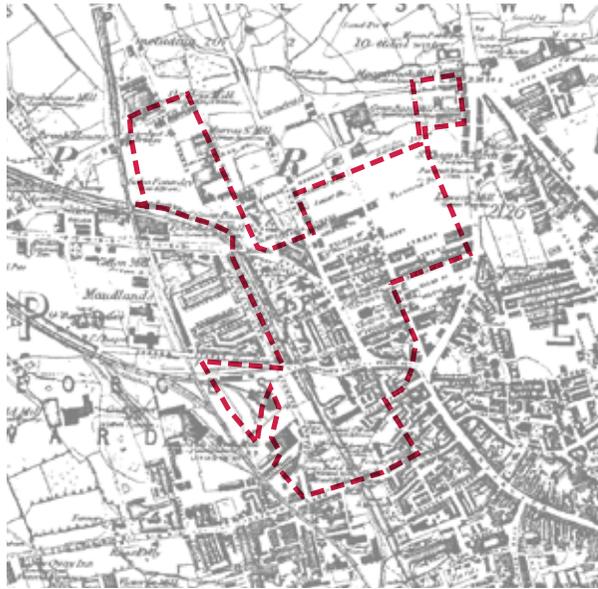


Approach to the campus from Friargate



The campus and Corporation Street

Left: UCLan's proximity to the city centre offers unique opportunities to the campus



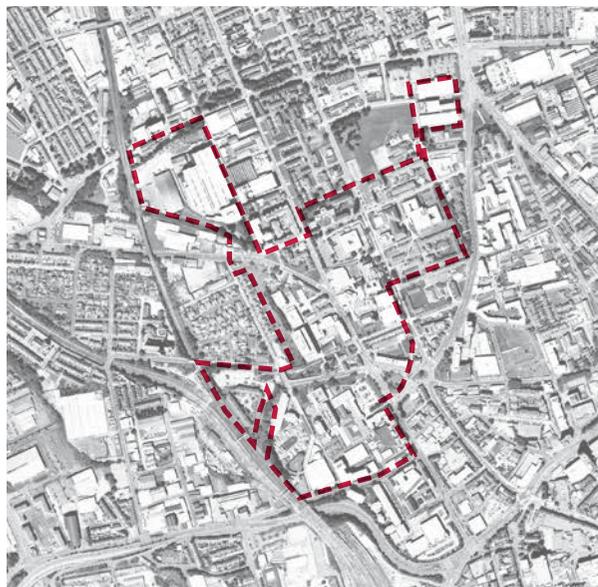
1849

- Lancaster Canal runs through centre of Preston
- Preston Station still modest in scale
- Corporation Street does not exist



1913

- Lancaster Canal drained south of campus
- Preston Station expanded
- Corporation Street appears



The current campus covers an area that has changed significantly over the past 150 years

TODAY

- Lancaster Canal drained along eastern campus edge (1960s)
- Preston and Longridge Railway ceased operation (1967)
- Preston Bus Station built (1968/69)
- Ring Way built (early 1970s)



The Harris Building, c. 1900



St Peter's Church (now Arts Centre), 1905



Site clearance for the construction of the Foster Building, 1960s



Infill of the canal basin, 1960s

2.3 CAMPUS HISTORY

The history of the University is reflected in the diversity of its buildings



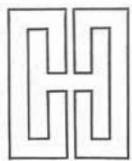
Institution for the
Diffusion of Knowledge



Harris Institute



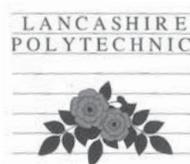
Harris Institute



Harris College



Preston Polytechnic



Lancashire Polytechnic



University of Central Lancashire

On October 7th 1828, a group of twenty four men met at the Preston Corn Exchange and agreed to set up an Institution for the Diffusion of Knowledge in a rented building on Cannon Street. This has evolved, via several changes of name, into today's University of Central Lancashire.

The Harris Institute was established in 1882 "for the promotion of Art, Literature and the Advancement of Technical Education". The Harris Building, originally called the Victoria Jubilee Technical School due to its completion in Queen Victoria's Diamond Jubilee year 1897, is the oldest building to have housed the University on today's campus. Its facilities included new spinning rooms, a weaving shed and a tiered lecture theatre for 250 students.

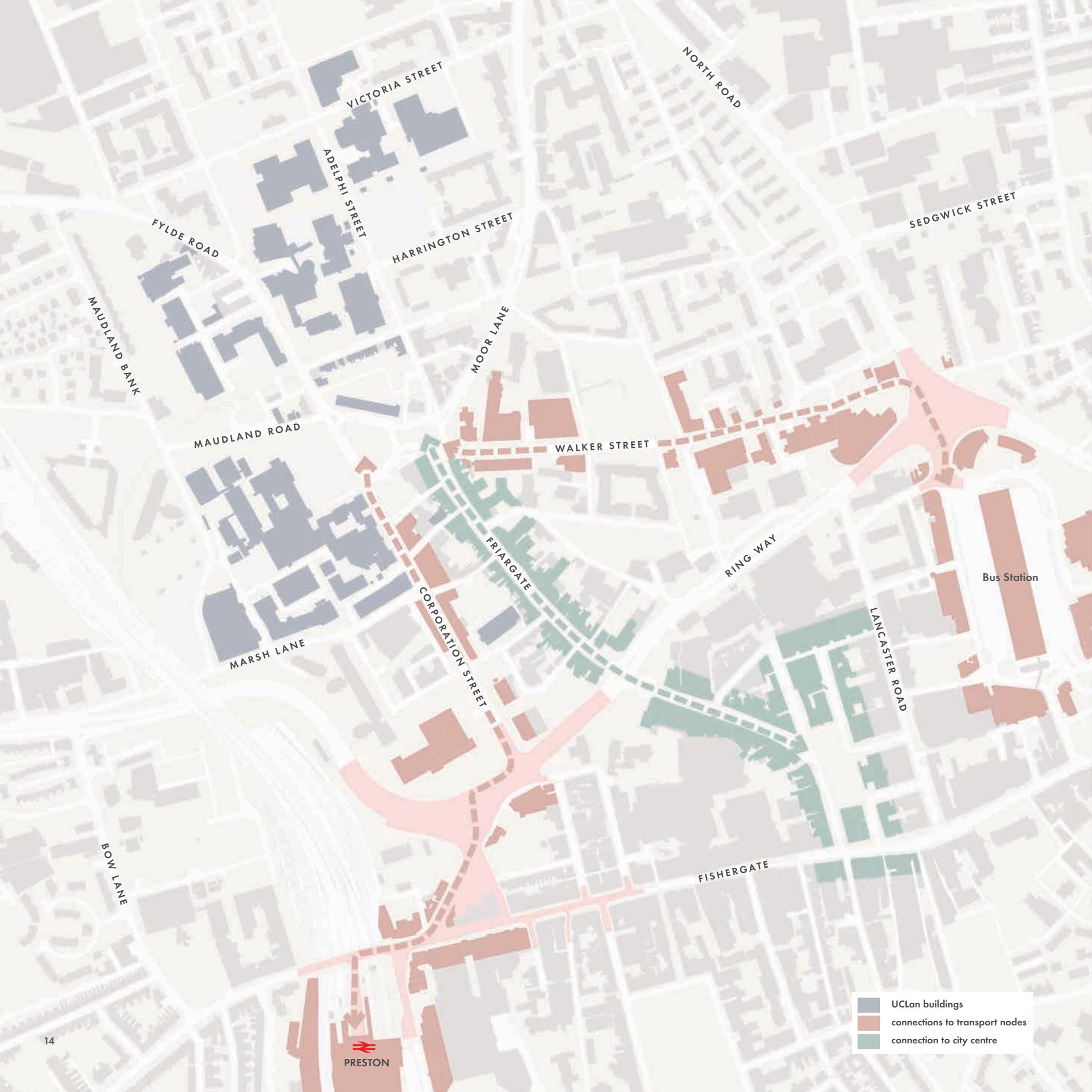
The building was extended in 1929 - 32 as part of the Harris Institute's expansion. It allowed for the introduction of a number of new courses, the modernisation of workshops and laboratories and the establishment of the institution's first refectory in 1934.

The Harris College, established in 1956, was designated an "Area College" as part of the Ministry of Education's organisation of technical education, with the ambition of attaining regional status if not the name of a University. To achieve this status, new courses and research had to be developed, appropriate management structures introduced and new buildings and facilities established. The local authority bought property behind the existing college and in Corporation Street, Kendal Street, Foster Square and Maudland Road, and demolished houses, shops, garages, stores and buildings such as the Star Cinema, the Fylde Tavern and St. Walburghe's Institute to make way for the establishment of a campus. The Lancaster Canal was cleared, drained and filled.

The college's designation as Preston Polytechnic in 1973 fulfilled its ambitions for higher education status and was followed by an expansion of the campus from its site bordered by Corporation Street and Maudland Road towards the north. A new Arts Centre opened in 1975 inside St Peter's Church, the Students Union in 1977 and the new Library in 1979. The appearance of this area was improved in 1984 through the opening of the Victoria Building for art and design courses, and the completion of the initial Adelphi Building in 1986. A number of purpose-built student residences offered much-needed student accommodation.

The Polytechnic's change of name to Lancashire Polytechnic in 1984 emphasised its position as the major institution of higher education in Lancashire. The north-western part of the campus, around the Kirkham, Hanover and Radnor Buildings, was acquired between 1986 and 1992. The second phase of the Adelphi Building was completed in 1990, and Leighton Building, linking Maudland and Kendal (now Foster), opened in 1991. A significant amount of new student accommodation in Ribble, Eden, Derwent, Douglas and Whitendale Halls opened in 1991/ 1992.

Government changes to the higher education sector enabled Lancashire Polytechnic to change its name in 1992 to University of Central Lancashire, and to attain the competence to award its own degrees including research degrees. The 90s saw the additions of Robin House (now Fylde Building), the Foster refectory, Harrington, Vernon and Greenbank Buildings, new residences and a major extension to the library. More recent additions to the campus are the Computing & Technology Building (2003/04), Darwin (2005), Brook (2005), Allen (2007), Media Factory (2007), JB Firth (2011) and Sir Tom Finney Sports and Pre-School Centre (2011).



VICTORIA STREET

ADELPHI STREET

HARRINGTON STREET

MOOR LANE

WALKER STREET

FRIARGATE

CORPORATION STREET

RING WAY

LANCASTER ROAD

FISHERGATE

MARSH LANE

MAUDLAND ROAD

FYLDE ROAD

MAUDLAND BANK

BOW LANE

SEDGWICK STREET

Bus Station

PRESTON

- UCLan buildings
- connections to transport nodes
- connection to city centre

2.4 CONNECTION TO CITY CENTRE

Improving the gateways to the campus will strengthen the relationship with the city

Connections with the city

The University aspires to reinforce connections with the city centre to help encourage wider regeneration opportunities both by:

- Improving the physical links between the campus and the city, particularly along Corporation Street at the area immediately north of the railway station.
- Contributing to the strengthening of the local economy and helping to underpin long term, sustainable, economic growth.

Improving key gateways

The main artery from the city centre is Friargate, a street mainly fronted by retail units. Improvements to this route could enhance pedestrian experience as well as linking the campus and the city closer together.

Corporation Street, the main route from the station, is characterised by business uses. Whilst fronted by some historical buildings of merit it has a number of unoccupied properties and commercial units with poorly defined streetscape and presents an opportunity to redefine the pedestrian experience. This poses a key challenge in improving the links from the station and the pedestrian experience.

This street has the potential to serve as a significantly improved gateway to the campus and a generator of business incubation/ start up facilities and commercial opportunities for the city. Walker Street connects the campus with the bus station.

Recent improvements to the city

Co-funded by the European Regional Development Fund (ERDF) and PCC, the city centre has benefited from a large scale public realm improvement scheme around the Ring Way and the Railway Station.

The Fishergate Central Gateway project focuses on the delivery of high quality public space to enhance the attractiveness of the city centre and attract new business and investment from the private sector.

The project aims to create areas that are less dominated by traffic and friendlier for pedestrians. Rather than pedestrianising Fishergate it will reduce the flow of traffic by removing the traffic lights and create a more attractive, less cluttered 'shared space' where pedestrians and vehicles have equal priority.

The principles underpinning these recent improvements in the centre of the city also present an opportunity to be extended to the University campus.

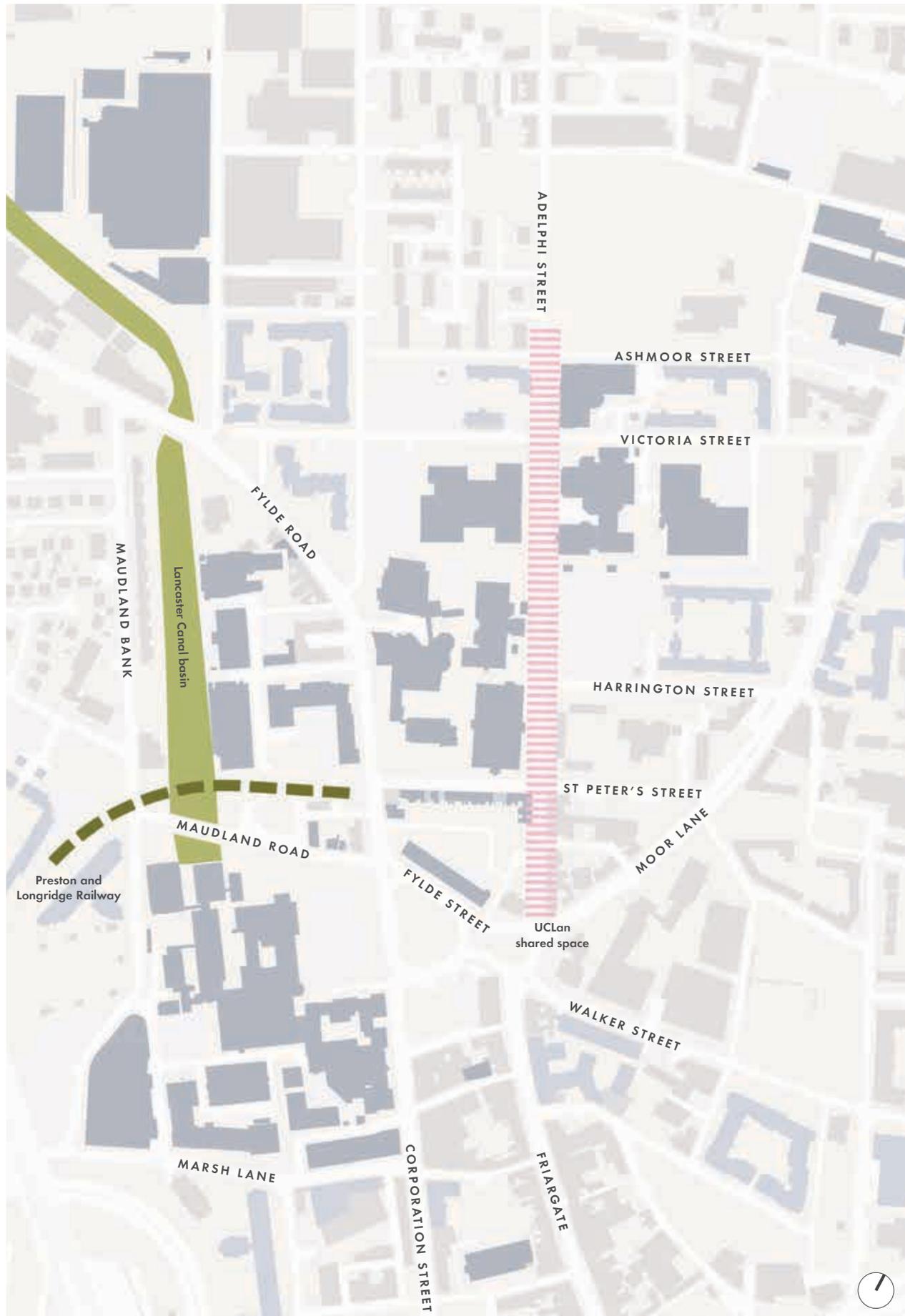


Fishergate, Lune Street improvements



Corporation Street improvements

Left: Routes leading from key destinations in the city to the campus



Site-wide landscape features



Preston and Longridge Railway cutting



Lancaster Canal basin



Adelphi Street

- UCLan buildings
- disused railway cutting
- infilled canal basin
- Adelphi Street

2.5 UNCOVERING CITY AND CAMPUS ASSETS

Creating an attractive and inviting world class campus for the future of UCLan in line with the University's status as one of the UK's largest Universities

A stronger campus identity and sense of belonging could be created by re-using and enhancing three historic site features:

1 **Preston and Longridge Railway**

The Preston and Longridge Railway (P&LR) was a branch line built in 1836 to transport goods, it became part of an ambitious plan to link the Lancashire coast to the heart of Yorkshire. The plan failed, and the line closed to passengers in 1930 and to goods in 1967.

Whilst retaining its possible future use as a railway, the Masterplan proposes turning the open cutting of the Preston and Longridge Railway between Fylde Road and Maudland Bank into accessible public realm. Providing a direct, lower level connection from the Roeburn Residences and the new Canal Park (see below) with Fylde Road and the centre of the campus, this 'sunken garden' could create exhibition space for students and become one of UCLan's main student life style attractions.

2 **Lancaster Canal and Maudland Bridge**

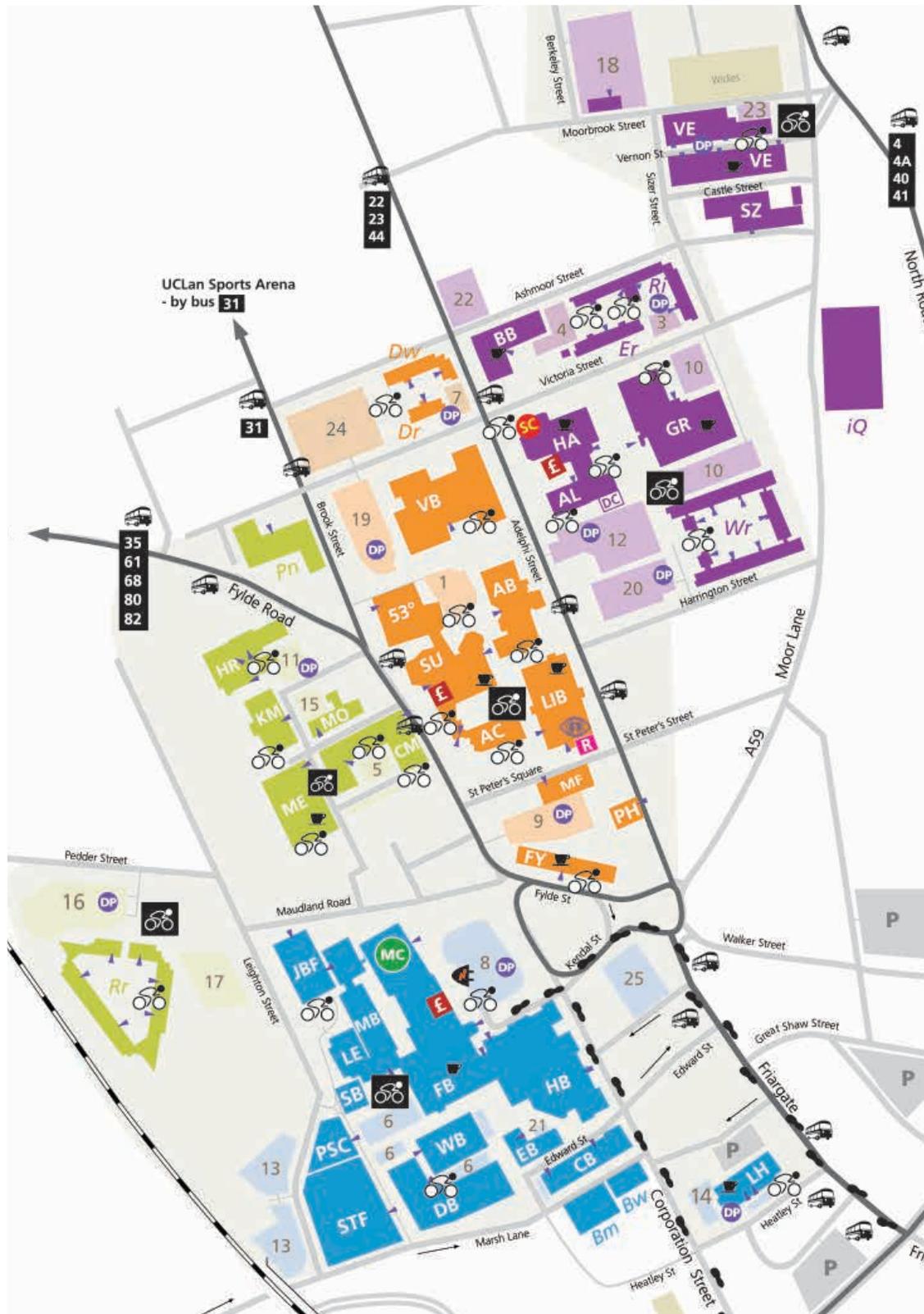
The infilled canal basin, west of the Canal Quarter, is owned by Preston City Council and was part of the Lancaster Canal, originally planned to run from Westhoughton in Lancashire to Kendal in south Cumbria, although the section around the crossing of the River Ribble was never completed.

In 2003, the Preston City Link Canal Trust was formed to restore the filled-in section of the Lancaster Canal from its present terminus in Ashton, Preston, to a proposed new marina in the Maudland area. A further aim was to restore part of the disused Preston to Longridge Rail Line which would pass over the marina by a viaduct and continue as far as Gamull Lane to connect with Park and Ride facilities.

As this project has not been realised, the Masterplan aims to create improved landscaped trails and cycle routes on the infilled canal basin, providing an attractive route from the Hawkins Site via this new Canal Park into the centre of the campus. This will not preclude any potential Canal Trust plan.

3 **Adelphi Street**

Adelphi Street currently carries traffic to the various car parks around the campus as well as linking the residential areas to the north with the city centre. The street occupies a key position within the campus and could be significantly improved by the removal of through traffic, with the exception of buses.



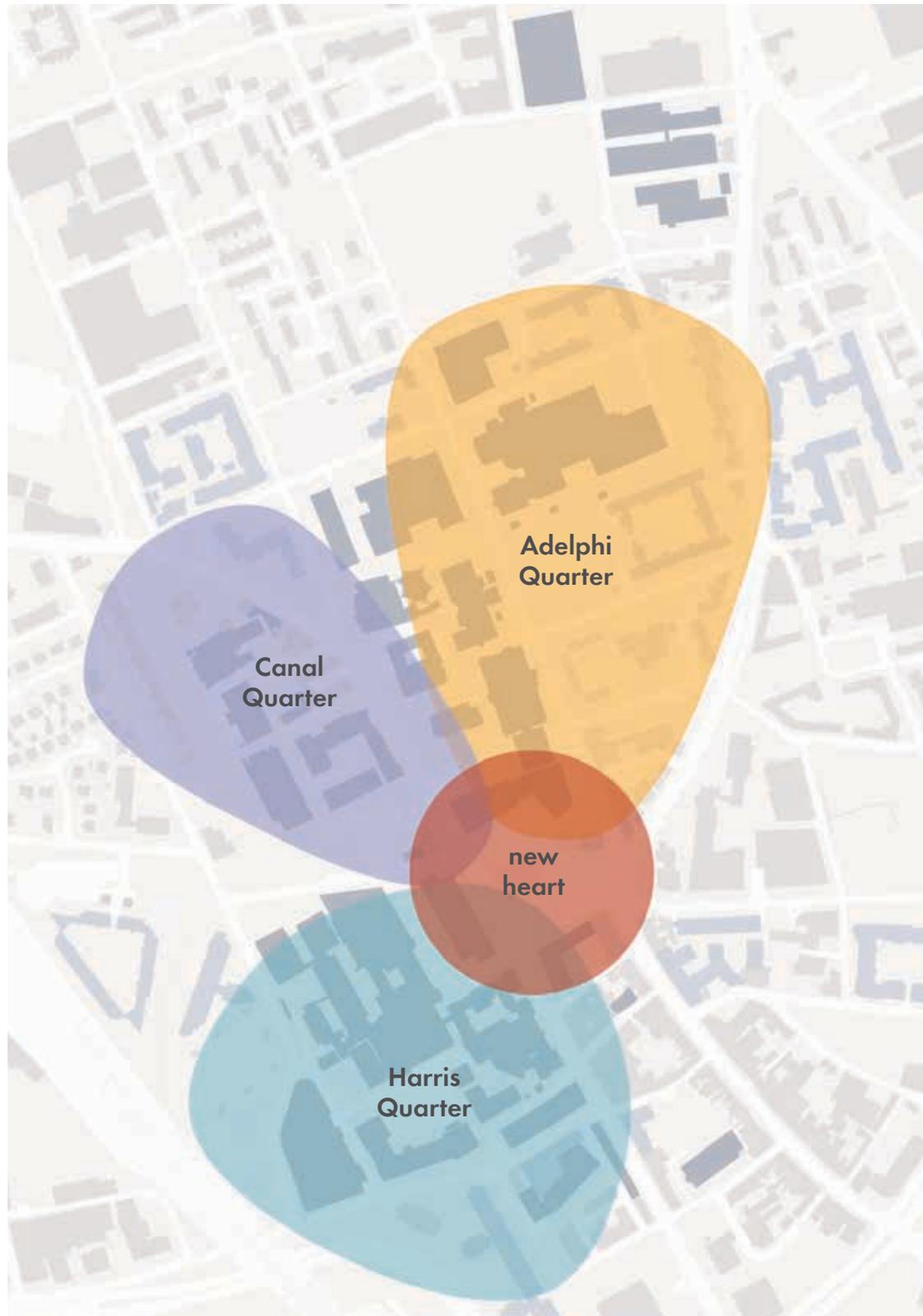
Existing UCLan campus zones

- | | |
|---------|---|
| AB | Adelphi Building |
| AC | St Peters Arts Centre |
| AL | Allen Building |
| BB | Brook Building |
| CB | Chandler Building |
| CM | Computing and Technology Building |
| DB | Darwin Building |
| EB | Edward Building |
| FB | Foster Building |
| FY | Fylde Building |
| GR | Greenbank Building |
| JBF | JB Firth Building |
| HA | Harrington Building |
| HB | Harris Building |
| HR | Hanover Building |
| KM | Kirkham Building |
| LE | Leighton Building |
| LH | Livesey House |
| LIB | Library & Learning and Information Services |
| MB | Maudland Building |
| MC | Medical Centre |
| ME | Media Factory |
| MF | Multi-Faith Centre |
| MO | Moss Building |
| PSC | Pre-School Centre |
| SB | Stewart Building |
| STF | Sir Tom Finney Sports Centre |
| SU/ 53° | Students' Union/ 53 Degrees |
| SZ | Sizer House |
| VB | Victoria Building |
| VE | Vernon Building |
| WB | Wharf Building |
| Bm | Boatsmans Court |
| Bw | Bowran House |
| Dr | Douglas Hall |
| Dw | Derwent Hall |
| Er | Eden Hall |
| iQ | iQ Preston |
| Pn | Pendle Hall |
| Ri | Ribble Hall |
| Rr | Roeburn Hall |
| Wr | Whitendale Hall |
-
- | | |
|---|---------------------------------|
| | Blue Zone - Harris Site |
| | Green Zone - Media Factory Site |
| | Orange Zone - Adelphi Site |
| | Purple Zone - Harrington Site |

3 KEY STRATEGIES

3.1 CREATING A NEW CAMPUS

The creation of a new heart for UCLan will showcase its key principles of openness, transparency and accessibility



Proposed character quarters

The campus is currently grouped as coloured zones on a geographic basis:

- Blue Zone (Harris Quarter) - bounded by Corporation Street, Maudland Road, Leighton Street and Marsh Lane
- Green Zone (Media Factory Quarter) - bounded by Fylde Road, Maudland Road, Brook Street, Victoria Street and the infilled Lancaster Canal basin
- Orange Zone (Adelphi Quarter) - bounded by Fylde Road, St Peter's Street, Adelphi Street, Victoria Street and Brook Street

Purple Zone (Harrington Quarter) - bounded by Adelphi Street, Ashmoor Street, Harrington Street and Moor Lane

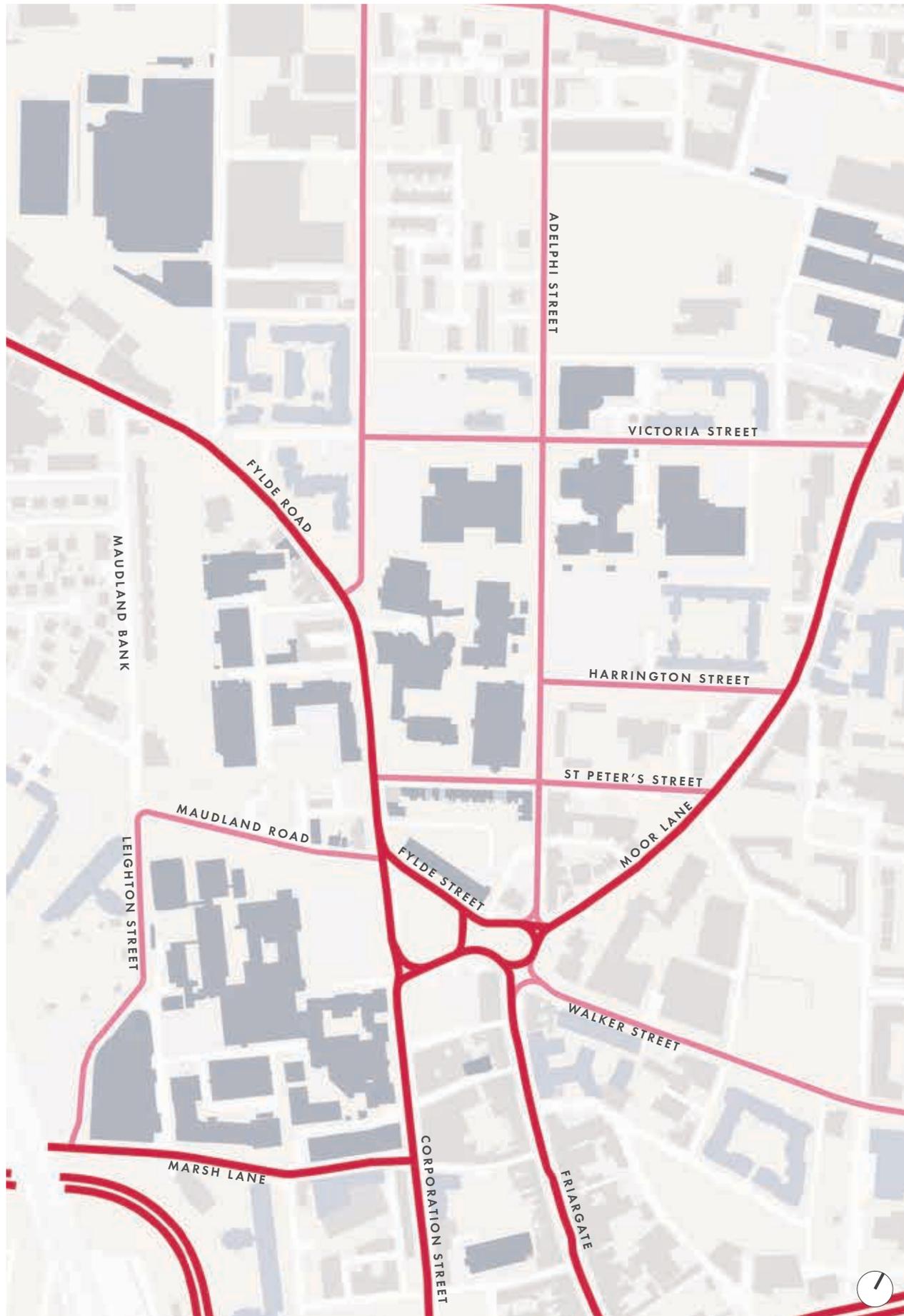
Although the campus is broadly distributed across northern and southern zones with Adelphi Street dividing the northern area, it currently lacks a focal point or heart.

The proposed Masterplan seeks to introduce a more legible order across the campus whereby areas of similar character and appearance are grouped into quarters. These three quarters are all focused on a new central space, located at the heart of the campus and positioned at the threshold to the city (see chapter 4.2).

Each quarter's distinct character will be enhanced by the Masterplan (see chapter 5), and are named to reflect the predominant characteristics they contain.

- **Adelphi Quarter** - binding together the Harrington Site and the Adelphi Site with proposed enhancements to Adelphi Street;
- **Canal Quarter** - containing the Media Factory Site, named to reference the infilled canal to which it bounds, and incorporating the canal corridor
- **Harris Quarter** - containing the Harris Site and expanding along Corporation Street beyond Marsh Lane.

Whilst some university residences fall into one of the quarters, the majority are situated on the periphery of the campus.



Existing vehicular routes



Corporation Street

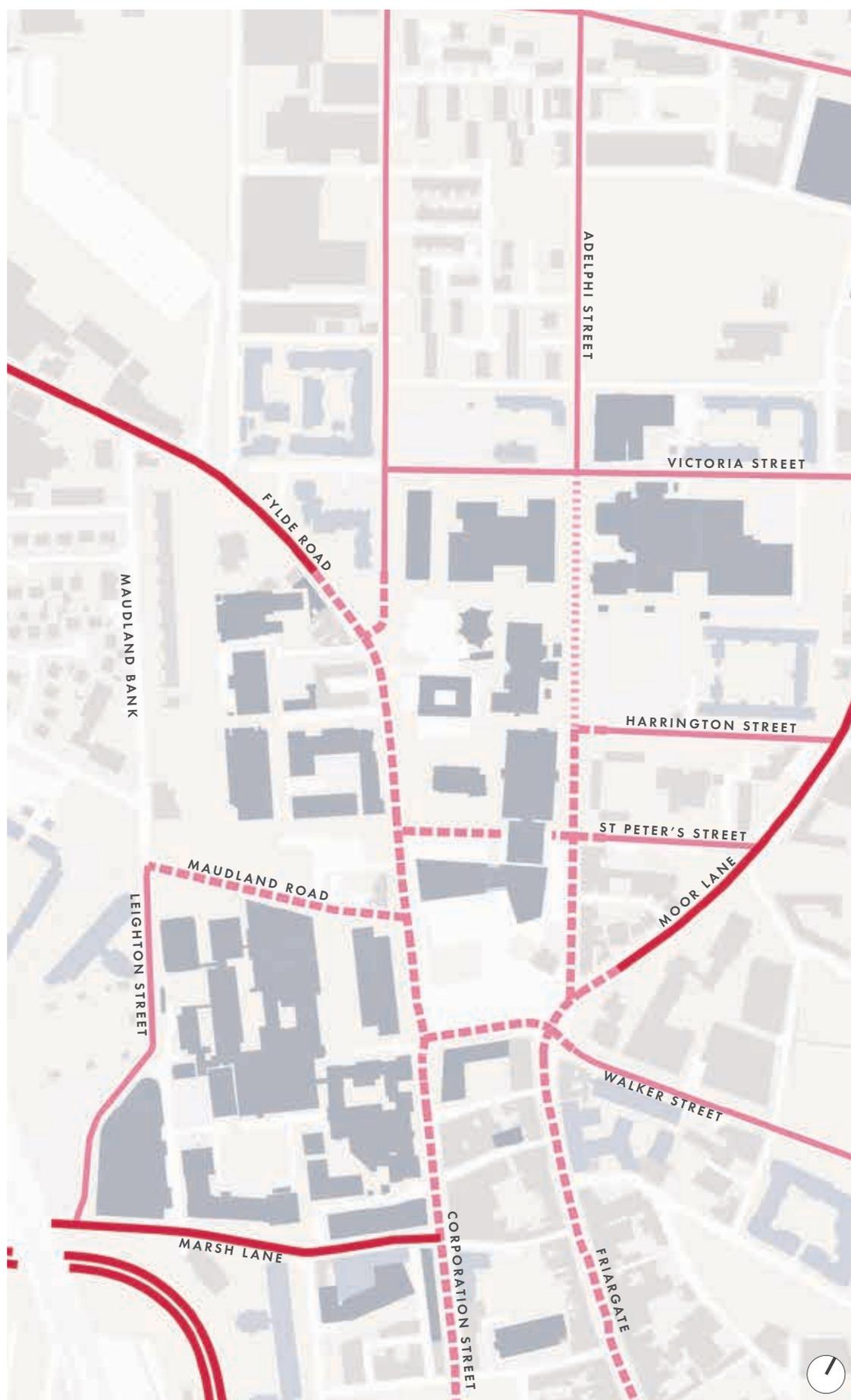


Adelphi Street



Fylde Road

- UCLan buildings
- primary routes
- secondary routes
- shared space
- bus only



Proposed vehicular routes and shared surfaces

3.2 RE-THINKING THE ROAD STRUCTURE

The reduction of through traffic creates a new quality heart for the campus

The current road network is designed and managed to encourage traffic travelling through the city to pass through the core of the campus.

One of the key objectives of the Masterplan is to reduce traffic travelling through the campus to enhance the pedestrian and cycling experience.

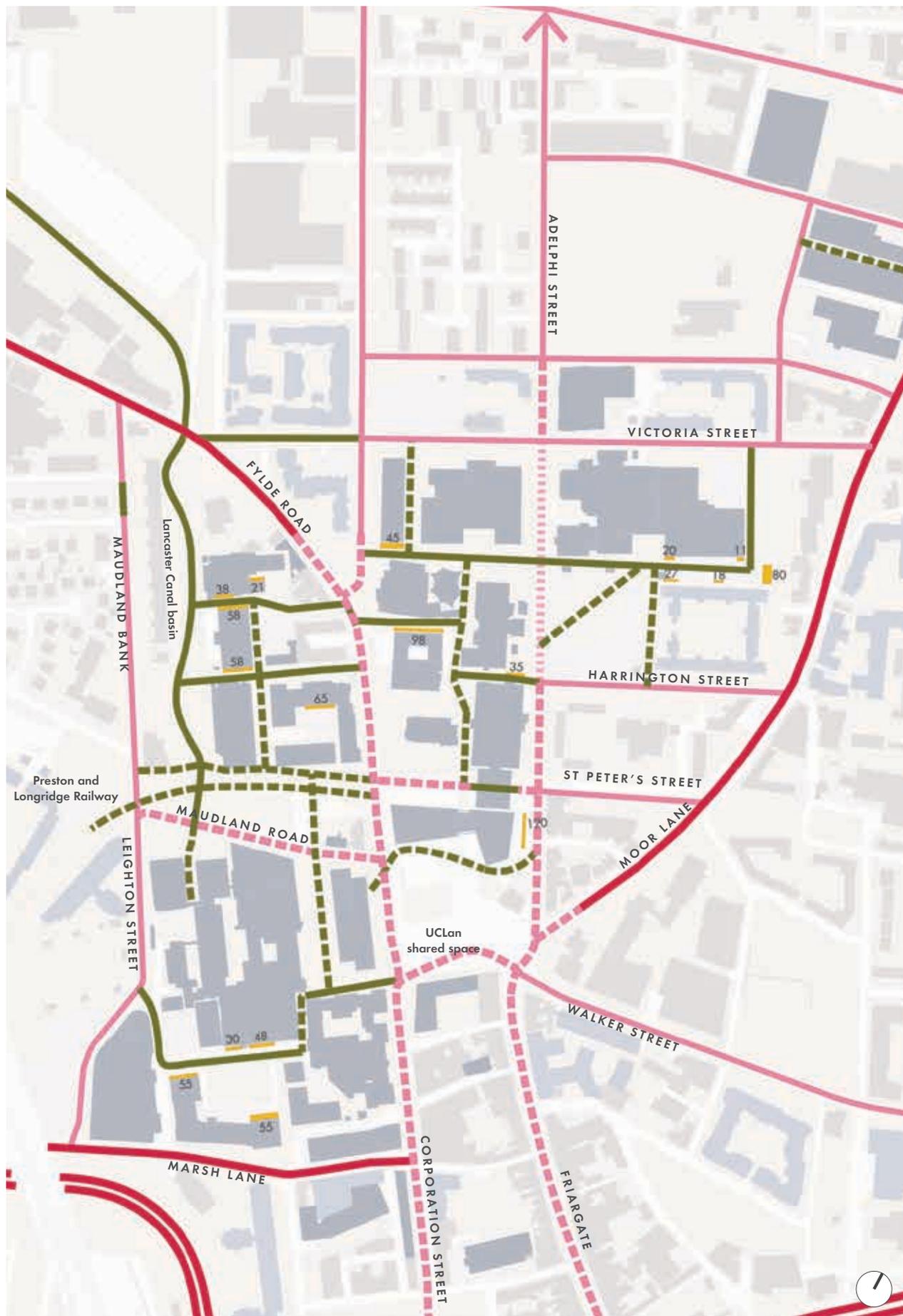
While other routes exist these are often less direct and equally congested. Over a number of years the volume of road traffic has increased severing areas of the campus from each other but also reducing connectivity with the city centre and station.

While Fylde Road and Friargate are routes from the north west suburbs into the city centre, the Marsh Lane, Corporation Street, Moor Lane route has more recently increased in relative importance through the introduction of traffic management measures. The central element to this route, the Adelphi roundabout, does little for pedestrian and cycle connectivity and accident figures show a disproportionate number of incidents.

The University is continuing to work with Lancashire County Council and Preston City Council to help promote positive changes to the road network. The main intervention is the significant alteration of the Adelphi roundabout towards a user friendly public realm at the heart of the campus. This will have significant shared space with the aim of allowing essential movement to still occur, encouraging non-vehicle use to have far greater prominence here.

Other changes focus around reducing vehicular dominance on key streets within the campus itself, such as Adelphi Street, by creating extensive areas of shared space that provide better pedestrian and cycle linkages both on campus and for those passing through. These changes will help create a greater sense of place within the University.

Appendix A provides more detail on the proposed changes to the road network.



Proposed cycle routes



Shared surface at King's Cross



Bicycle shelter at the Arts Centre



Secure cycle lockers at Greenbank

- UCLan buildings
- on-street: primary route
- on-street: secondary route
- shared space
- bus only shared space
- pedestrian and cycle only
- pedestrian only
- cycle shelters/ lockers

Pedestrian and cyclist accessibility is improved across the campus with a number of interventions to the existing road network

There is currently little formal provision for cycling in streets across the campus area which is reflected in a relatively low level of cycle use by students. This presents a very significant opportunity to encourage greater levels of cycling in and around the campus, that could be achieved in part by greater priority being given to cyclists in the allocation of shared space.

Shared surface

The introduction of large segments of shared surface to replace the current car-dominated streetscape throughout the campus will re-balance priorities amongst road users and deter traffic from cutting across the campus. Depending on its location, this can be “true” shared surface with only a visual/tactile separation between the footpath and the vehicular surface, or, similar to the recent Fishergate improvements, feature a 40mm kerb to safeguard pedestrian-only areas.

The shared surface proposals include the following streets:

- Fylde Road junction
- Adelphi Street
- St Peter’s Street/Square
- Maudland Road
- Fylde Road
- Corporation Street
- Friargate

Cycle network

There are two main types of cycle network - one to provide a practical and efficient route for cyclists (often involving commuters or more confident cyclists) and the other for more leisure related cycling where meandering cycle paths are provided for enjoyment and sport. These are not mutually exclusive but represent changing patterns of cycle use.

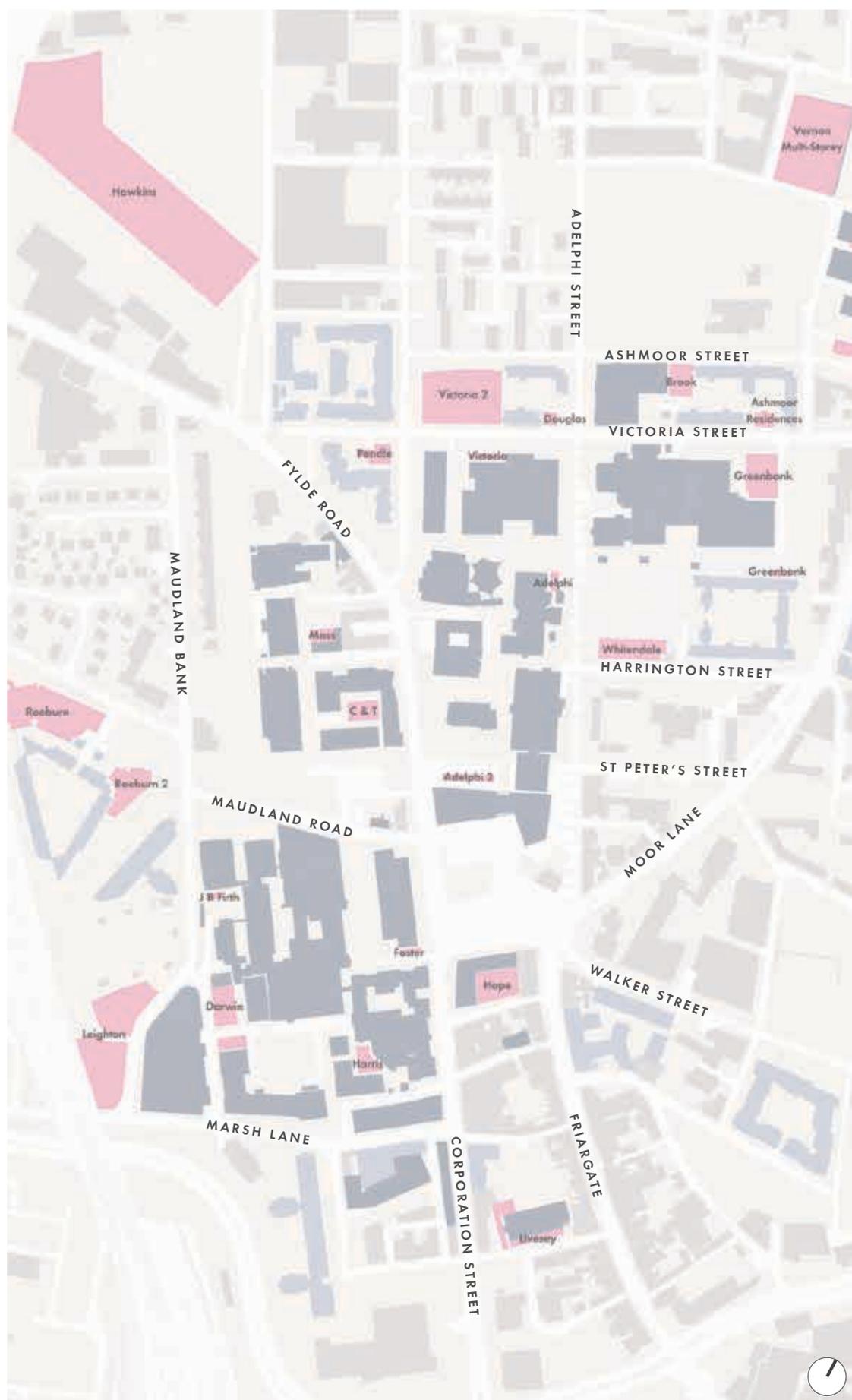
The proposed Masterplan addresses both by providing cycle lanes along the key road links as well as delivering cycle paths on the landscape features such as the infilled canal and railway cutting. Secondary linking routes are also provided to create an accessible network across the campus - both north to south and east to west.

Cycle parking is provided in key points along these routes, close to front doors and comprising of both fully secure shelters and cycle hoops.

The overall aim is to create a comprehensive cycle network passing through the heart of the campus that also links well with developing opportunities within the City

Travel Planning

The University has had a travel plan in place since 2007 achieving a steady reduction in the number of staff coming in solo car occupancy. The key aims and objectives of the Masterplan support sustainable and active travel and the key principles of the University’s Travel Plan 2013-2018 focusing on provision for pedestrians, cycle users bus and train commuters.



Proposed car parking provision

3.3 RE-LOCATING PARKING

Car parking is removed from the centre of the campus to promote a healthier, more pedestrian friendly campus

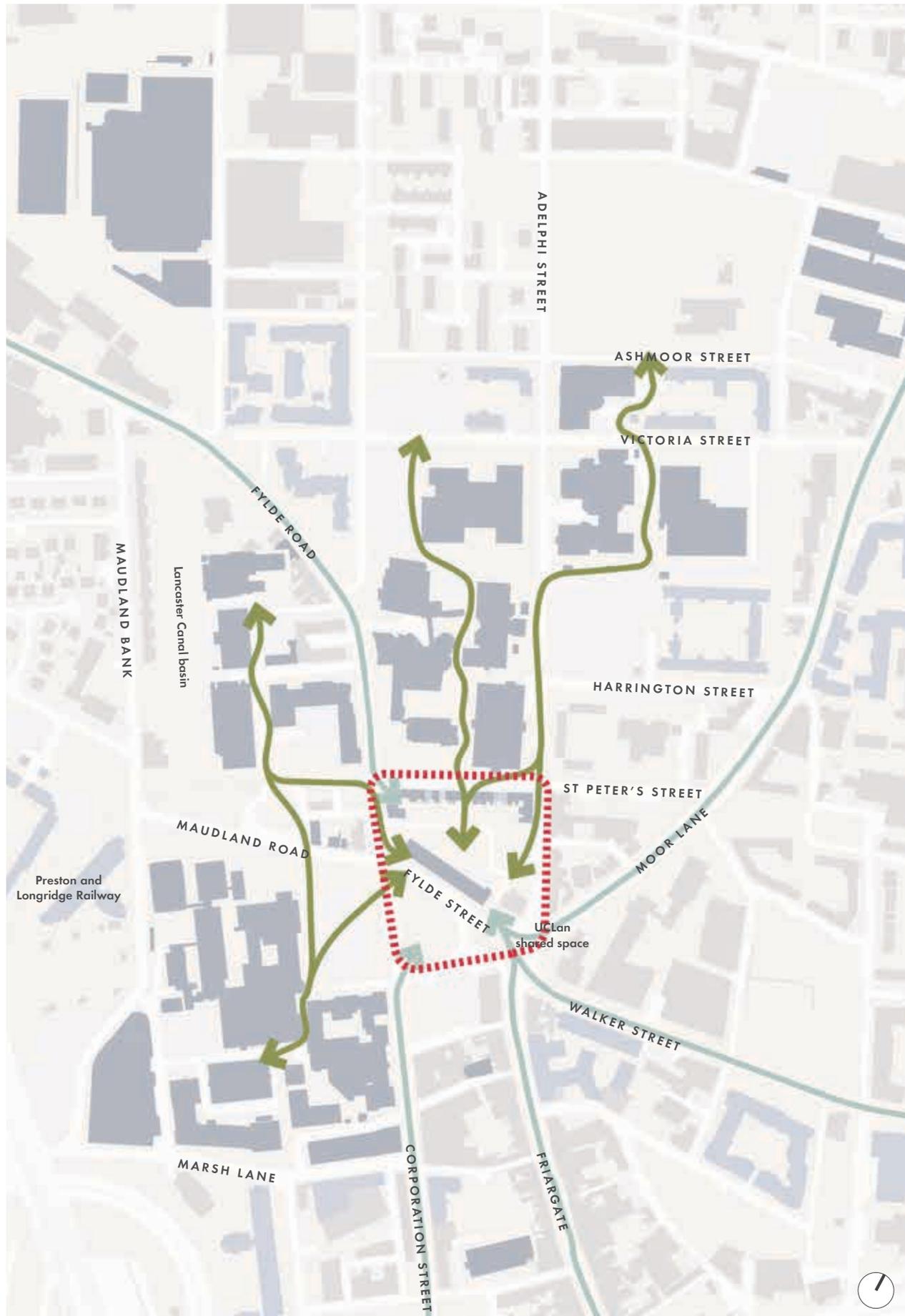
While a car parking capacity of 1343 spaces itself is not inappropriate for a university of this size, the distribution of car parking across the centre of the campus, with thirty-five car parks in key locations, has a number of consequences. It:

- encourages car use and increases traffic within and around the campus
- creates pollution in the centre of the campus
- compromises connections to gateways and approach roads
- circulating vehicles reduce the attractiveness of the healthy modes of transport
- poor use of prominent sites and definition of routes
- poses safety and security challenges

A relocation of car parks to the perimeter of the campus could:

- reduce travel across the campus and reduce travel time by locating car parks at key gateway approaches
- promote healthy living and raise the profile of more sustainable means of transport (Travel Plan target)
- allow alternative use of land and thereby improve public realm enclosure
- enhance lighting, security presence and accessibility
- improve accessibility for the mobility impaired by providing prioritised facilities at key locations

In order to ensure no overall loss of car parking, a large surface car park is proposed on the Hawkins Site as well as a multi-storey car park on the current Vernon surface car park. Safe, well-lit and direct links between the centre of the campus and the peripheral parking sites close to strategic access points maintains ease of access and commuting times. Whilst these perimeter car parks would absorb the main demand for car parking around the campus, the Masterplan provides a small number of central car parks adjacent to buildings and open spaces to ensure provision for mobility impaired staff and students, deliveries, visitors and maintenance.



Current route network cumulating at Adelphi roundabout



Adelphi roundabout and Fylde Building



Approach to the roundabout from Corporation Street



Green island in the centre of the roundabout

- UCLan buildings
- proposed north-south routes
- key space
- key routes



Aerial view of Adelphi roundabout

3.4 CREATING A NEW SQUARE

The Adelphi roundabout is re-organised to create a large open square at the heart of the campus

The Adelphi roundabout lies at the heart of the UCLan campus, but vehicles dominate and pedestrian and cycling connections suffer as a result. The complicated junction effectively cuts the campus in half, and the Fylde Building compounds the issue by obstructing movement and views across this central space. Having been continually 'upgraded' over time to accommodate increased traffic, it now induces further traffic to and through it.

The Adelphi roundabout is both at the heart of the campus, where all key internal routes meet, and also at a point of transition between UCLan and the rest of the city. The University's masterplan seeks to address this significant movement issue

A reconfiguration of the Adelphi roundabout into a space that can be used equally by vehicular traffic, cyclists and pedestrians, and that signifies to all road users that they have arrived at a world-class university. This transformation provides a unique identity and sense of arrival at UCLan and establishes close links with the city.



The proposed square will be defined on all sides by a combination of new and existing buildings



City of Westminster College, London



VUW campus hub, Wellington, New Zealand



Granary Square, Kings Cross Central, London

- proposed buildings
- proposed primary frontage
- existing primary frontage
- roads
- new public spaces
- improved existing public spaces
- pedestrian routes

Adelphi Square: a new public space
at the heart of the campus



Building entrance locations and commercial uses help activate the proposed space

The demolition of the Fylde Building and the reconfiguration of the Adelphi roundabout creates the opportunity for a new square in the centre of the University. This new public space provides a much-needed 'heart' for the campus, breaks down the current division between north and south and draws together the University and the city.

Key moves:

- demolish Fylde Building
- reduce through traffic and create shared space
- create enclosure to spaces with active and accessible uses
- embed a high quality environment

Adelphi Square provides an eclectic mix of opportunities for students and staff creating space to meet between lectures, for local businesses and residents to enjoy and spend time in, an arrival point for visitors and an area to host a range of public events. The design of the square envisages a large gathering space for a wide range of events from which a series of terraced steps lead towards the southern end, negotiating the drop in levels and creating seating and paved areas. A water feature could be considered, as well as a more intimate seating area towards Friargate that could double as an exhibition space.

To deliver this hub of activity, the buildings framing the square are as important as the design of the space itself. An ensemble of three proposed buildings defines the space and adds key functions that in turn generate footfall and interest: the library extension and hub to the north with a very open, transparent ground floor housing retail and reception facilities, the Engineering Innovation Centre to the west, displaying the work on its ground floor exhibition space and an office building to the south.

The existing Adelphi pub frames the square to the east, and further enlivens the space by providing an outdoor eating and drinking area.



View north along Corporation Street towards Adelphi Square





View of Adelphi Square looking north



Market Square
(with overlaid Adelphi Square boundary in red)



Market Square (also known as Flag Market)

Preston's Market Square (also known as the Flag Market) has been the historic core of Preston for over 800 years as well as the location for major civic events.

Enclosed by major civic buildings of the 19th century and early 20th century, the Harris Museum (Grade I listed), Sessions House (Grade II* listed), the Town Hall and former Head Post Office (Grade II listed), it forms the setting for the Cenotaph and the restored Market Obelisk. Located right at the heart of the city centre, the site is used by a host of community groups, charities and commercial organisations.



Preston Bus Station
(with overlaid Adelphi Square boundary in red)



Proposed Preston Bus Station plaza

Part of Preston bus station (grade II listed) is set to be converted into a youth zone. The scheme includes renovating the building so it can continue to be used as a bus station.

The 80 bus bays will be reduced by half, freeing up the whole of the west side of the building and half the internal floor space. Preston Youth Zone Plus would have a new four-court sports and multi-use games area located on the western apron.

Removing buses from this side would allow for an extension to the new shared space initiative along Fishergate, improving pedestrian access between the bus station and railway station.



Granary Square
(with overlaid Adelphi Square boundary in red)



Granary Square, King's Cross Central, London

Granary Square at King's Cross Central is similar in scale and character to the proposed Adelphi Square. Central Saint Martins fronts the square on its northern side with an inviting, open ground floor, whilst restaurants and a popular water feature provide an attraction for the wider community to use the space on a day-to-day basis.

A busy programme of special events and festivals ensures this open space is used on a frequent basis and to its full potential.

A new public square for the north of the city

Adelphi Square will complement the existing event spaces in Preston with its unique setting and landscaping.

The scale of the proposed Adelphi Square is hard to appreciate due to the presence of Fylde Building and the amount of ground area taken up by roads. The diagrams opposite compare the size of Adelphi Square with familiar squares.

In addition to Market Square, the proposed Preston Bus Station Plaza and the Victorian Covered Market are other event spaces in Preston with unique qualities. Also illustrated is Granary Square in Kings Cross, London, an example of a successful urban space.



View of Adelphi Square from the proposed Hub



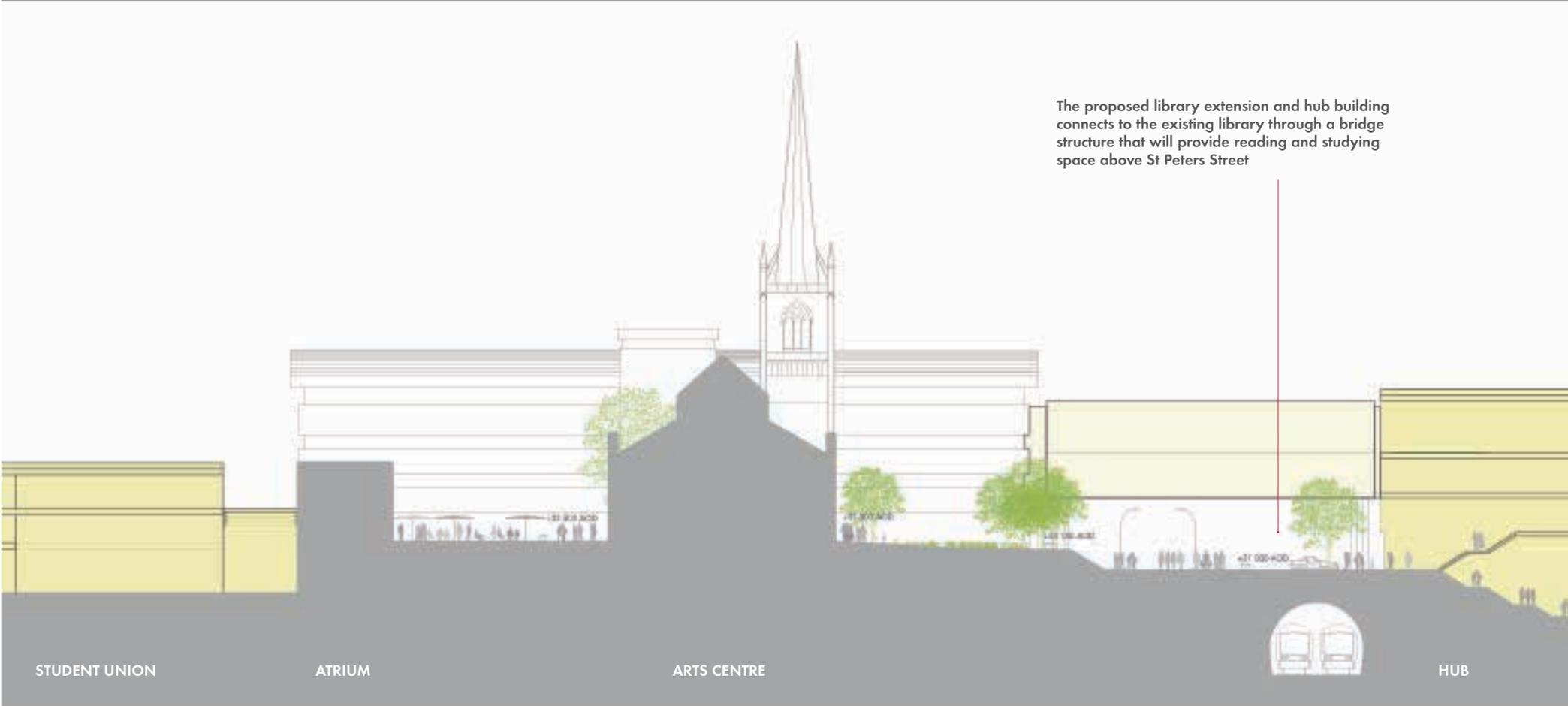
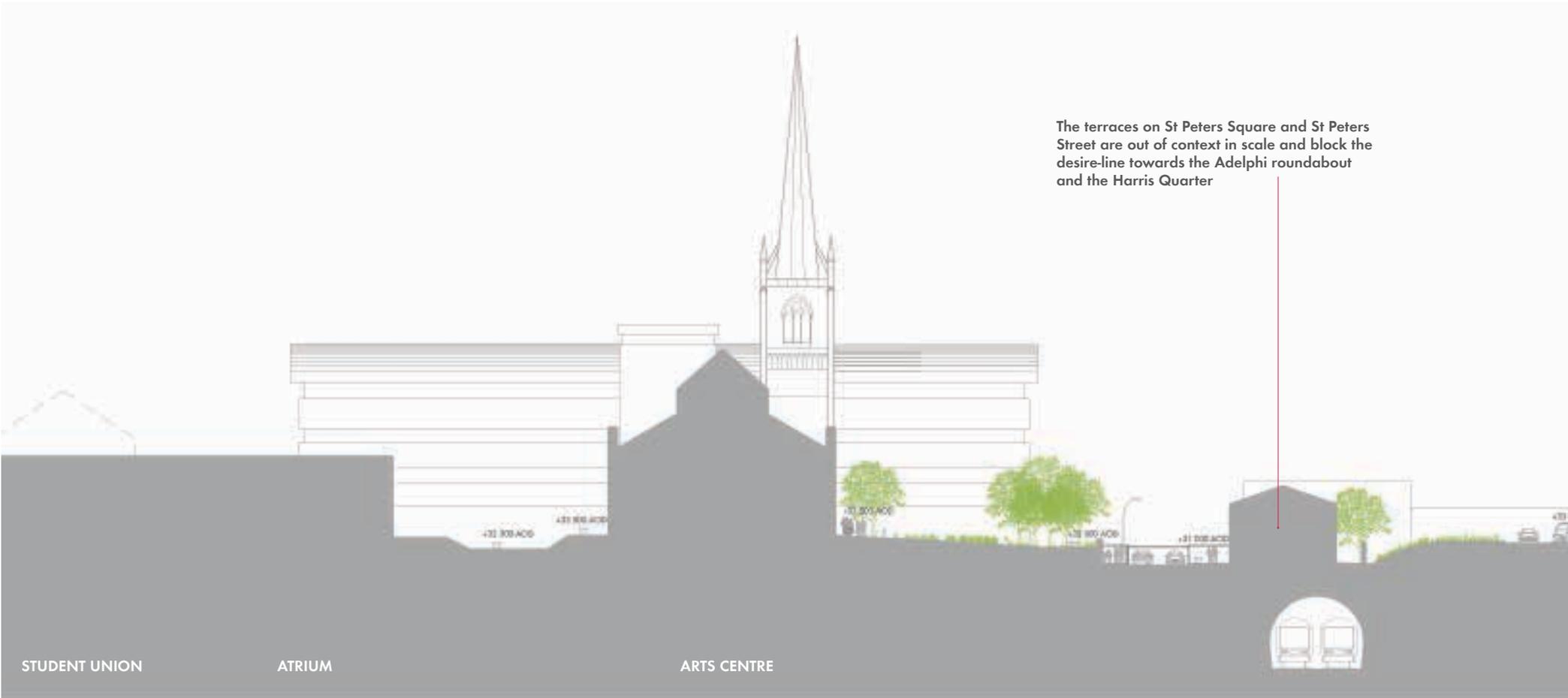
Adelphi Square: area of square outlined in red



View of Adelphi Square from the proposed EIC entrance

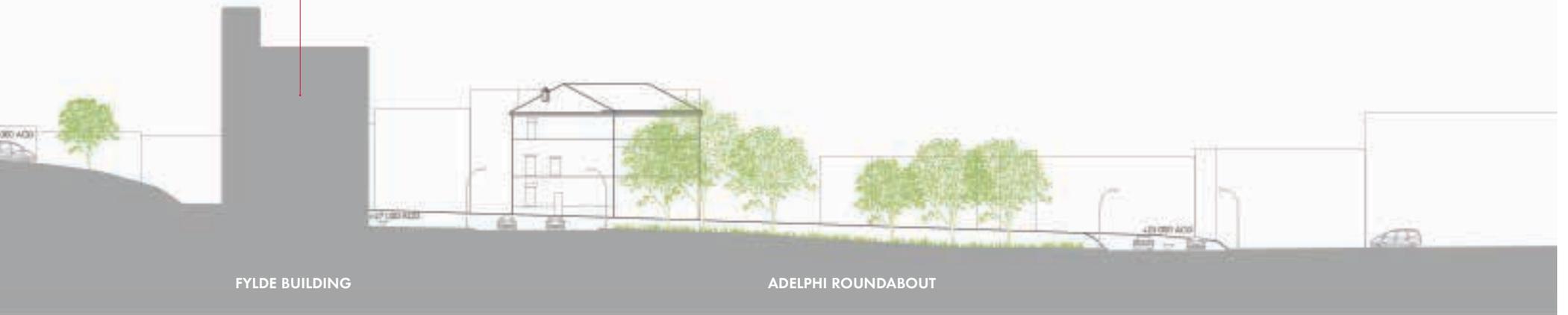
Due to its location, setting and landscaping, Adelphi Square could host a variety of public and University events requiring both a large flat open space as well as terraced amphitheatre seating to provide a multi-purpose space.

The closure of the surrounding shared surface streets for special occasions could further extend the space, enabling it to adapt to the specific requirements of each event.



Proposed section

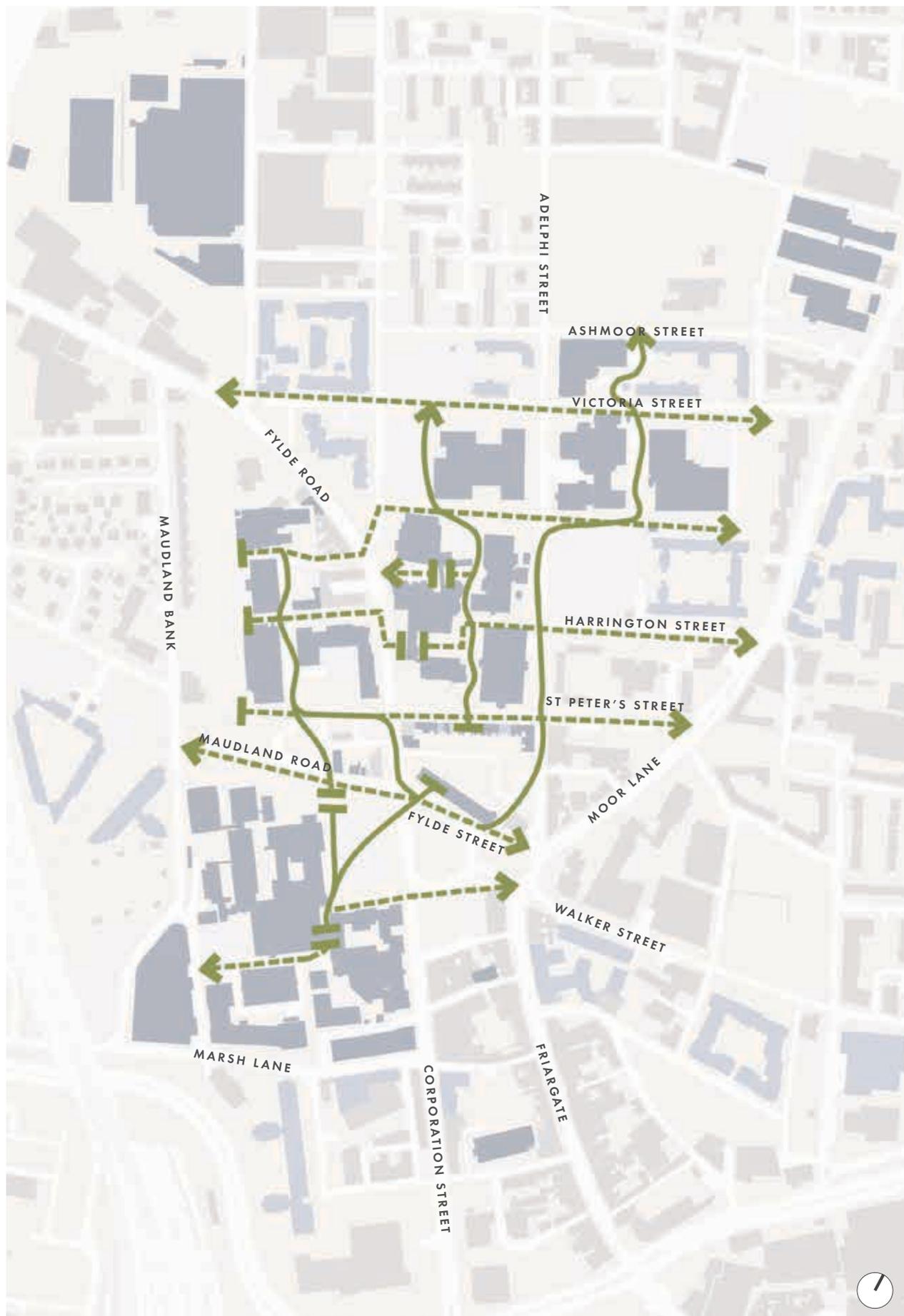
Fylde Building blocks views and access between the southern part of the campus and the Adelphi Quarter



The removal of the Fylde Building and the terraces creates a direct link between the Harris Quarter and the Adelphi Quarter

Adelphi Square negotiates the level differences by introducing south-facing, terraced steps that double as seating, replacing the former barrier with useable space





Existing route network



Poor east-west connectivity

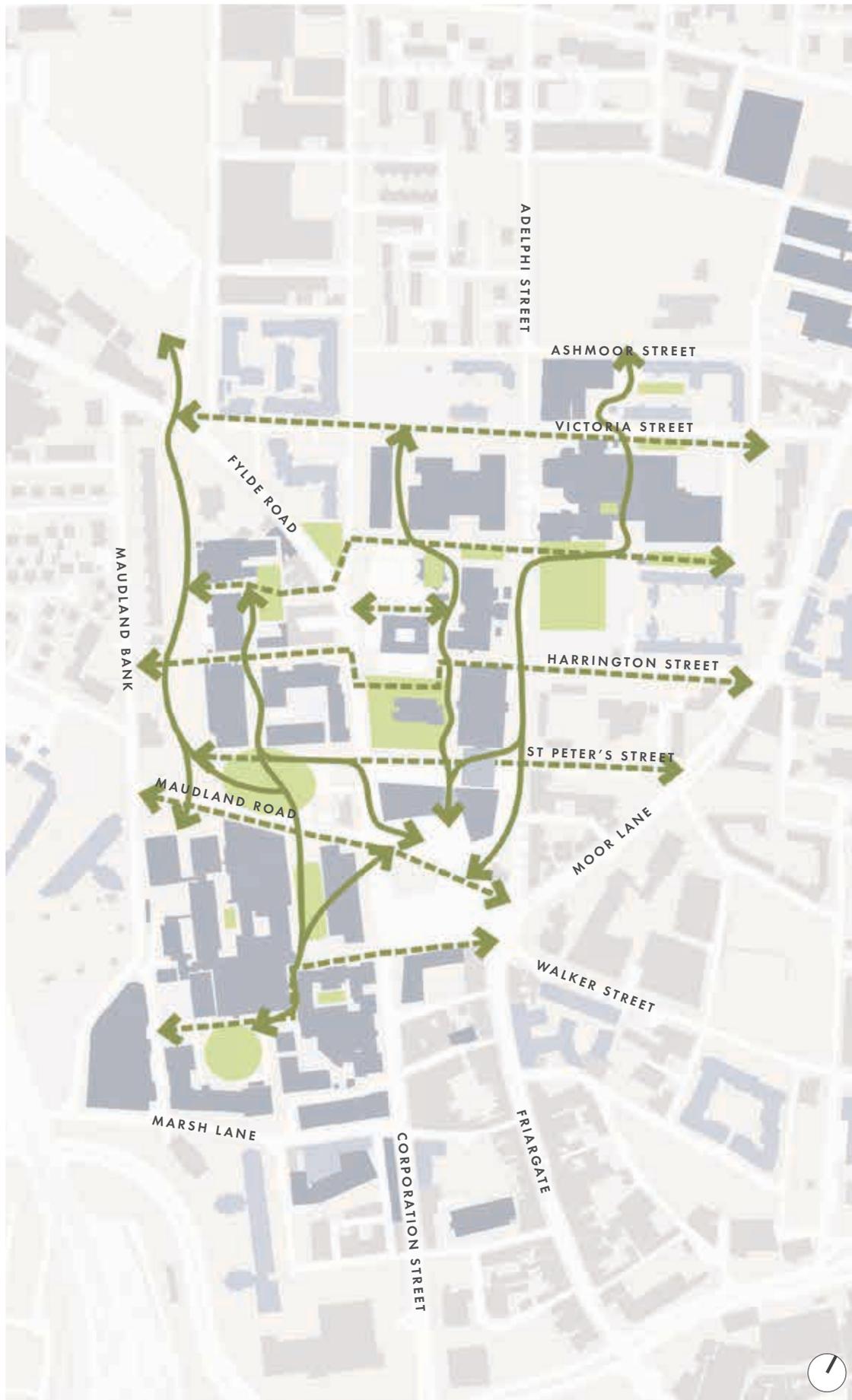


Adelphi Street facade of the Harrington Building



Fylde Building blocks access between the northern and southern part of the campus

-  UCLan buildings
-  dead ends
-  north-south pedestrian routes
-  east-west pedestrian routes
-  proposed open spaces
-  New Square



Proposed route network

3.5 IMPROVING MOVEMENT WITHIN THE CAMPUS

A clear structure of pedestrian and cycle routes

A network of pedestrian routes and spaces

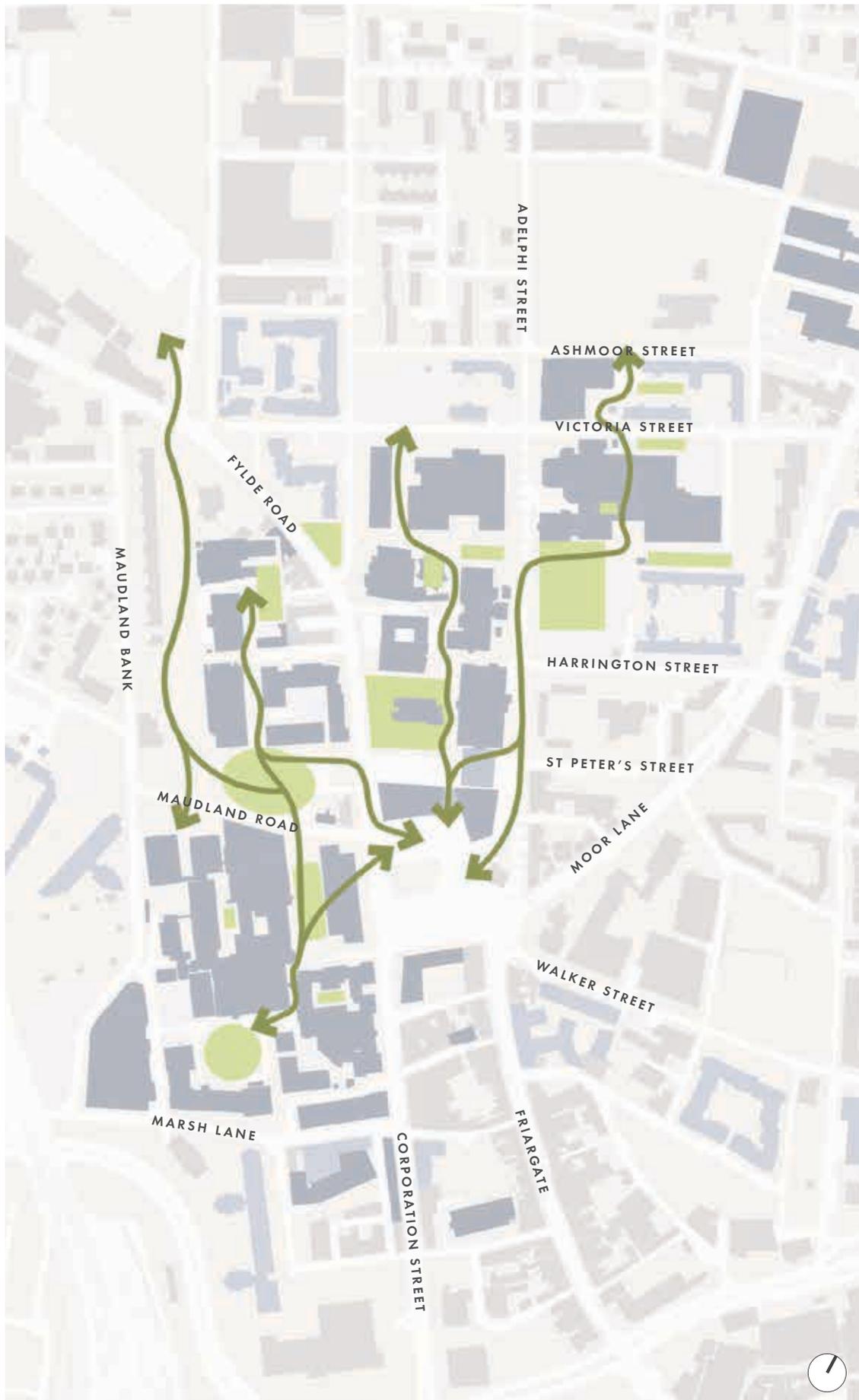
Today connectivity within the campus is compromised by the main roads that currently dominate the site. Connectivity between the north and south areas of the campus is also poor as the Adelphi roundabout effectively blocks the transition between the southern and northern areas of the campus.

The majority of the University buildings do not front these roads and the resulting streetscape is dominated by services, plant rooms and windowless blank walls.

A robust and well-defined network of routes and open spaces forms the basis of a successful campus environment by ensuring longevity and coherency. The creation of Adelphi Square, at the heart of the campus enables much improved movement at this central point. Section 3.4 details further the benefits of this significant intervention.

The existing buildings already begin to suggest a series of interconnecting spaces, however this currently lacks coherence, is often abruptly terminated and is inconsistent in its landscape treatment. By opening up currently blocked passages and introducing new buildings to line and reinforce roads, pathways and outside spaces, a more clearly defined public realm can be established. The new network presents a simplified hierarchy in its organisation with north-south pedestrian routes feeding through the spaces between buildings, intersected by secondary east-west routes which connect the main roads and traverse the campus.

This chain of varying spaces, whether meandering paths or intimate squares, connects the quarters of the campus and offers a rich variety of spatial experiences. This newly defined network also connects the site features of the railway cutting, the infilled canal basin and Adelphi Street, each of which create key amenities for the new campus. Their accessibility will be the key to their success and the redefined network reinforces this.



North-south routes and open spaces

Internal pedestrian north-south routes leading towards the new central square will tie the distinct campus quarters together

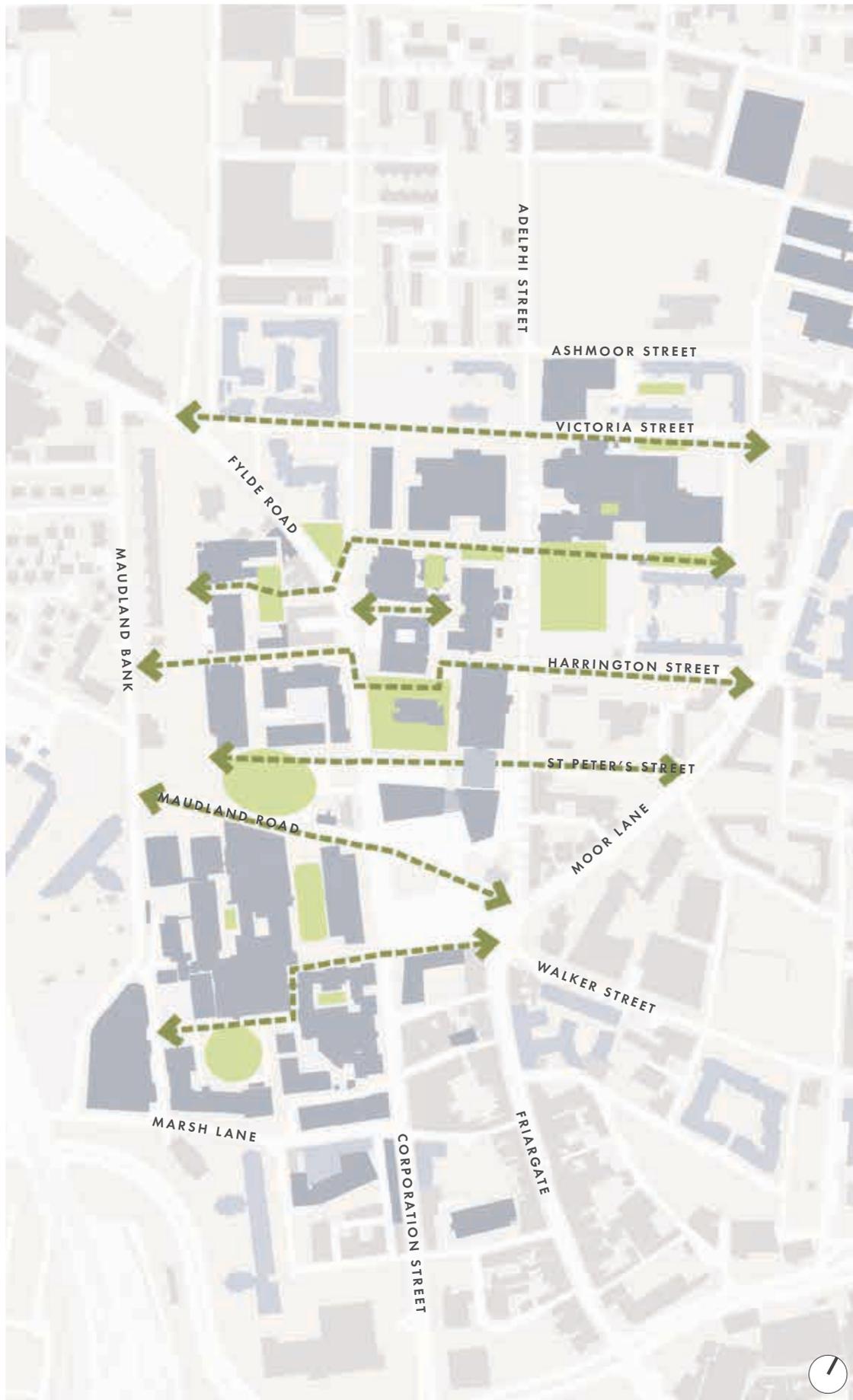
North-south pedestrian routes

One of the main characteristics of the campus is the series of north-south routes off which most of the buildings are accessed. The Masterplan proposes to enhance these routes through developing characterised quarters with an arrival point into the new Adelphi Square.



Existing route between the Atrium and the Adelphi Building

-  UCLan buildings
-  proposed north-south pedestrian routes
-  proposed east-west pedestrian routes
-  proposed open spaces
-  New Square



East-west routes and open spaces

An ordered grid of east-west pedestrian routes will enhance campus connectivity between academic and recreational spaces

East-west pedestrian routes

Secondary to the north-south routes, the east-west routes traversing the campus currently lack definition and connectivity. Often passing adjacent to or through car parks, they are characterised by poor definition.

The Masterplan proposes enhancing these links by:

- improving road crossing points
- replacing a number of car parks with open spaces or built form that address the route
- opening up currently blocked access
- enhancing landscaping to improve legibility and to provide an attractive environment through consistent paving, tree lines, street furniture and external lighting.



Existing route south of Adelphi Building



Proposed buildings and open spaces

Hawkins site parking and sports facilities

Brook Place

Pendle Square

Covered amphitheatre

Harrington Gardens

Kirkham Square

Whitendale Gardens

Canal Park

Maudland Square

Railway Walk

Maudland Gardens

Adelphi Square

Foster Square

Wharf Square

- proposed buildings
- proposed covered spaces
- proposed public realm
- network of routes
- key frontage defining public realm

3.6 DELIVERING NEW BUILDINGS AND SPACES

Transform the student, staff and visitor experience by creating better quality open spaces defined by new buildings and making changes to existing buildings

The intention of the Masterplan is to set up a flexible framework within which the University can grow and evolve over time and accommodate new building requirements as they become clear. Three distinct types of projects have been identified:

1 Improvements to existing buildings

to facilitate flexibility and provide social space and amenities for staff, students and visitors:

- A.2 North extension of Foster Building
- A.3 Bridge link between Foster and Harris Buildings
- A.4 South extension of Foster Building
- B.3 Student Union
- B.5 Extension to Victoria Building
- B.6 Link between Harrington and Greenbank Buildings
- B.7 Extension to Brook Building
- C.2 Recladding and Extension of Kirkham Building

2 New buildings

have been considered to improve legibility of routes and open spaces and to provide the state of the art facilities for the University.

Focused around Adelphi Square, where the next phase of development will be concentrated, the currently assumed buildings are:

- A.1 Engineering Innovation Centre (EIC)
- A.5 Student Enterprise/ Business zone
- B.1 Library extension/ Hub
- B.2 Offices
- B.4 Brook Street Building
- B.8 Multi-Storey Car Park
- C.1 Academic Expansion

3 Improvements to existing public realm

and the creation of new open spaces through the removal of car parking:

- Adelphi Square
- Brook Place
- Canal Park and northern extension
- Covered Amphitheatre
- Foster Square
- Harrington Gardens
- Hawkins site parking and sports facilities
- Kirkham Square
- Maudland Gardens
- Maudland Square
- Pendle Square
- Railway Walk
- Wharf Square
- Whitendale Gardens

The University currently delivers new buildings and significant refurbishment of existing to BREEAM standards (Building Research Establishment Environmental Assessment Methodology). The standards, the world's longest established and most widely used method of assessing, rating, and certifying the sustainability of buildings work to raise awareness amongst owners, occupiers, designers and operators of the benefits of taking a sustainability approach and helps them to successfully and cost effectively adopt sustainable solutions, together with provision of market recognition of their achievements. The standards currently applied at UCLan are 'excellent' for new buildings and 'very good' in the case of significant refurbishments.



Extension to Brook

Connection between Harrington and Greenbank

Covered amphitheatre to rear of 53 degrees

Link between Student Union and Atrium

Link within Hub

Link between Foster lecture theatres and new teaching block

Rear extension to Foster building

- atrium/ covered space
- UCLan buildings
- campus-based amenity space

The series of covered spaces combined with nearby amenities such as cafes will enhance student lifestyle experience

3.7 CREATING COVERED AND SHELTERED SPACES

Seasonal variations are accommodated by the provision of covered spaces, conveniently located across the campus



A covered walkway provides weather protection on key connections



The space created by an atrium cover between two buildings can be used for student support lifestyle improvements

A series of covered and indoor/outdoor spaces are proposed at different locations across the campus.

Promoting student experience improvements, they have been located to respond to key connections between buildings such as Harrington and Greenbank as well as forming entrance atria where the current reception areas are inadequate to accommodate the numbers of students that flow through them. Although not necessarily heated, these spaces will offer protection from the weather by being enclosed and yet provide a visual connection to the outside.

They also provide areas for break out activities where the internal building spaces cannot accommodate – areas for small meetings to promote communication, impromptu conversations and of course computer use. These spaces should also be well served by vending machines, if not adjacent to amenities.

The exact nature of these structures will be established in later design stages, however if conceived as simple glazed structures spanning between the varying building styles, they will assist in binding the campus together.



- good quality landscape to be retained
- medium quality landscape to be improved
- other landscape to be retained

Existing Landscape

3.8 CREATING NEW AND IMPROVED PUBLIC REALM

Improve and extend the public realm to support campus activities and reinforce connectivity and legibility of pedestrian and cycle routes



Adelphi Quarter: A welcoming entrance to the Victoria Building



Level changes compromise use



Canal Quarter: Natural spaces could support a healthy campus



Inaccessible areas can be rediscovered



Harris Quarter: Enclosed courtyards can become quiet retreats



Existing spaces can be enhanced

The Masterplan is based on the principle that the spaces between buildings are as important as the buildings themselves.

Existing landscape

The existing landscape includes several areas which are to be retained within the new Masterplan, as they include good quality trees and planting which, in conjunction with their location and materials, provide places that are well used by students and staff. These include; the area between the Victoria and Adelphi buildings, the east of the Library, Whitendale Halls of residence, the southern grounds around the Arts Centre, the entrance areas to the Harrington building, the southern section of Harrington car park, and the play area and boundary conditions of the Canal basin.

Some of the existing public realm will be retained and enhanced, such as Adelphi Street, which will become a new shared space with pedestrian priority and the Canal basin which will have improved access, footpaths and lighting to enable it to become a safe and more usable natural outdoor space. Similarly, hard landscaped areas with numerous level changes such as those around the Students Union Atrium and the 53° building can function better and accommodate a range of activities if set within landscapes that are level.

The existing landscape has areas where accessibility is compromised due to; numerous or steep level changes, dominant vehicular traffic, lack of clear views, a lack of good quality footpaths and insufficient lighting. These areas can benefit from a range of landscape enhancements that improve accessibility, and prioritise pedestrians and cyclists.

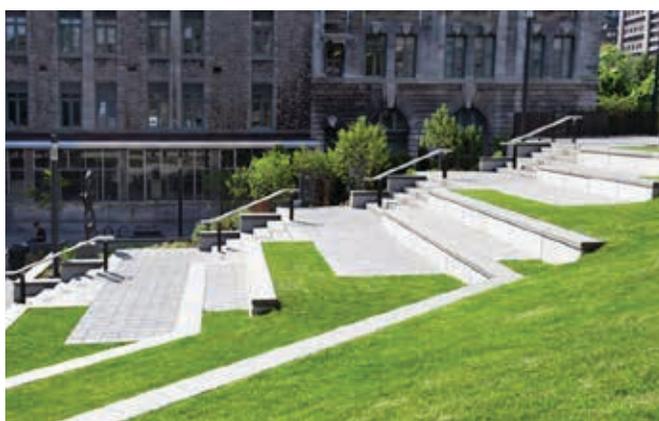
Some areas of the public realm will be retained as secondary spaces, such as delivery areas, spaces adjacent to plant rooms, technical facilities, and certain car parks.



- 01 New sports pitches
- 02 New tarmac car park with trees
- 03 New lawns with gravel footpaths
- 04 New shared surface
- 05 New natural landscape with resin bound gravel paths
- 06 New resin bound gravel with timber furniture/ play area
- 07 New hard landscape with terraces and steps
- 08 New atrium/ covered space
- 09 New courtyard garden
- 10 New flexible hard landscape for events/performances
- 11 New high quality natural stone paving/terraces
- 12 New formal gardens with outdoor enclosures
- 13 New allotment gardens
- 14 Existing landscape retained

- proposed soft landscape
- existing soft landscape
- proposed shared surface
- proposed hard landscape
- atrium/ covered space
- proposed central square
- other proposed squares
- existing trees
- proposed trees

Proposed Landscape Masterplan



Adelphi Square: Wide steps use the level difference as seating areas
James Square, Mc Gill University, Canada © Williams Asselin Ackaoui & Associates Inc



Outdoor rooms encourage informal networking
© NBBJ



Canal Quarter: A calm natural haven within a busy campus
Quirijn Park, Tilburg, Netherlands © Karres en Brands



Informal well lit paths can provide safe access
© Karres en Brands



Harris Quarter: Glazed links can accommodate enclosed gardens
Tahari Courtyards, Millburn, USA © Michael Van Valkenburgh Associates, Inc



Sheltered gardens providing spaces for retreat
Potical Glass House, Naka-ku, Japan © NAP Architects

Proposed landscape

The Masterplan aims to prioritise pedestrians and cyclists over vehicles, to create a campus that is safe, healthy and sustainable whilst ensuring that key vehicular routes and connections are maintained and essential service routes are accommodated.

Improved access to previously unused spaces can ensure that staff, students and visitors have no physical barriers to spaces and facilities, so that both the campus and its facilities and opportunities are fully inclusive. Safety, durability and ease of maintenance can ensure that the new landscape elements support this aim.

The proposed landscape will be significantly greener and more sustainable. A further 350 trees are proposed to be added to the existing 450 trees.

Cycling will also be encouraged, with the provision of new shared spaces that prioritise pedestrians and cyclists, a network of connected cycle paths and regularly spaced cycle stands and shelters.

There will be several key spaces within the new Masterplan. The landscape of each will respond to their different functions but also reinforce the overall character of its particular quarter. In combination, these spaces can create a unified but diverse landscape that fulfils a wide range of requirements and can include spaces for civic type gatherings, experiencing nature, efficient transport circulation, hosting temporary installations or performances, outdoor meetings, sport and recreation.

The spaces and routes which link them will receive a simpler, pared down treatment to create a uniform feel around the campus.

The use of special landscaping for the site features provides a contrast to the consistent approach to the routes. The Canal basin will combine a series of meandering pathways and open spaces whilst Adelphi Street will become a linear shared surface starting at Adelphi Square and leading northwards.



Differing grass seed mixes and cutting regimes can provide seasonal interest



New planting can include informal fruit producing species



A naturalistic style of planting and route layout can compliment the Adelphi Quarter

Planting strategy

Various tree and shrub planting have taken place on the campus over the years. Together with planting that existed before these recent introductions, the campus now has areas of significant soft planted landscape. This is mainly in the area close to the Victoria building and in various beds along Adelphi Street.

While this planting is varied, attractive and well cared for it could play a stronger role in contributing significantly towards the image and identity of the Campus, especially through Adelphi Street with its connection to Friargate. The existing planting provides a solid starting point on which to base an overall strategy. The strategy will consider the following approaches.

Two distinct north/south planting character bands:

The canal park and railway cutting

- Emphasis on naturalistic style of planting and route layout as a contrast to the Adelphi Street approach
- Focus on increasing biodiversity through the use of native species.
- Provide new and enhanced habitat areas to encourage wildlife.
- New planting to help define the activity zones with the green spine such as creative play and recreational zones, fitness and trim trails and food production areas.
- Introduction of differing grass seed mixes and cutting regimes.

Mixed tree and shrub planting to the east side along the line of the rear gardens to the existing residences.



Hedges used to frame views, screen others, compartmentalize areas and create enclosure



Structural planting can including climbing species

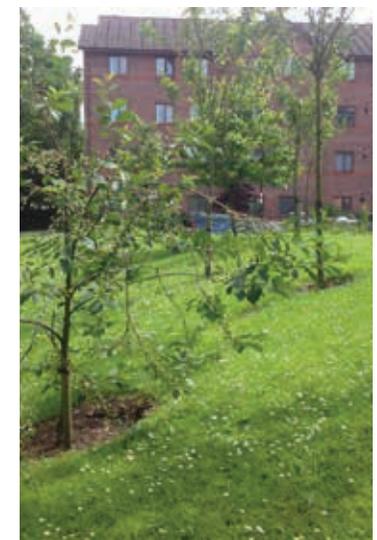


The use of new planting, especially trees can formalize and provide structure to the streetscape

Adelphi Street & adjoining precincts

This area is the more formal of the two main planting zones:

- Selective removal of some trees (smaller and misplaced) and additional planting of a single species avenue tree to run the length, where possible, of the street.
- More use of hedges, evergreen and deciduous, to frame some views, while screening others, compartmentalize areas, shield traffic and create enclosure.
- Use of planting, especially trees, to formalize and provide structural green elements to the street scape.
- Re-design of the Harrington carpark to provide a variety of spaces that function for the use of student recreation and learning.
- Modification of the west elevation of the Adelphi Building with structural planting including climbing species, hedges, trees.
- Use of new semi-mature tree planting with tree grilles in new hard paving areas.
- Use of up-lighting to semi mature trees.



Many different aspects of a healthy campus contribute towards a healthy, safe, active and sustainable University environment

3.9 CONSIDERING A HEALTHY CAMPUS AND SOCIAL SUSTAINABILITY

Create a healthy, safe, active and sustainable campus



Background

UCLan has one of the longest-running Healthy University initiatives in the world and co-ordinates the UK Healthy Universities Network. The Healthy Universities Network is underpinned by a socio-ecological model of health and a whole system approach – which includes a commitment to creating and sustaining physical, social and cultural environments that are supportive to the wellbeing of people, place and planet. The initiative also prioritises links into local communities and the city of Preston.

UCLan also has a long-standing commitment to sustainability and sustainable development – working for a sustainable future characterised by a balance that meets social needs; respects and protects the planet and its environmental resources; and maintains economic security. The University has been ranked in the top-ten of the People and Planet Green League of Universities for the past six years with commitment to continual environmental improvement being demonstrated by having achieved the international ISO14001 certification for its environmental management system, coordinated and managed by Facilities Management.

Linked to this, the Students' Union's Green Ladder Project is supporting student projects, green volunteering and green transformation projects.

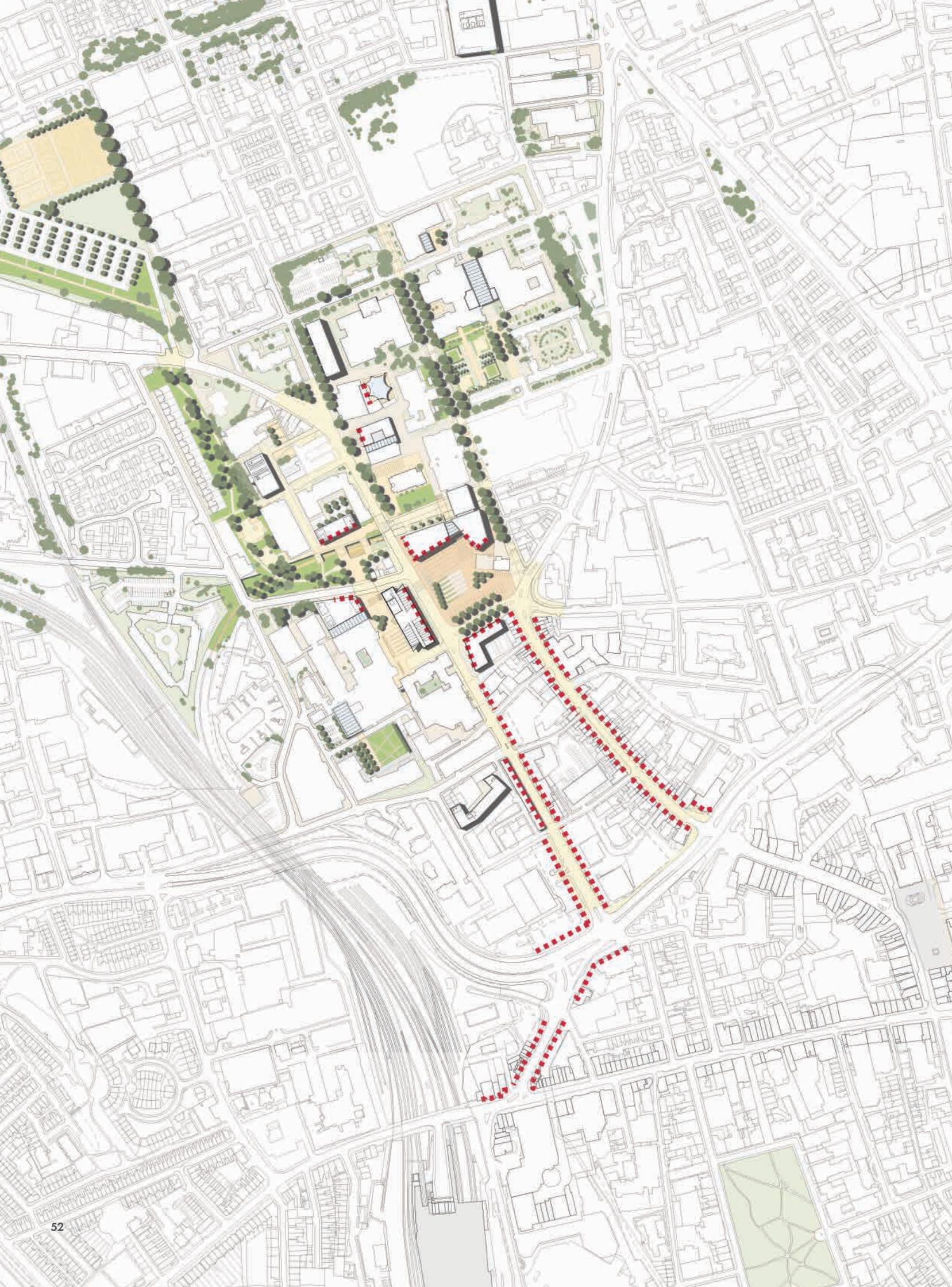
UCLan Sport facilitates and promotes participation in sport – but also facilitates physical activity more generally, enabling people to integrate this into their daily lives.

UCLan is an active partner organisation on the Preston Healthy Cities Partnership Group – and the 'interface' of city and University is understood to be crucial, and there are strong links between its Healthy University initiative and the pursuit of Healthy City goals.

Design Principles

The Campus Masterplan celebrates UCLan's strengths and articulates its ambitions and commitments in creating a healthy, active and sustainable campus:

- **Designing sustainability and health** into the Masterplan to ensure that UCLan can fulfil its related objectives and at the same time enhance its overall educational role.
 - **Education through the Wider Environment:** The campus design forms part of the 'informal curriculum' to which students, staff and community members are exposed.
 - **Green Space, Biodiversity and Human Wellbeing:** Provide wildlife spaces and corridors for wildlife to move and colonise – at the same time providing green space crucial for human health and wellbeing, by preserving existing areas and creating new ones.
 - **Edible Campus:** Build on early interest and experimentation to explore how edible planting can be integrated into the Masterplan.
 - **Green and Active Travel:** Actively support UCLan's travel hierarchy and encourage a modal shift in travel through providing state-of-the-art facilities; considering how staff and students access and move around campus; ensuring facilities for virtual conferencing to avoid unnecessary business travel.
 - **Climate Change Adaptation:** Extreme weather events can be alleviated through green roofs, permeable surfaces, grey water capture and storage.
 - **Waste and Recycling:** Encourage recycling and segregation of waste at source – also celebrating and communicating the importance of reuse and recycling rather than 'hiding it away'.
- A Low-Energy and Innovative Campus:** Incorporate high profile examples of innovative energy-related and other technologies into campus and building design, thereby communicating UCLan's commitment and cutting-edge ambition.



- proposed buildings
- UCLan buildings
- proposed new shared surface
- active frontage
- regeneration potential
- atrium/ covered space
- existing trees
- proposed trees

3.10 DELIVERING REGENERATION OPPORTUNITIES

Reinforce connections with the city centre to encourage wider regeneration opportunities



Friargate view north

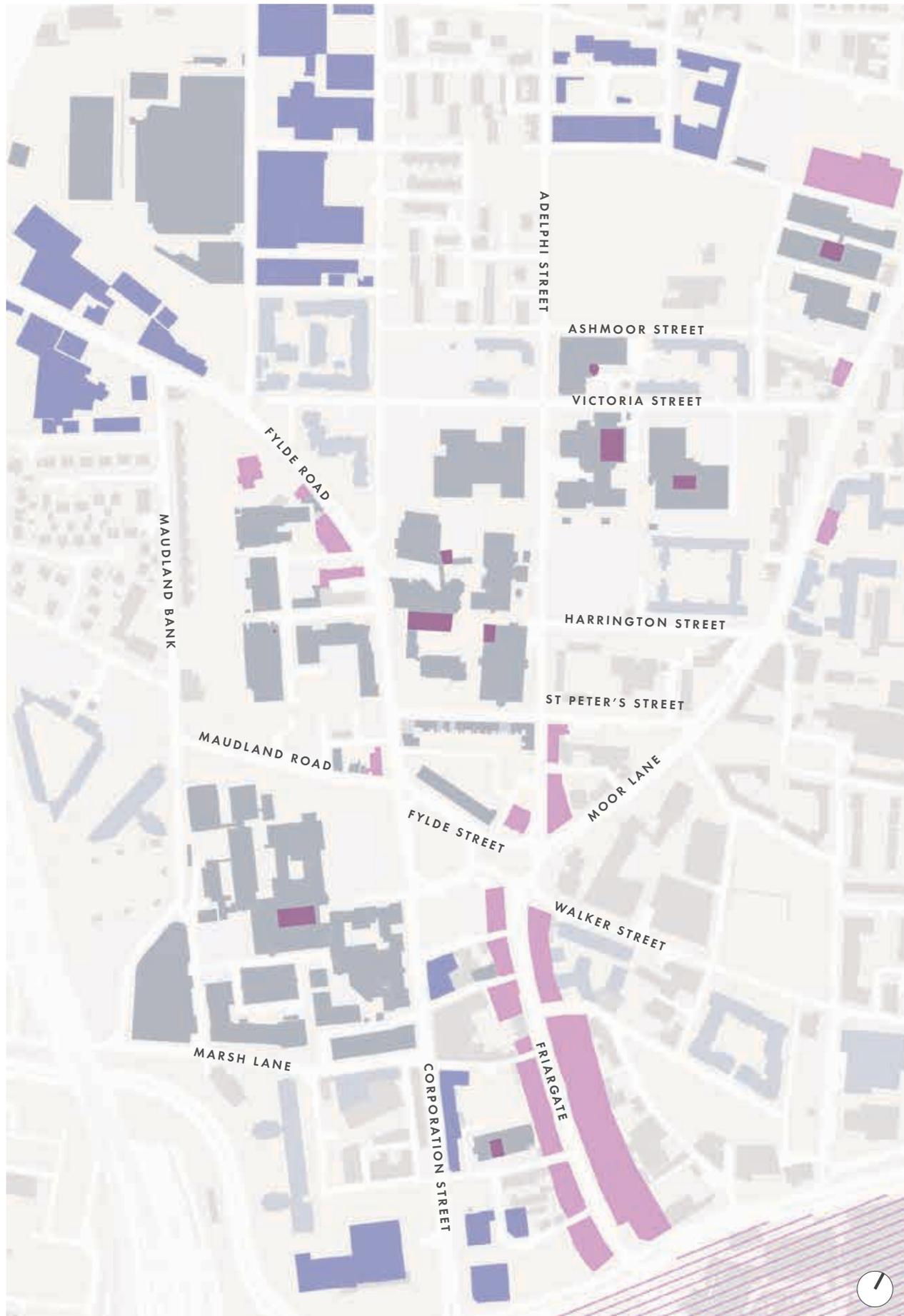


Corporation Street view south

The campus is located close to the city centre offering huge potential for improving and generating commercial activity on the connecting routes. In particular, this includes two main roads to the city, Friargate and Corporation Street.

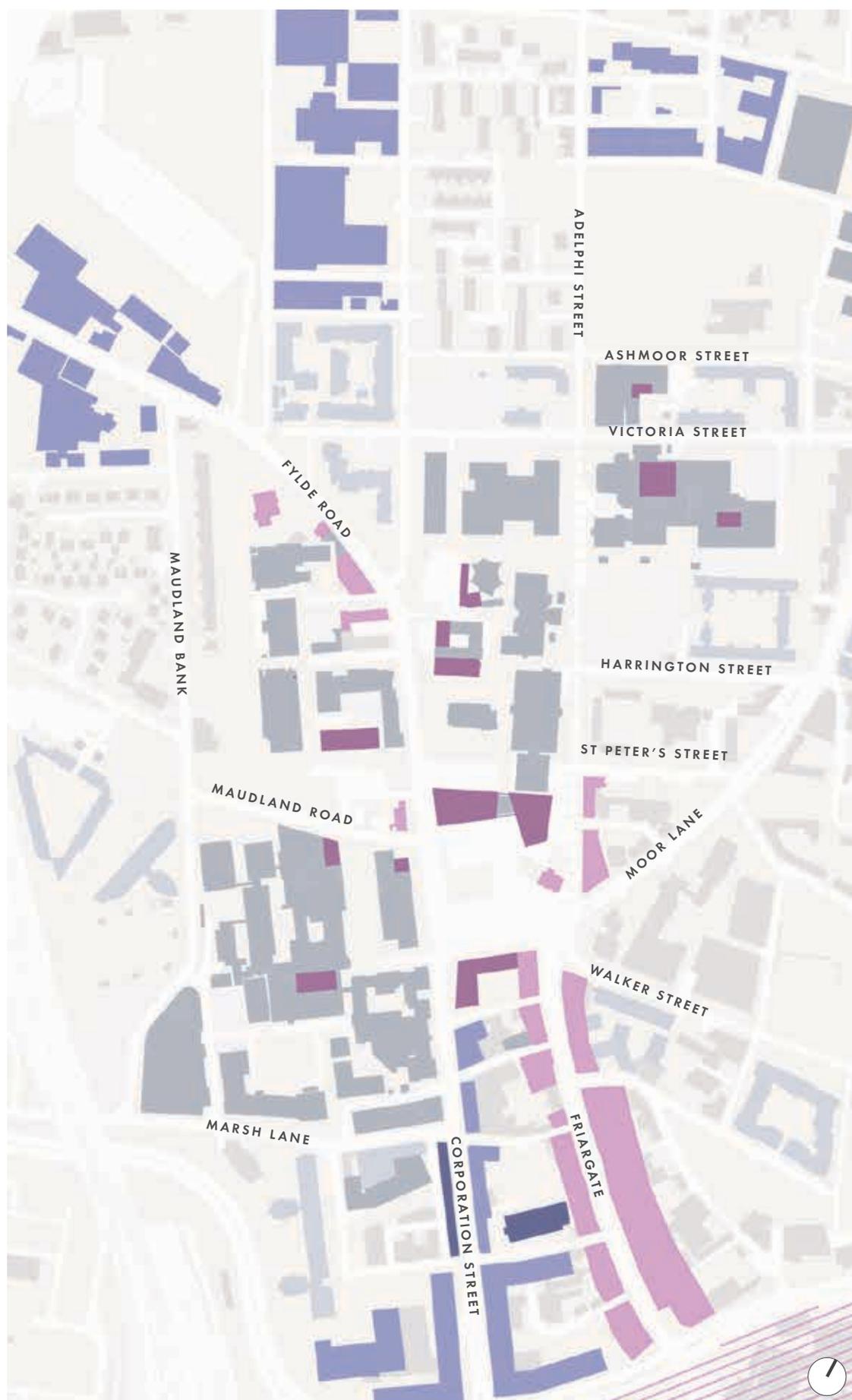
The creation of a new square to replace the Adelphi roundabout provides an attractive anchor at a key location between the city and University. Working collaboratively with Preston City Council and Lancashire County Council, the Estate Masterplan seeks to create a presence for a business zone with business start up opportunities. There is also a potential for other commercial growth, including retail, restaurants and offices along these key routes.

Left: Friargate and Corporation Street are the main connections between the campus and the city



- retail facilities on campus
- retail facilities off campus
- commercial facilities on campus
- commercial facilities off campus
- city centre retail facilities

Existing Amenities



Proposed Amenities

3.11 PROVIDING COMMERCIAL AND RETAIL USES

Ground floor uses are critical to the success of the University - commercial and retail activities are distributed across the campus

Building on the current offer of retail and commercial facilities within the campus, the Masterplan proposes a number of commercial opportunities in key locations within the ground floors of the new buildings, in order to make the campus more attractive to students throughout the day and night.

The masterplan suggests that each quarter should have a cafe or refectory to serve the 'local' students, with a larger concentration of retail uses around the Adelphi Square.

As outlined in section 3.10, there is a strong desire to create commercial opportunities along Corporation Street and retail along Friargate that establish strong links to the station and the city centre respectively.

As part of the Masterplan process, the University has engaged property advisers GVA to undertake a soft market testing exercise in order to establish the potential interest and requirements of target retailers. Overall, the market demand suggests there is an opportunity to create a more vibrant university campus with an improved quality of commercial uses to benefit both the student population and the wider area. Engagement with the retail occupier market has demonstrated good demand from convenience-led operators to be included within the university campus. Feedback has indicated the importance of creating a high concentration of retail uses in one location or 'hub' with small parades of new units. Retailers who have expressed an interest trade well in student locations and securing an anchor tenant would also help attract further demand from operators.

The proposed tenant mix will be an important consideration, as well as the ability to provide prominent frontage to the main arterial routes along Corporation Street and Friargate.



-  proposed buildings/links (A1 - C2)
-  UCLan buildings
-  proposed shared surface
-  proposed shared surface: no kerb
-  proposed shared surface: bus only
-  atrium/ covered space
-  existing trees
-  proposed trees
-  active frontage
-  regeneration potential
-  entrances



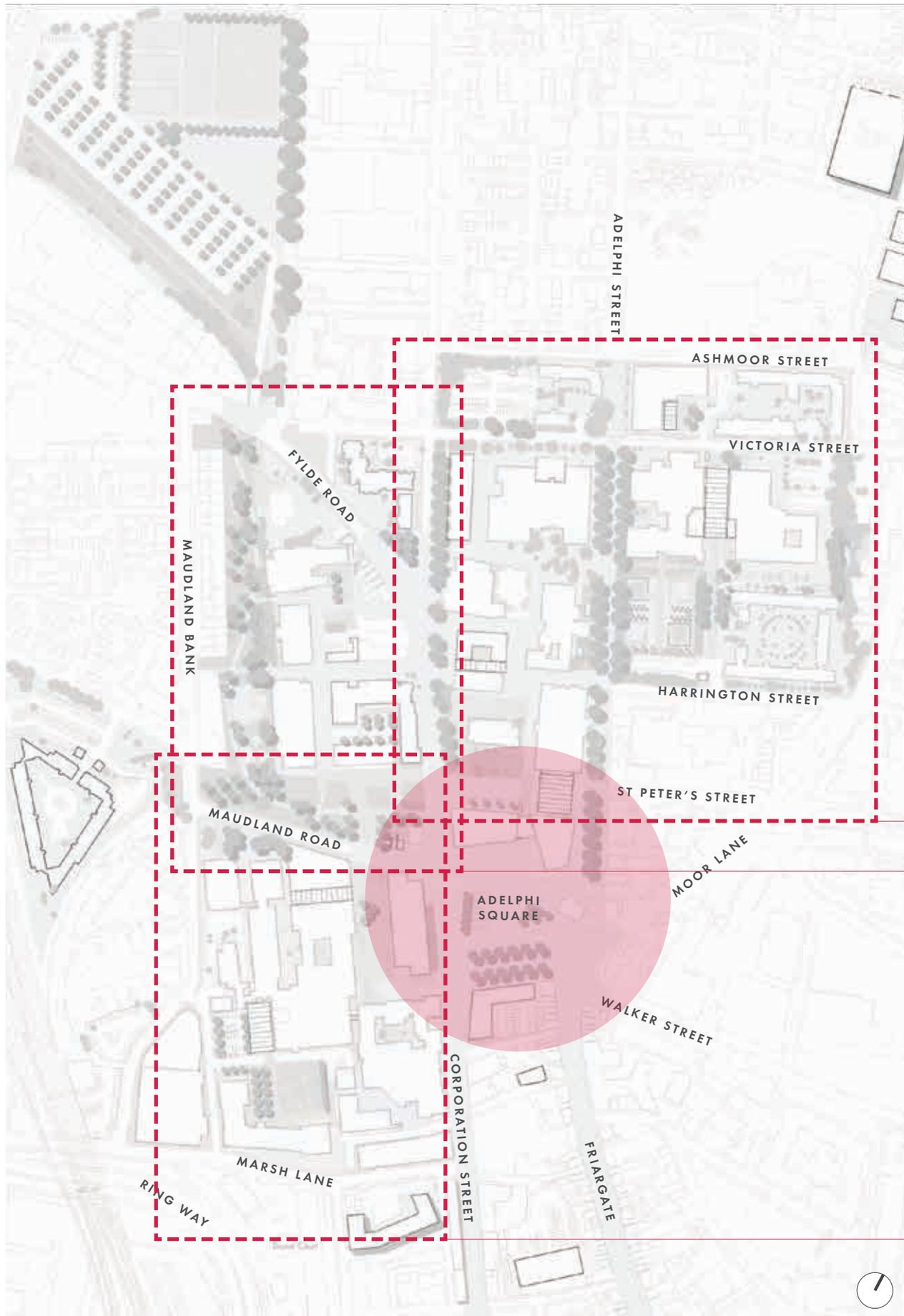
4 EMERGING MASTERPLAN

4.1 MASTERPLAN PRINCIPLES

The masterplan has been shaped by the following key principles:

- create an accessible campus that welcomes the wider community
- present a confident and positive outlook
- deliver a place where people feel at ease
- reinforce connections with the city centre
- provide a new heart for UCLan
- establish an integrated network of routes and spaces
- exploit existing and add new buildings
- form a single campus identity: inside and out
- improve the student and staff experience
- deliver a healthy, safe and sustainable campus

Left: Illustrative Masterplan



Adelphi Quarter

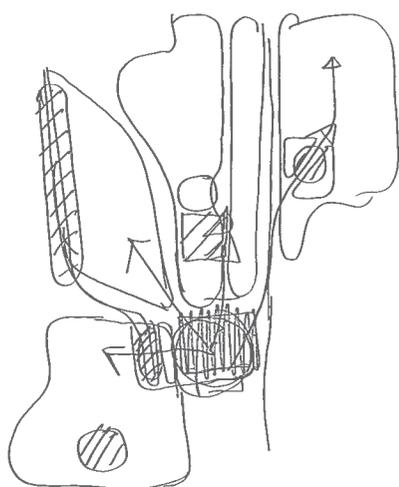
Canal Quarter

Harris Quarter

Character quarters

4.2 QUARTER STUDIES

Improve the ground floor use and appearance of the existing buildings to create inviting, socially active environments



Concept sketch



The key Masterplan proposal - the new heart of the campus falls between the quarters

The key strategies behind the Masterplan set out a framework for the future of UCLan. These have been derived through consultation with Academic Heads, Executive Deans and student representatives in workshops and surveys.

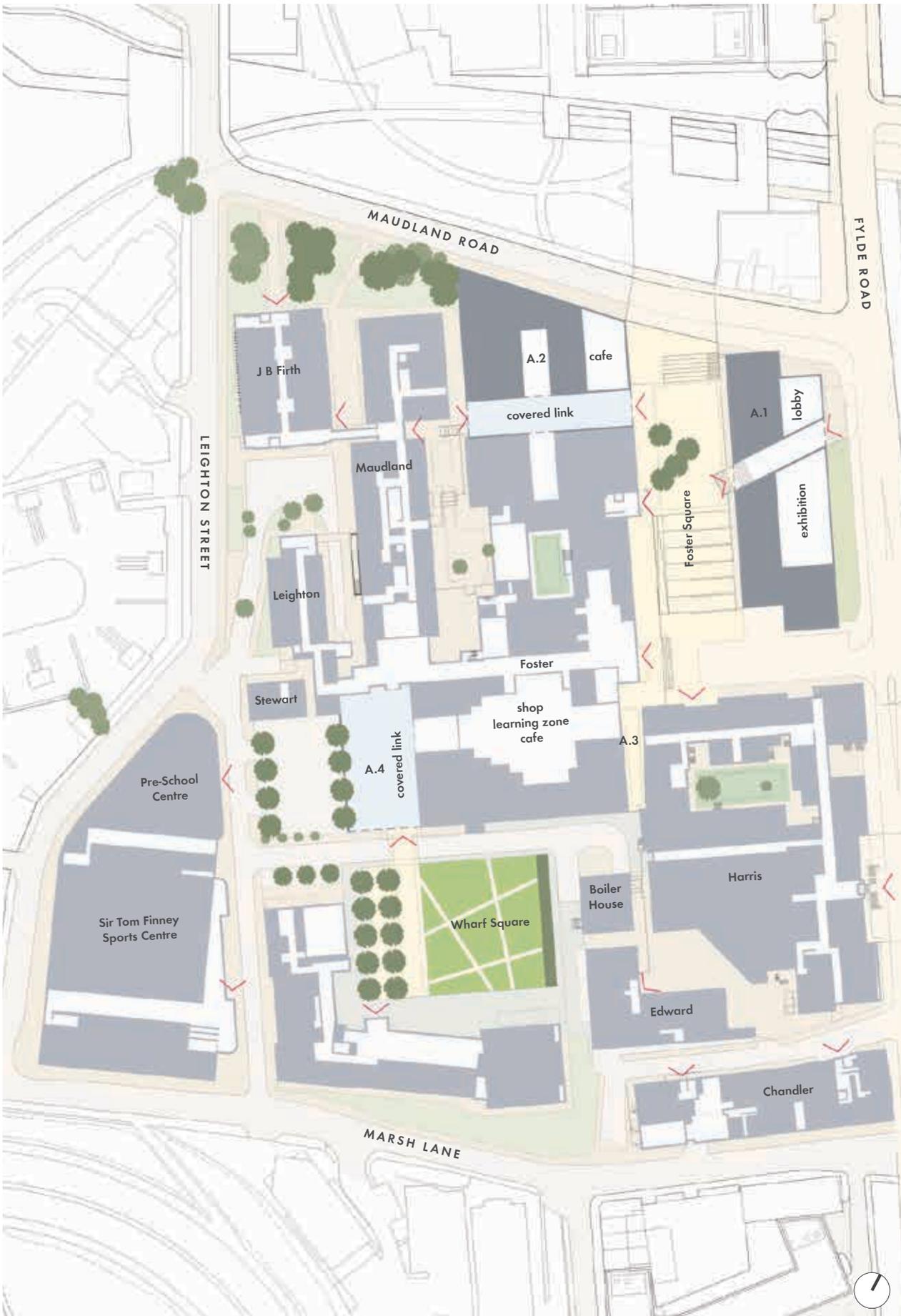
As outlined in the new organisational structure of the campus (see 3.1), three quarters have been identified that bind the campus together, each relating to the new square. The intention is to unify the campus with routes and spaces that mesh them together.

In the following sections the particular components and characteristics are set out for each quarter, both in terms of buildings and the landscape between. Not only around the new heart at Adelphi Square, described in 3.4 and 5.2, but also in every quarter, new buildings are introduced to define spaces and routes as well as, where known, augment the University's spatial needs.

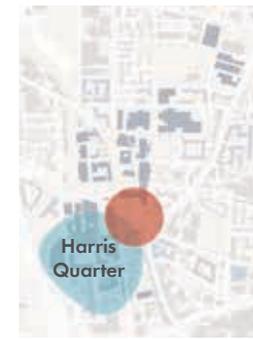
In addition to the new open spaces and buildings, the ground floors of the existing buildings have been analysed and improvements to the use of reception areas, amenity space and circulation space have been made. Reflecting feedback from student and staff consultation, these changes intend to make better use of the available space, create a welcoming visitor environment and improve the students and staff lifestyle experience during the day as well as during the night.

One of UCLan's most important ambitions is the promotion of the open campus. A key principle of the open campus is to celebrate the space in-between - places that promote social inclusion, facilitate informal interaction, encourage users to linger on campus and generally enrich campus life. The following space principles apply to each of the three character areas across the entire University campus:

- creatively develop the space in-between buildings to encourage users to linger on campus and make the most of the University's spectacular setting.
- use main circulation routes (external and internal) to increase visibility and create opportunities for relaxing, socialising and making friends.
- enhance outside/inside transitions by linking buildings to create shared entrances and by opening up ground floor space to provide general access to a range of activities, such as show+tell, share+discuss, social+learn.
- support general communication and networking by ensuring access to wifi and ample power throughout the campus.
- create opportunities throughout campus for pop-up events that support learning, research, commercial and social activities.



Harris Quarter ground floor proposal



- A.1 Engineering Innovation Centre (EIC)
- A.2 New teaching building and covered link
- A.3 First floor bridge
- A.4 Covered atrium

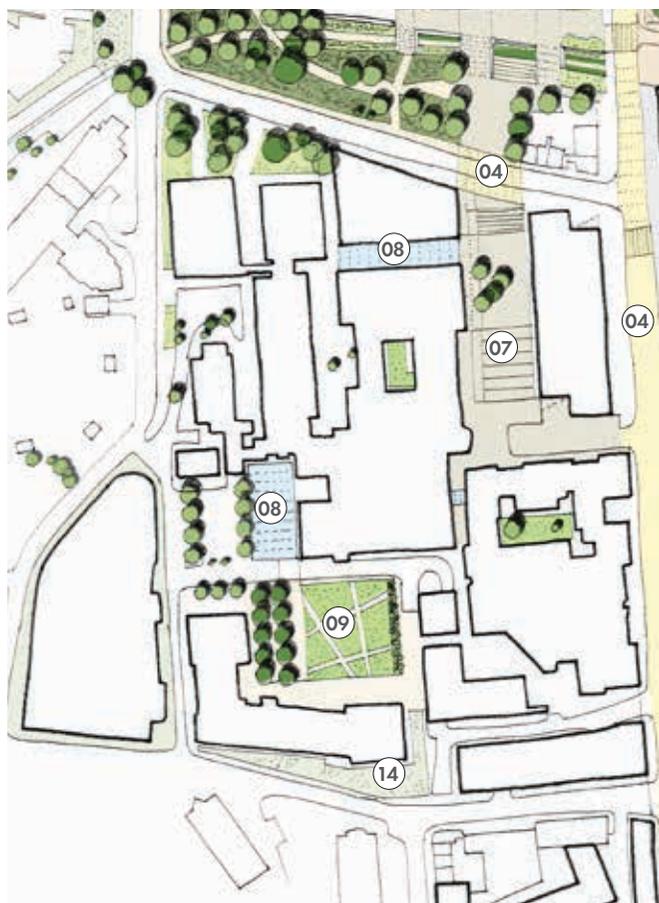
-  entrance/ circulation/ amenity space
-  proposed UCLan building
-  existing UCLan building
-  proposed shared surface
-  proposed hard landscaped space
-  atrium/ covered space
-  existing trees
-  proposed trees
-  proposed soft landscaped space
-  entrance



Sheltered walkways can improve links © Thomas Phifer and Partners



Pleached trees can screen service areas



Harris Quarter public realm

- 04 New shared surface
- 07 New hard landscape with terraces and steps
- 08 New atrium/covered space
- 09 New courtyard garden
- 14 Existing landscape retained

- proposed soft landscape
- existing soft landscape
- proposed shared surface
- proposed hard landscape
- atrium/ covered space
- proposed central square
- other proposed squares
- existing trees
- proposed trees

4.3 HARRIS QUARTER

The Harris Quarter is a very dense and predominantly hard landscaped part of the campus. The gradual addition of new buildings over the years has resulted in complicated movement patterns, especially between the northern and the southern part of the site.

Built form

The Masterplan proposes the demolition of the relatively poor-quality Wharf Building and its relocation of uses as part of the newly proposed EIC building on the Foster car park. A new public space is proposed in place of the Wharf building, addressing the quarter's need for a high-quality landscaped break-out space for students. A covered space extending the route from the Foster Building towards this space will further enhance wayfinding as well as the student experience in this part of the campus.

The EIC in its prominent location on the junction of Corporation Street and Maudland Road frames Adelphi Square on its western side.

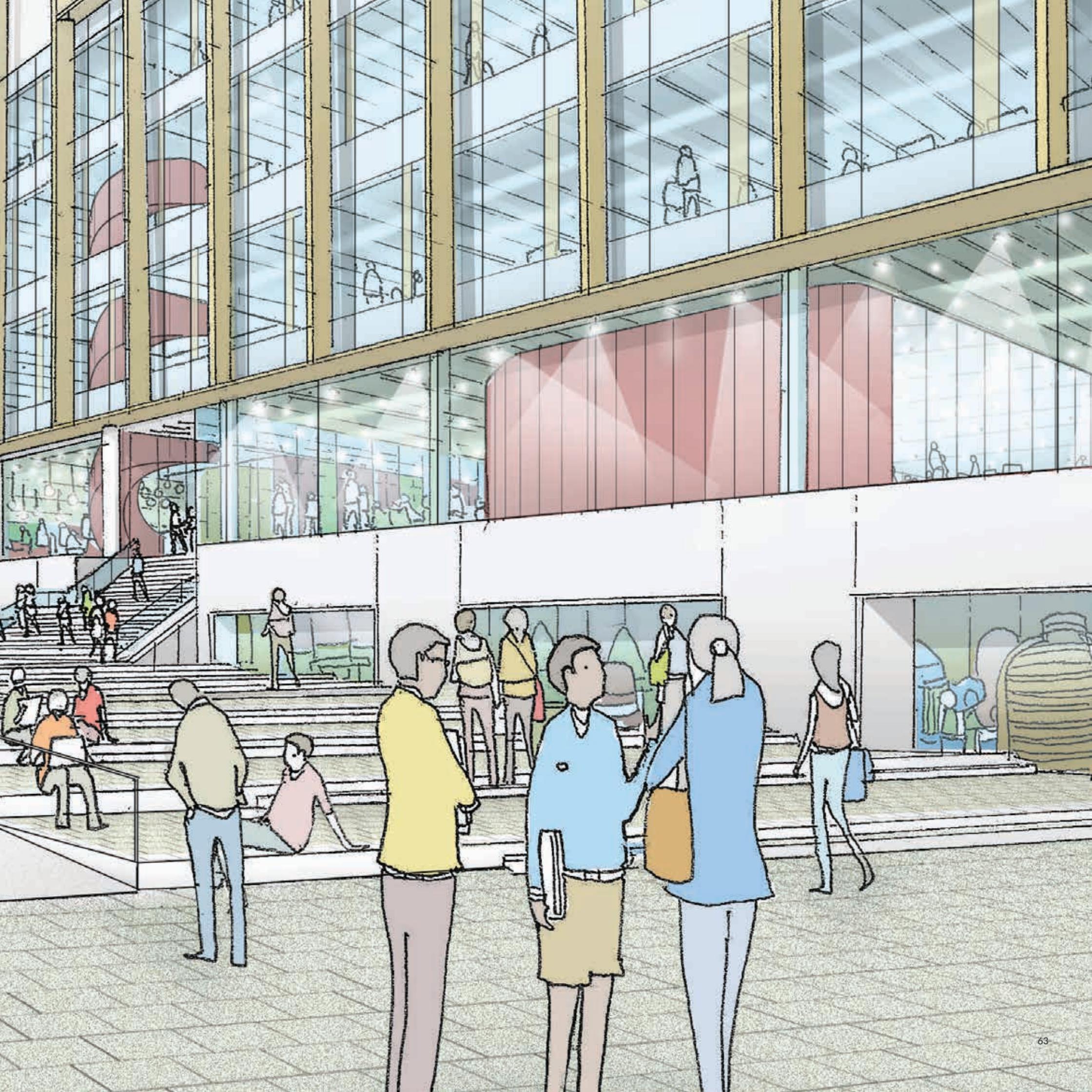
The Masterplan proposes to increase accessibility by re-opening the ground floor section of the link between Foster and Harris, allowing movement from a newly formed Adelphi Square and through other parts of the campus to Darwin and Sir Tom Finney Sports Centre.

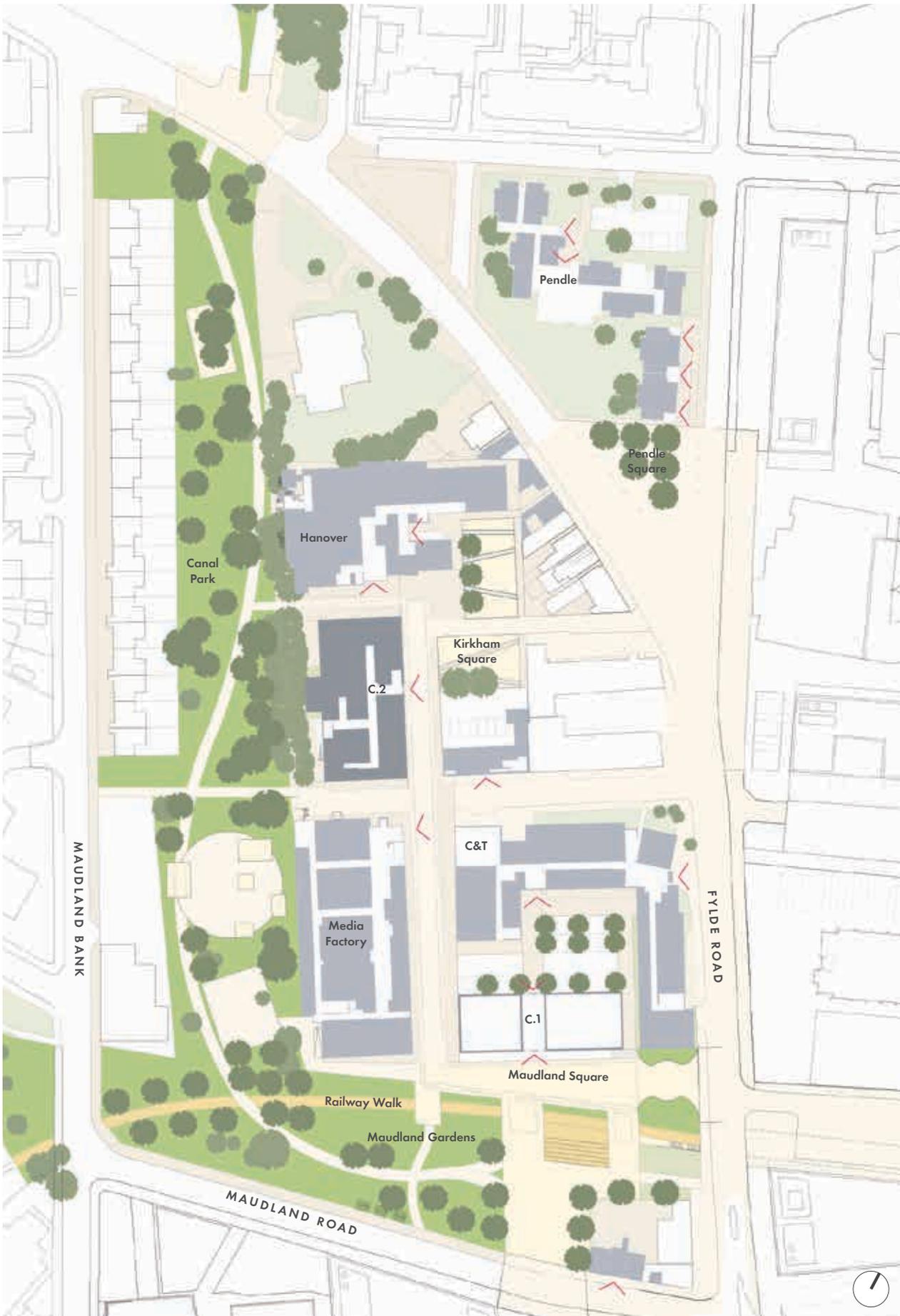
Public realm

The Harris Quarter includes a series of spaces that are closely defined by building edges and level changes. Located away from major public thoroughfares and unlikely to be overly busy, these spaces can give the Harris Quarter a more contemplative quality.

The landscape can emphasise the more private character of enclosed courtyards and squares by including simple, geometric planting and tree species to create spaces that are calm and still. A muted palette of materials and street furniture will complement such spaces. The planting of the sloping banks in the north western area of this quarter can give a suggestion of the Canal Park beyond.







Canal Quarter ground floor proposal



- C.1 Academic Expansion
- C.2 Kirkham: extension and refurbishment

-  entrance/ circulation/ amenity space
-  proposed UCLan building
-  existing UCLan building
-  proposed shared surface
-  proposed hard landscaped space
-  atrium/ covered space
-  existing trees
-  proposed trees
-  proposed soft landscaped space
-  entrance



Natural play equipment to complement existing facilities



Expansive natural spaces can benefit all users
© Karres en Brands



Canal Park public realm

- 04 New shared surface
- 05 New natural landscape with resin bound gravel paths
- 06 New resin bound gravel with timber furniture
- 07 New hard landscape with terraces and steps
- 09 New courtyard garden
- 14 Existing landscape retained

- proposed soft landscape
- existing soft landscape
- proposed shared surface
- proposed hard landscape
- atrium/ covered space
- proposed central square
- other proposed squares
- existing trees
- proposed trees

4.4 CANAL QUARTER

The Canal Quarter is currently characterised by an incoherent and piecemeal appearance as well as a sense of disjointedness with the rest of the campus. The area does not feel integrated or open. New buildings, improved linkages and investments in public space will help to enhance the area.

Built form

The opening of several east-west routes into the canal basin as well as the link to the Hawkins car park will improve student and staff movement across the quarter.

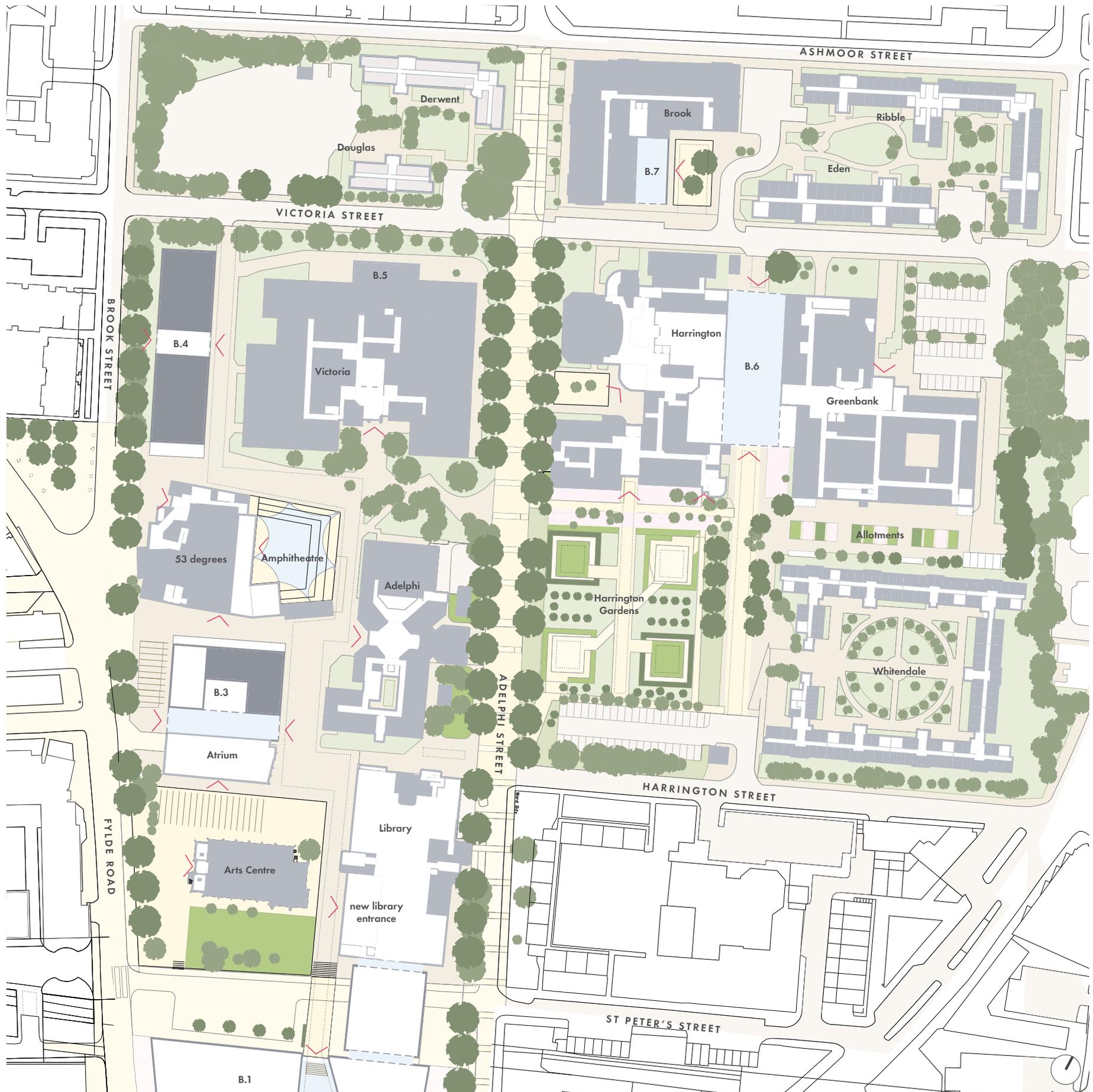
A new building on the C&T car park will define one of these new routes, and provide on its southern face much needed high-quality open space activated by some retail opportunities in the building's ground floor. Together with the landscaping of the sunken gardens in the railway cutting, it will complement the closely linked Adelphi Square with a space of a more reflective nature.

The extension and re-cladding of the Kirkham Building, as well as the creation of a new square between the Moss and Hanover Buildings, will further give some coherence and clarity to both buildings and routes within this quarter.

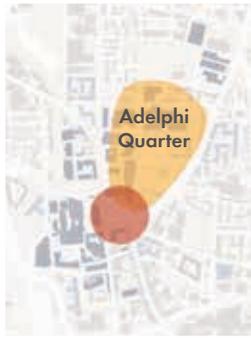
Public realm

The canal basin and the railway cutting give the Canal Quarter a unique identity and present key opportunities in ensuring this area is better connected to, and more integrated with, the wider campus. The level changes and the wide open spaces can provide a natural haven that can be used by students, staff, visitors and local residents. Its landscape provides opportunities to escape the hustle and bustle of the City and the University campus, and also to benefit from exercise and fresh air.

This landscape could be more informal and organic in character than other areas of the Masterplan, however careful external lighting will ensure safety whilst also highlighting the level changes, tree canopies and planting. A series of open areas including a children's playground are linked by informal pathways, connecting the Hawkins site to the north west, the Canal Park, the railway line and Adelphi Square.



Adelphi Quarter ground floor proposal



4.5 ADELPHI QUARTER

Adelphi Street is the central spine of the Adelphi Quarter and a key improvement opportunity in its own right. Most closely connected to the new Adelphi Square, the southern part of the Adelphi Quarter will become much more open and inviting through the removal of the Fyde Building and the terraced houses, and the provision of the new Hub building in their place.

Built form

The western part of the Adelphi Quarter features the Grade II listed Arts Centre as well as some good quality landscape elements, but lacks east-west accessibility due to the current Student Union's layout. The remodelling of the Student Union, and the removal of both the link to the Arts Centre and to 53 Degrees, addresses these issues. The redevelopment of the car park behind 53 Degrees into a covered amphitheatre, as well as internal changes to activate the rear facade of the building and the addition of a new building on the Victoria car park will transform the appearance of the northern part of the quarter.

The eastern part of the Adelphi Quarter is the most green and landscaped area of the campus. The Masterplan seeks to enhance this character, proposing two covered building extensions to provide students with more indoor break-out space and focusing on adding landscaped spaces such as the remodelling of the Harrington car park.

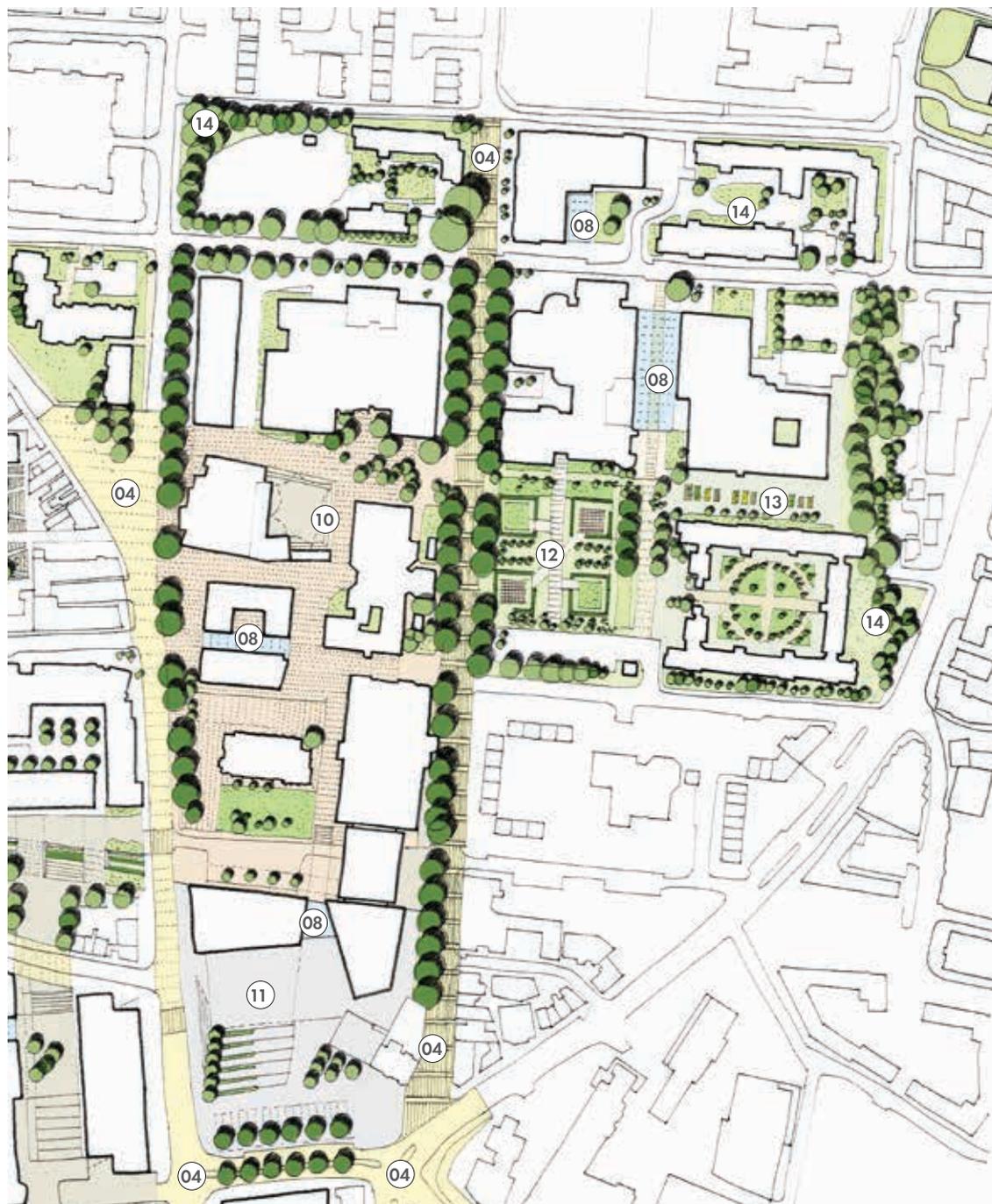
The extension of the library to the south provides the opportunity to rationalise the spaces within the existing building and re-orientate the entrance so that it links in with the pedestrian route running north south through this part of the campus.

The Harrington car park is proposed to be reduced in size to provide further landscaped amenity space in the heart of this part of the campus. This extensive area can be used for outside events and gatherings, currently lacking throughout the University.

The addition of some allotments in the location of the current car park to the south of Greenbank supports the ideals of a healthy campus and links into the north south pedestrian route threading through this quarter of the campus.

- B.1 Library extension/ Hub
- B.3 Student Union
- B.4 Brook Street Building
- B.5 Extension to Victoria
- B.6 Link between Harrington and Greenbank
- B.7 Extension to Brook

-  entrance/ circulation/ amenity space
-  proposed UCLan building
-  existing UCLan building
-  proposed shared surface
-  proposed hard landscaped space
-  atrium/ covered space
-  existing trees
-  proposed trees
-  proposed soft landscaped space
-  entrance



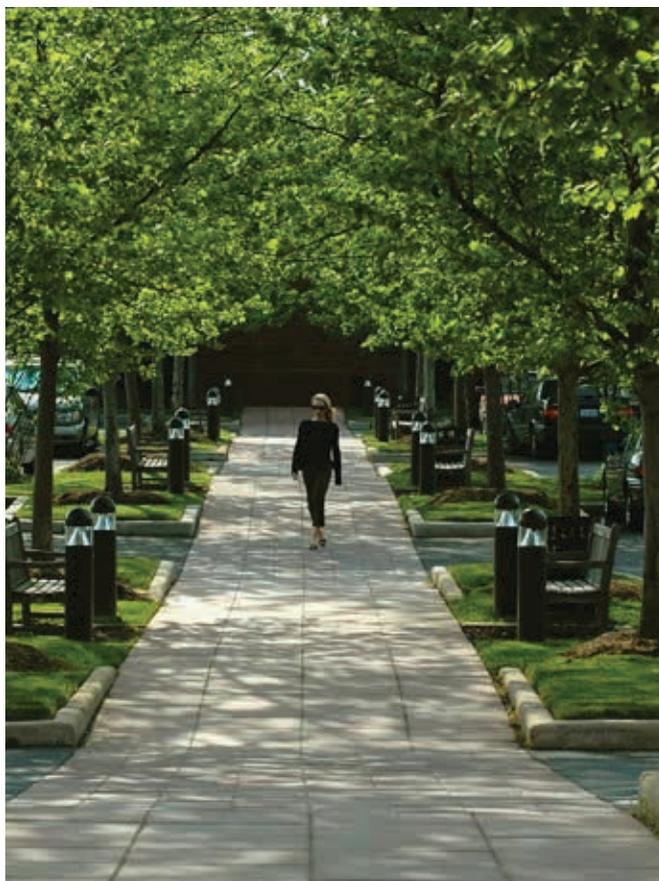
Adelphi Quarter public realm

- ①④ New shared surface
- ①⑧ New atrium/covered space
- ①⑩ New flexible hard landscape for events/performance
- ①① New high quality natural stone paving/terraces
- ①② New formal gardens with outdoor enclosures
- ①③ New allotment gardens
- ①④ Existing landscape retained

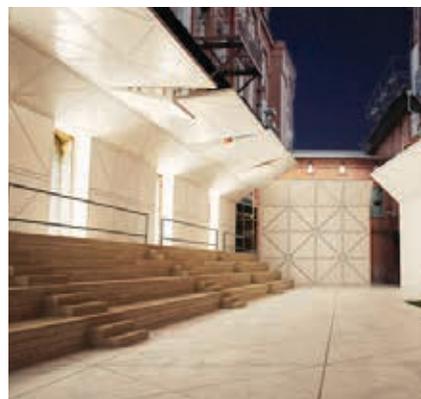
- proposed soft landscape
- existing soft landscape
- proposed shared surface
- proposed hard landscape
- atrium/ covered space
- proposed central square
- other proposed squares
- existing trees
- proposed trees



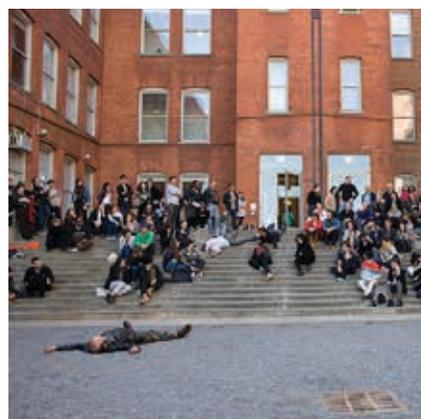
Garden rooms can be places to both escape and socialise
© Karl Gercens



Tree lined streets can link active and tranquil areas
© Ron Blunt



Installations and seating active in-between spaces
© www.wowhaus.ru



Temporary events create a festival atmosphere
© artjournal.collegeart.org

Public realm

The area between the Harrington and Victoria buildings benefits from some very high quality landscape. However beyond this links west towards Brook Street through the Student Union area present opportunities for improvement.

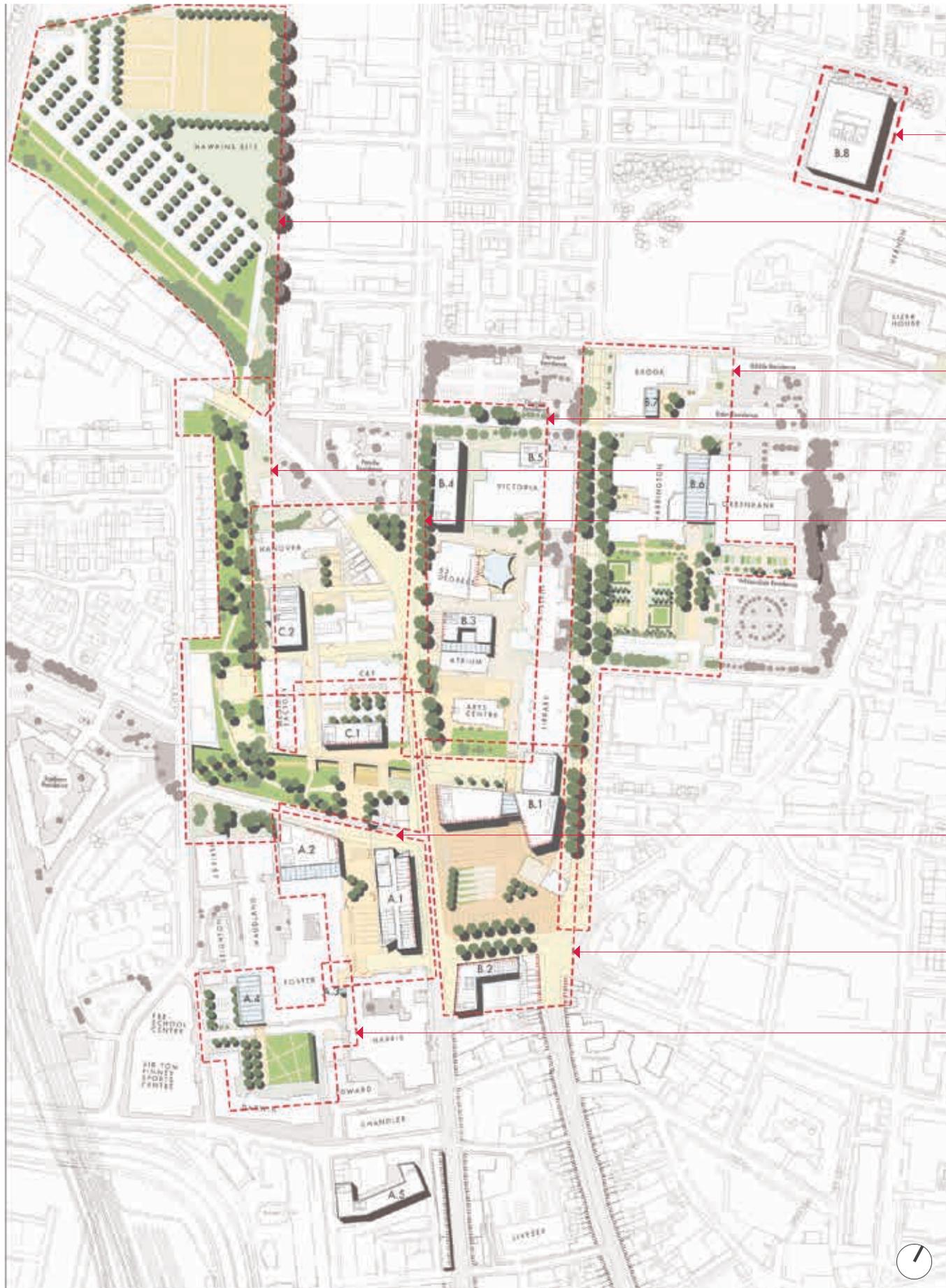
The proposed landscape ties the new Adelphi Square to the Arts Centre and Student Union beyond. A formal civic space leads towards spaces that encourage informal socialising and support temporary events and performances that demonstrate UCLan's diverse artistic and cultural programme.

The proposed layout includes an amphitheatre that accommodates informal eating and drinking but also provides seating for large groups to view events and performances. The predominantly hard landscape around the Student Union, 53° and the Atrium would be a flexible multi purpose space and could feature integrated power and service outlets. External lighting can dramatically change the character of these spaces, and create distinctive atmospheres for different events.

The public realm adjacent to the main venues enables activities to spill out and blur the boundaries between inside and out. In contrast, planted areas such as the Churchyard and areas around the Victoria building are retained and enhanced to provide quieter resting places.

The eastern part of the Adelphi Quarter includes the reconfigured Harrington car park. Its landscape links the lively core of the Masterplan with the quieter northern edges. A series of contemporary cloisters could enclose spaces for informal meetings and social networking and create a tranquil, well mannered landscape that enhances the existing formal arrangement of trees and planting around the Harrington building. These areas would be shared by the academic and student residential buildings however their location and form of enclosure would make them less accessible to the general public.

New allotment areas close to student residences would provide another landscape type to this quarter. Informal planting beds would provide a constantly changing edible landscape and opportunities for students to cultivate fresh food and fruit.



Vernon Car Park

Hawkins Parking and Sports Area

Harrington Gardens and Adelphi Street

Student Union and Amphitheatre

Canal Park and Maudland Gardens

Kirkham Square and Pendle Square

EIC and Foster Square

Adelphi Square and new Hub

Wharf Square and Foster Bridge

The series of projects identifies the required works around each proposal, which can be delivered at different speeds

5 INDIVIDUAL PROJECTS

5.1 A FLEXIBLE AND DYNAMIC FRAMEWORK

A future environment to respond to the changing needs of the University



The Masterplan identifies a series of distinct projects that can be implemented independently in accordance with the University's evolving requirements. These are identified on the plan opposite.

Each project consists of a number of key tasks and transformations. The overall strategy will involve a project phasing programme of varying timescales, with some being delivered in parallel.

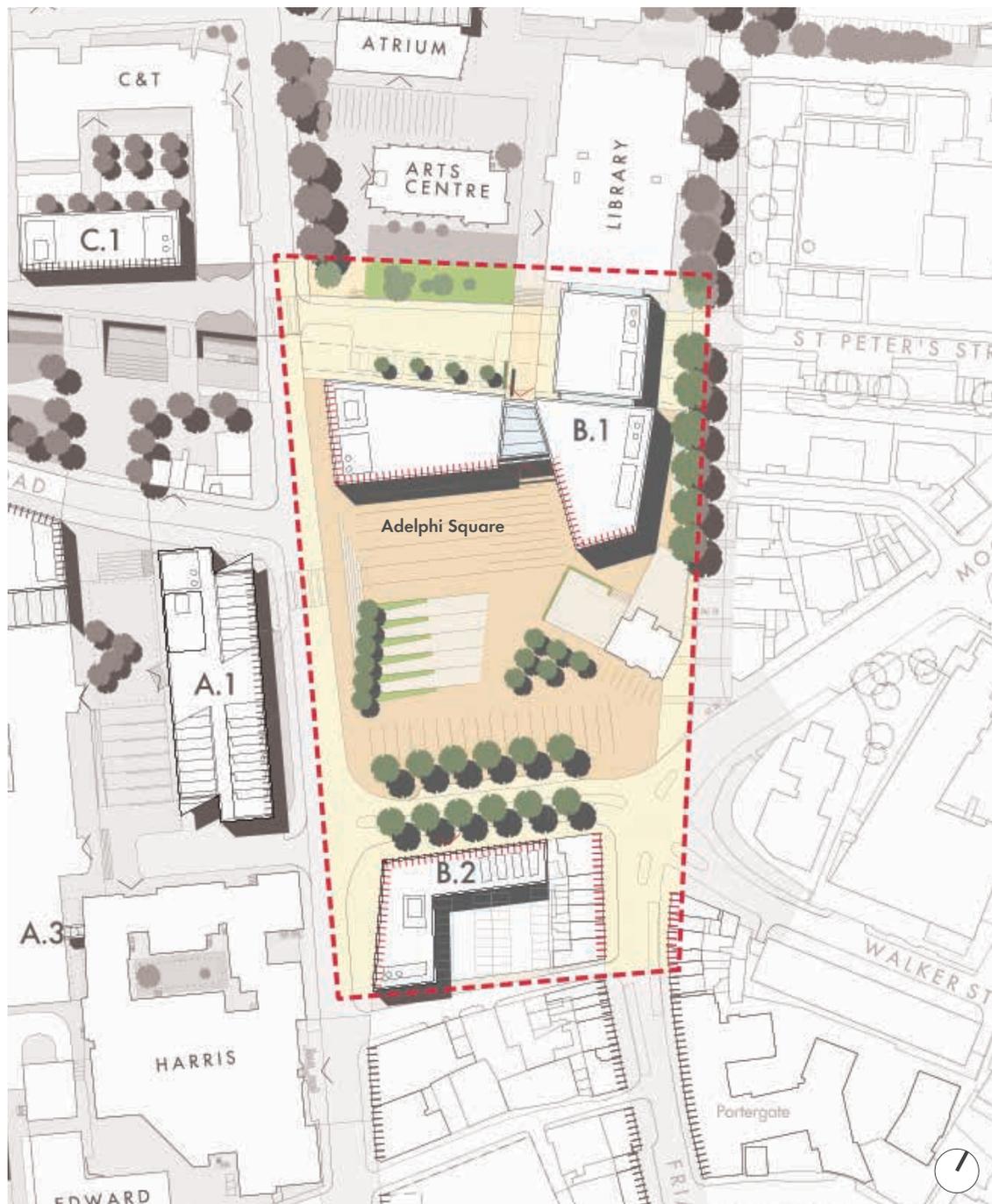
This flexible and dynamic approach will allow gradual and managed implementation over a number of years, relating to funding as well as ever changing space needs. It will also safeguard the student experience whilst works are ongoing.



The outline of the various projects are detailed in the pages that follow.



Delivering benefits for students, staff, visitors and the wider community in the short-term as well as in the long-term future



Adelphi Square

Project implementation:

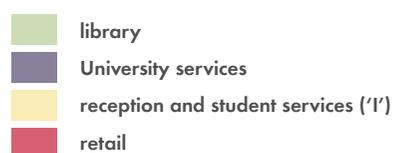
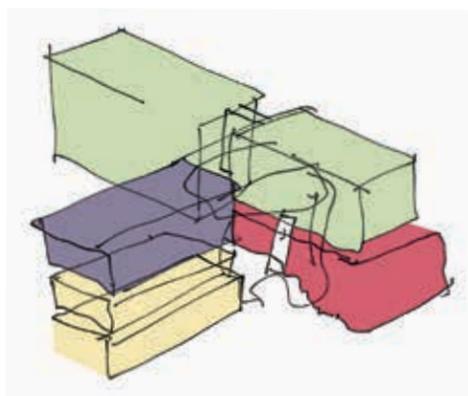
- Demolition of the St Peter's Square and adjoining St Peter's Street, Fylde Road and Adelphi Street terraces
- Demolition of Fylde Building
- Reconfiguration of road network
- Resurfacing roads into shared space, including cycle lanes
- Extension of library and construct new hub building (B.1)
- Re-landscaping of Adelphi Square, including outside seating areas.
- Construction of new office building to frame square to the south (B.2)
- Provision of visitor/disabled parking



View from Fylde Building towards the southern side of the library, where a future bridge link would connect into the proposed extension

5.2 ADELPHI SQUARE AND NEW HUB

A heart for the campus that invites the city
and brings together the three quarters



The Adelphi roundabout presents an unprecedented opportunity for the University to announce its presence and provide a gateway to the University campus. In re-engineering the road system and demolishing the Fylde building a significant space is created which, once faced on its four sides by new University buildings, can stand as a major new square for the campus and city.

The landscaping treatment of the square negotiates a significant level difference between the current St Peters Square (actually a road) and the lower section of Fylde Road. By creating terraces and large space for gathering and events, a dramatic new space is created to be universally shared for a myriad of functions.

This new space will provide a central meeting space, both inside and out, for staff and students creating an opportunity for a real community at UCLan. As well as day to day activities, outside events can be held here, ranging from external exhibitions, student fairs and public events. This unprecedented move will establish UCLan as a destination University for the future.

The position and status of the buildings at the perimeter of the new square is important in establishing the success of the space. To the north a library extension and main reception building create a hub for the campus and will form a strong landmark on approaching from the city centre.

The new Engineering Innovation Centre will be a major new building for the University and, with funding already in place, is set to be one of the first new buildings for the future campus. Its location is proposed to be on the Foster car park, aligning with the strategy to move car parking out of the centre of the campus, it will frame the square to the west and provide a connection through to the Harris Quarter. Finally, to the south a new administrative building will provide a new stronger southern edge to the square and replace some of the accommodation lost with the demolition of Fylde building.

Through the briefing process it became apparent that the Library had subsumed many more library functions and in need of both re-purposing back to a library and extending. In addition, a main reception building for the University was absent and therefore a conjoined facility could provide this, as well as providing a desirable enclosure and focal point to the north of the Adelphi Square.

The brief for this new building could include the following functions:

- Main reception for UCLan
- Student services (the 'i')
- Retail (cafe and convenience shop)
- Break out spaces
- Wifi areas



View from EIC towards Adelphi Square





Canal Park and Maudland Gardens

5.3 CANAL PARK AND MAUDLAND GARDENS

A connecting piece of the campus for all to enjoy, exploiting its natural assets

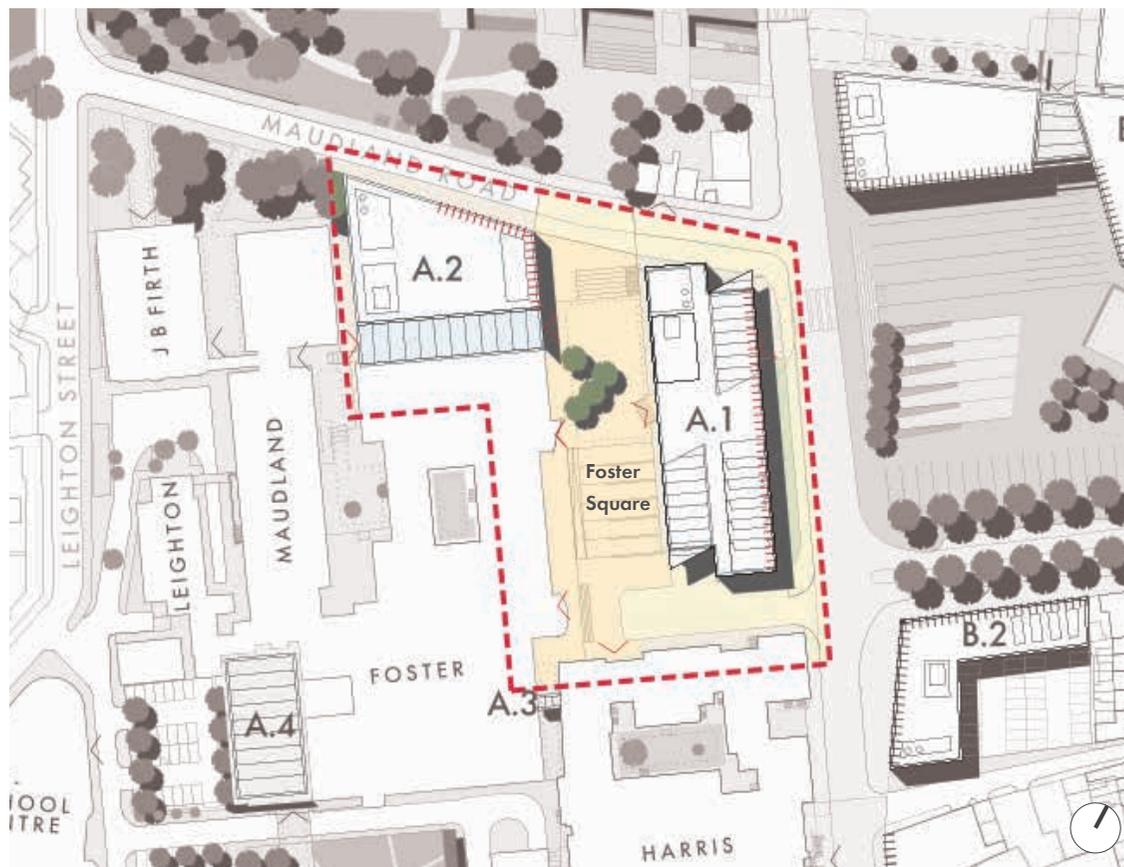
This project delivers a significant amount of public realm in the form of landscaping to the infilled canal basin and reinvigorating the disused railway cutting as well as the areas surrounding it. Both areas serve to improve connectivity across the campus, linking the Hawkins site and the Roeburn Residence through to the heart of the campus at Adelphi Square. Cycle and footpaths are also proposed to link the campus through the canal basin onwards to Greenbank Street, the canal and UCLan's Sports Arena. A new building is also proposed to the south of the C&T building, forming a landscaped courtyard in place of the current car park and providing useful new space.

Project implementation:

- Agreeing land ownership issues with PCC
- Consultation of local residents on proposals
- Landscaping of infilled canal basin to provide amenity and link to Hawkins site
- Provision of landscaped links to adjacent campus buildings
- Provision/improvement of play areas, outside gym, pedestrian and cycle routes
- Landscaping of disused railway cutting and create access from Canal Park and in between bridges
- Relocation of the C&T car park
- Construction of new building (C.1) to complement C&T and create new square to its south
- Provision of visitor/disabled parking

5.4 ENGINEERING INNOVATION CENTRE (EIC) AND FOSTER SQUARE

A new landmark building for the campus with high quality public landscape



EIC and Foster Square

The principle move for this project is to construct the new Engineering Innovation Centre, framing the western edge of Adelphi Square and forming a new landscaped space in front of the Foster building, named Foster Square. In addition, a new building is proposed to augment the teaching facilities lacking in this part of the campus. Linked to the Foster building with a glazed indoor/outdoor space, it improves access to the existing lecture theatres in Foster and creates a joint entrance area.

Project implementation:

- Relocation of the Foster car park
- Construction of the EIC (A.1)
- Re-landscaping the space between the Foster Building and the EIC, and access from Maudland Road to create new public square
- Construction of the new general teaching building and glazed extension to Foster Building (A.2)
- Provision of visitor/disabled parking



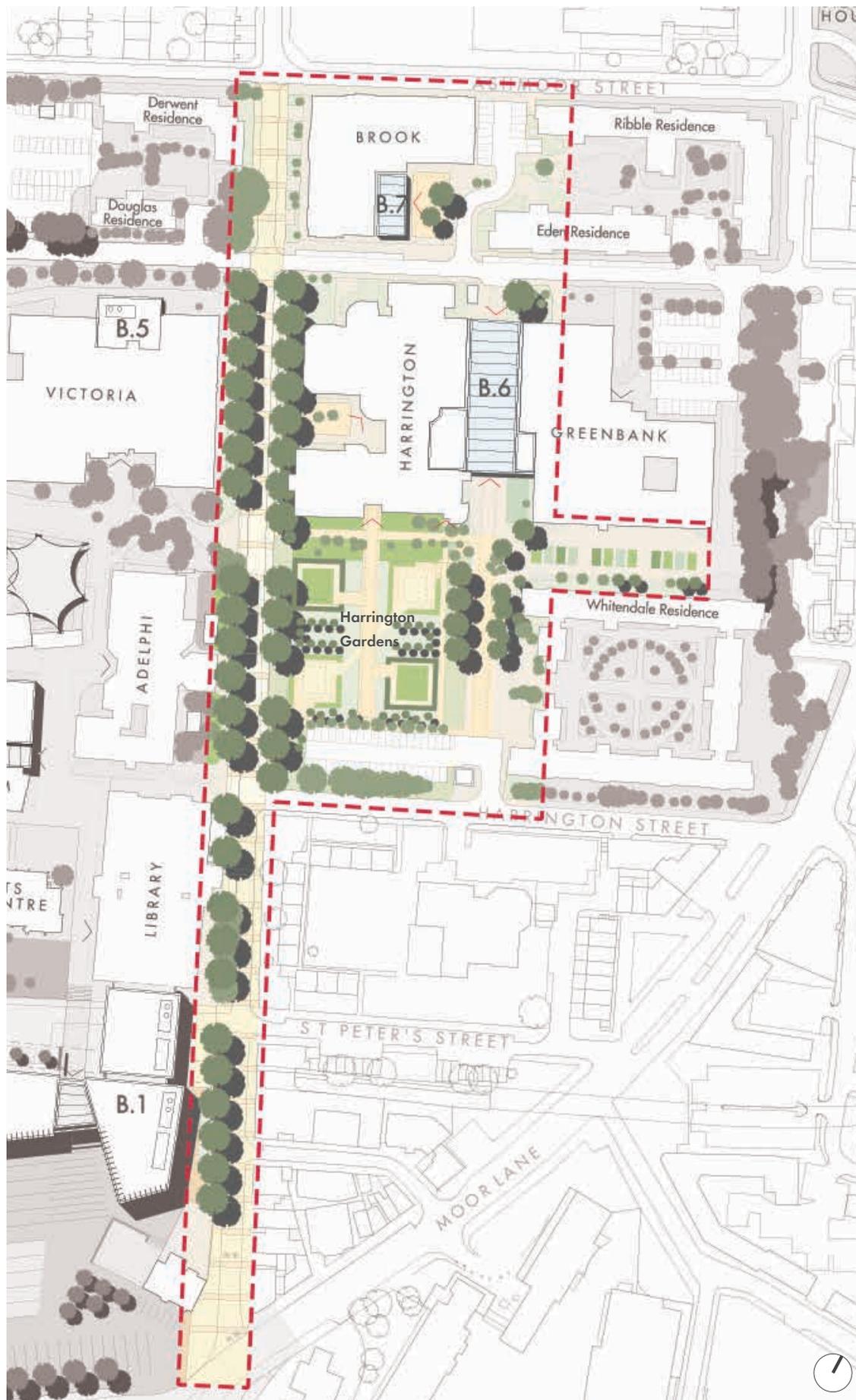
A footpath in the bank indicates the desire for a formalised route towards Maudland Road and the Canal Quarter



The eastern front of the Foster Building will front a new public square behind the proposed EIC



View from Fylde Building towards the site of the proposed EIC



Harrington gardens and Adelphi Street

5.5 HARRINGTON GARDENS AND ADELPHI STREET

A pedestrian friendly Adelphi street and a high quality landscaped garden

Linked together by a more pedestrian friendly Adelphi Street, this project includes reducing the amount of parking in the Harrington car park and replacing it with landscaped gardens. This leads through to a series of landscaped and covered routes, culminating in a re-working of the Brook Building reception with a new glazed entrance area. Allotments are also proposed between Greenbank and the Whitendale residences.

Project implementation:

- Construction of new covered link between Harrington and Greenbank buildings (B.6)
- Provision of allotments south of Greenbank building (former car park)
- Re-landscaping of Harrington car park, retaining cars to the southern end
- Provision of visitor/disabled parking
- Construction of glazed entrance extension to Brook Building (B.7)
- Re-surfacing Adelphi Street into shared surface including bus-only section



The existing Harrington car park will be partly reprovided, and partly turned into a new garden square



Hawkins parking and sports area

5.6 HAWKINS PARKING AND SPORTS AREA

An opportunity for car parking close to the campus and a stepping stone to the UCLan Sports Arena

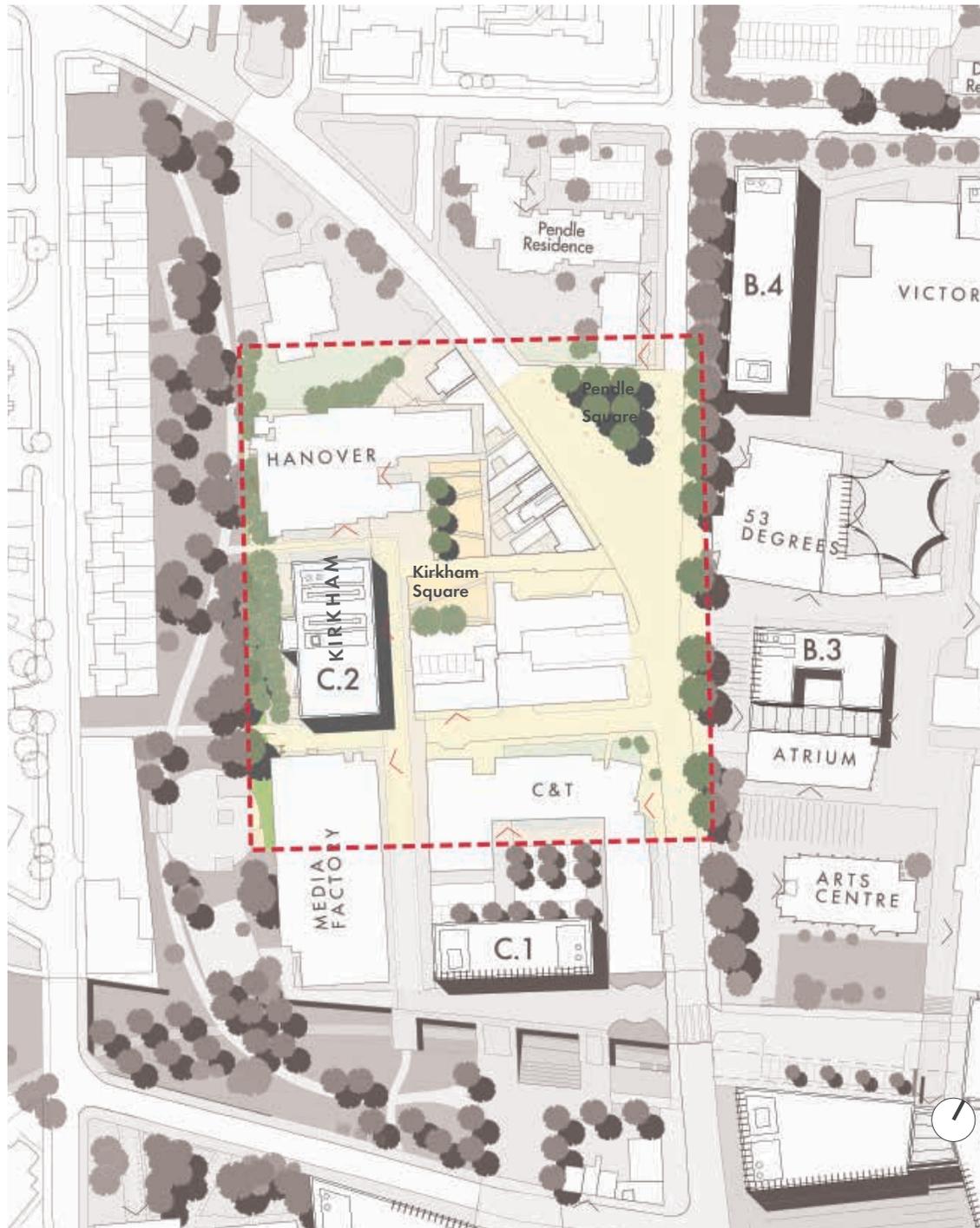
The newly acquired Hawkins site is proposed to be utilised as a safe, secure and easily accessible surface car park, relocating parking spaces from the centre of the campus. It also provides the opportunity to locate some recreational sports facilities between the campus and the UCLan Sports Arena to the north west in a landscaped setting.

Project implementation:

- Demolition of all existing buildings on the Hawkins site
- Creation of landscaped car parking
- Creation of new landscaping to form link with infilled Canal Park
- Creation of recreational sports facilities to support the UCLan Sports Arena



Existing industrial sheds on the former Goss Graphic Systems Ltd site (now Hawkins site)



Kirkham Square and Pendle Square

5.7 KIRKHAM SQUARE AND PENDLE SQUARE

High quality landscaping for students, staff and public alike

The removal of the car parking currently occupying the area to the west of Kirkham building facilitates the opportunity to create a high quality, intimate, landscaped square. The proposed extension of Kirkham combined with the re-cladding of its exterior will improve the framing of this space as well as providing more teaching space in this part of the campus. New landscaped east-west routes are proposed to link the campus on either side of Kirkham with the infilled canal basin.

Project implementation:

- Extension and re-cladding of Kirkham building (C.2)
- Relocation of the Hanover car park
- Landscaping of Kirkham Square
- Provision of visitor/disabled parking
- Landscaping of Pendle Square
- Removal of fencing and landscaping of east-west routes



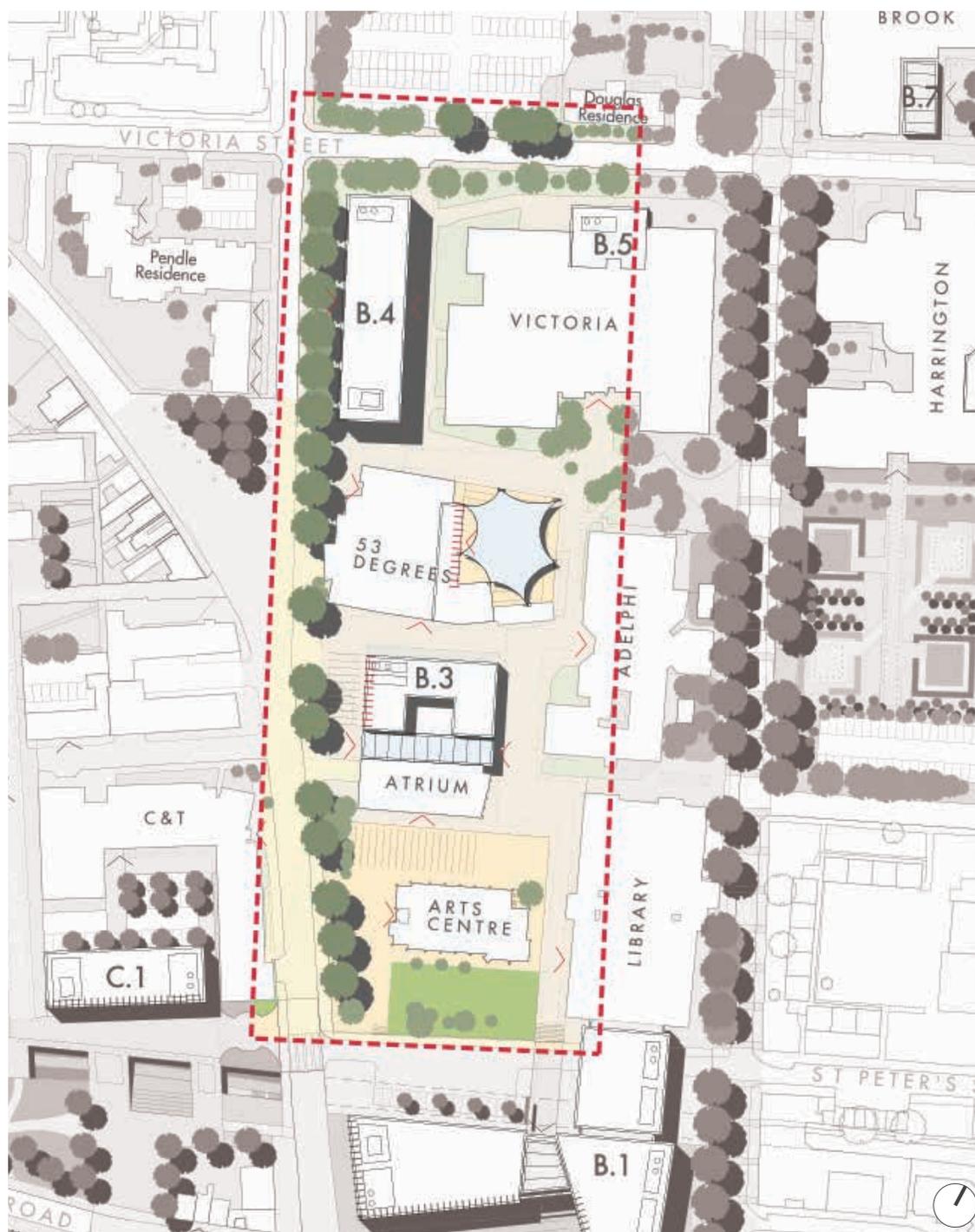
Pendle Square will improve pedestrian accessibility between Adelphi and Canal Quarter



Kirkham Square will replace the existing car park



A small number of parking spaces will be retained to ensure accessibility



Student Union and amphitheatre

5.8 STUDENT UNION AND AMPHITHEATRE

Improved student union facilities, both inside and out

Through the heart of this part of the campus, improvements to the public realm will serve to establish high quality north-south pedestrian routes and spaces. Punctuated with an external, yet potentially covered, amphitheatre, a new student union, a landscaped eating area outside The Atrium and new east-west links, the campus is stitched together into a connected network. In addition, a new building is proposed to the west of the Victoria building to line Brook Street and provide potential expansion space.

Project implementation:

- Demolition of existing and construction of new Student Union building adjacent to The Atrium (B.3)
- Demolition of links from Student Union to Arts Centre and 53 Degrees and replacement with landscaped east-west routes
- Creation of landscaped outside eating area between The Arts Centre and The Atrium
- Relocation of the Adelphi car park
- Creation of covered amphitheatre space to rear of 53 Degrees and adaption of ground floor to provide cafe to animate external space
- Construction of new building (B.4) to line Brook Street
- Extension of Victoria Building (B.5) to resolve servicing arrangements



Existing landscaping will be complemented



Demolishing the existing ground floor link between the Atrium and the Arts Centre will improve east-west connectivity across the site



The car park behind the 53 degree building will be transformed into an amphitheatre

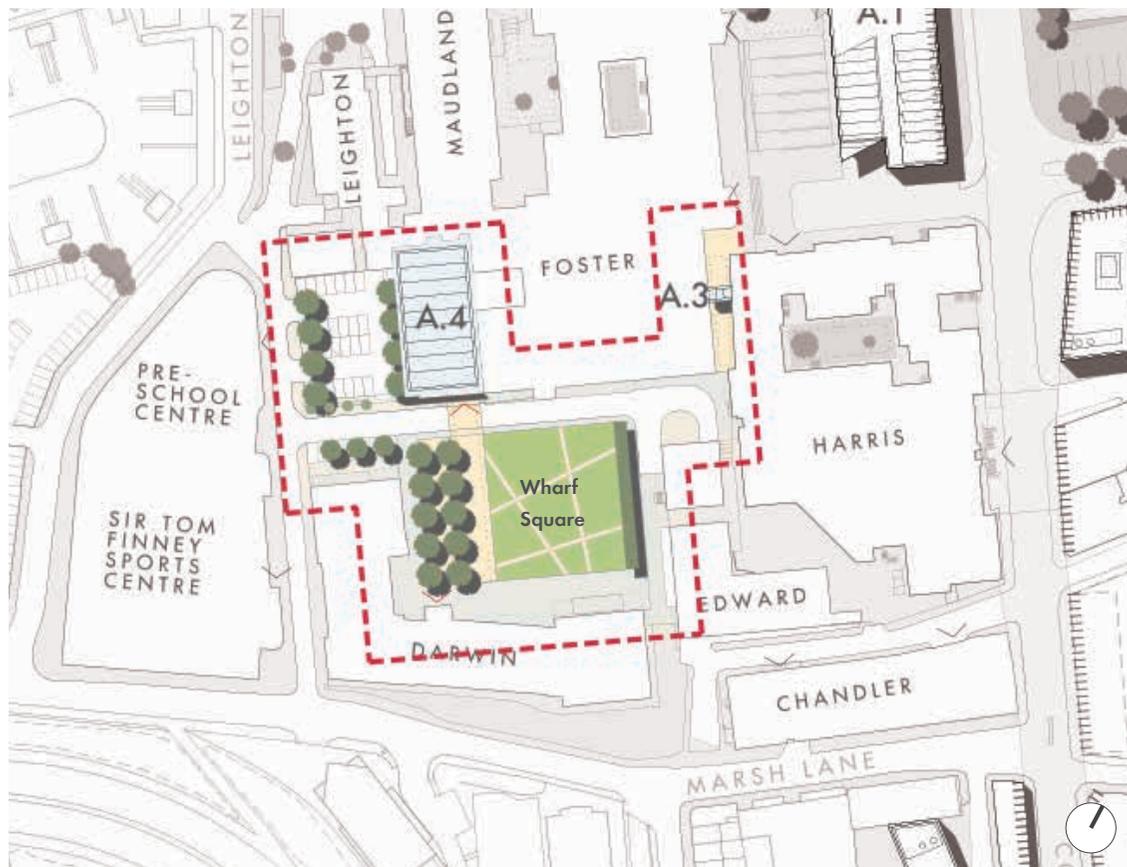
5.9 WHARF SQUARE AND FOSTER BRIDGE

A new landscaped square and connecting link to the heart of the campus

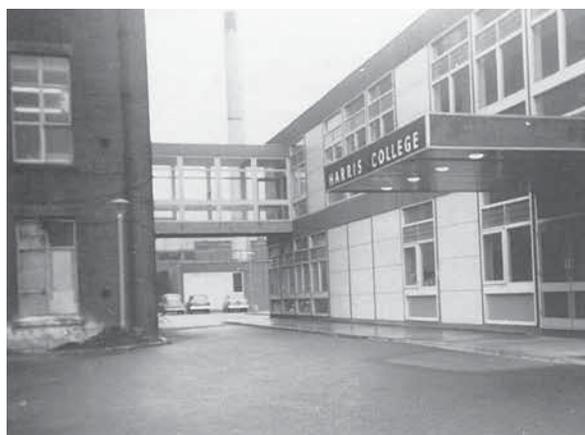
The removal of the Wharf building provides the opportunity for a new landscaped square, allowing this congested part of the campus to breathe. This area is also now better connected to Adelphi Square by the removal of the ground floor infill of the link between the Foster and Harris buildings. A glazed extension to the rear of the Foster building connects to its refectory and provides valuable spill out and dwell space for students and staff.

Project implementation:

- Demolition of Wharf Building
- Re-landscaping of Wharf Square
- Construction of covered space to rear of Foster building (A.4)
- Demolition of ground floor infill between Harris and Foster building to re-open connection to Wharf Square and construction of first floor bridge between buildings (A.3)
- Provision of visitor/disabled parking



Wharf Square and Foster Bridge



The original link between Harris and Foster Buildings, prior to ground floor infill, to be re-created



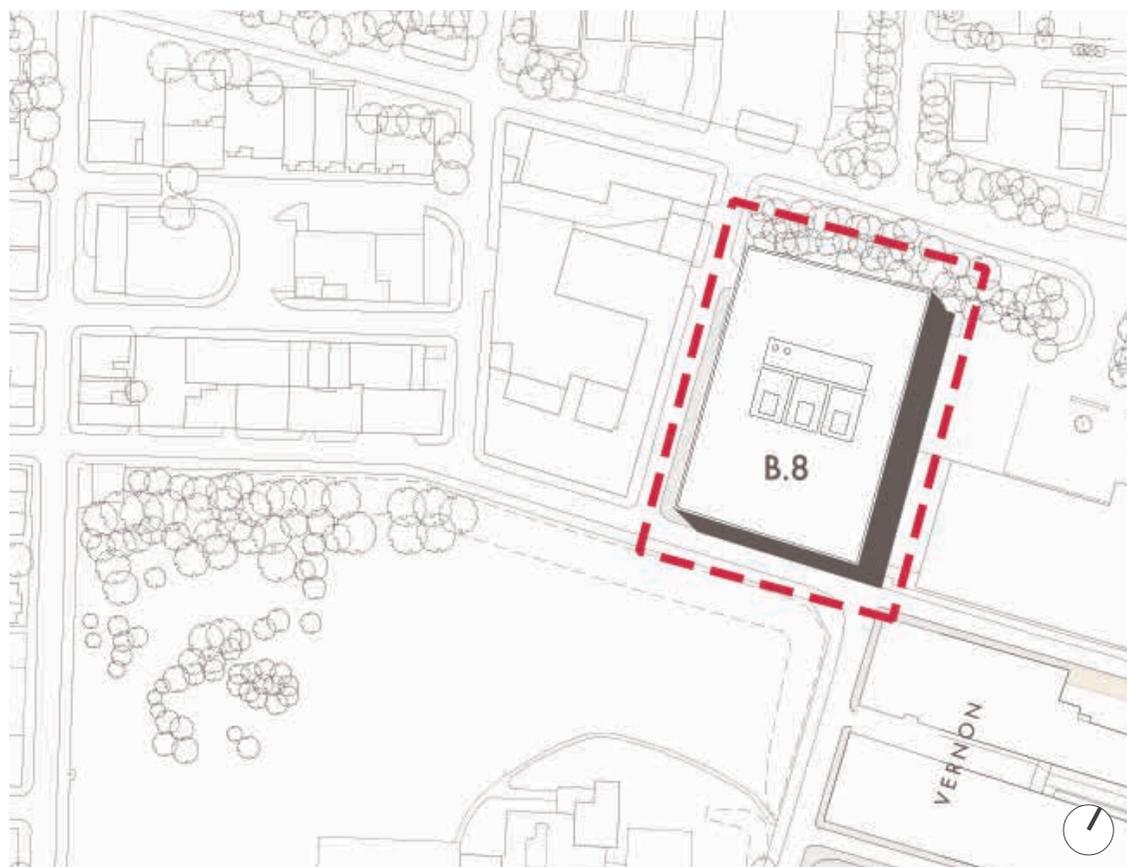
The currently infilled link between Harris and Foster Buildings blocks access to the southern part of the Harris Quarter



A glazed extension to the southern entrance to the Foster building could provide extended learning zone

5.10 VERNON CAR PARK

High quality, safe, secure and easily accessible parking in a strategic location



Vernon multi-storey car park

The removal of the majority of car parking from the centre of the campus requires its re-provision at the periphery. The existing Vernon surface car park is replaced by a multi storey building which will be connected to the campus by safe, secure and attractive routes.

Project implementation:

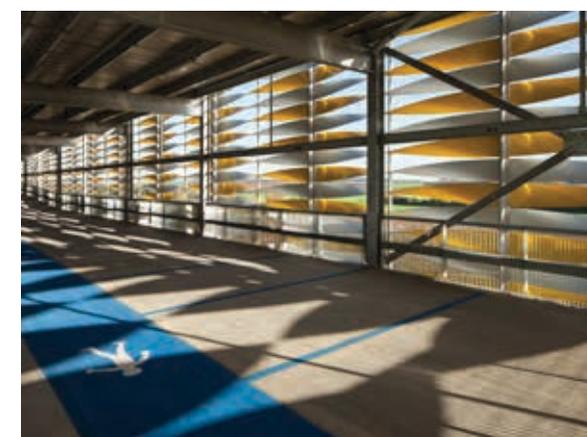
- Construction of Multi-storey car park (B.8)
- Re-landscaping of perimeter
- Consideration of green roof
- Ensurance of safe, secure and accessible routes



Multi-storey car park in Charles Street, Sheffield



Multi-storey car park for Addenbrookes Hospital



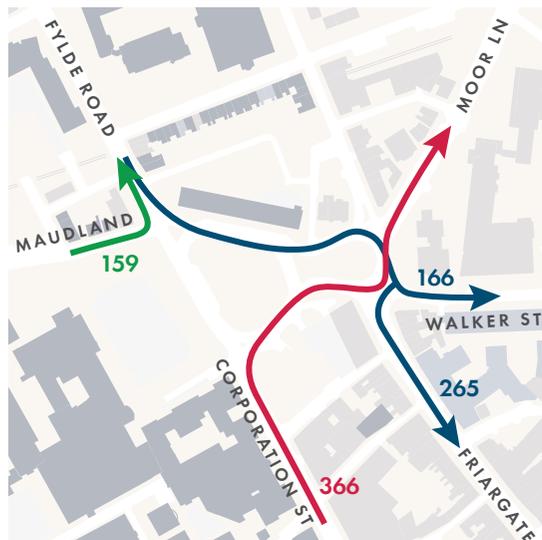
Multi-storey car park for Addenbrookes Hospital



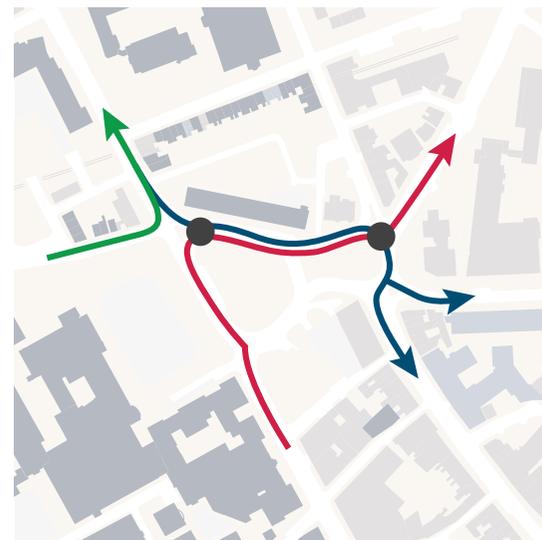
Revised Adelphi roundabout sketch layout by LCC

APPENDIX A

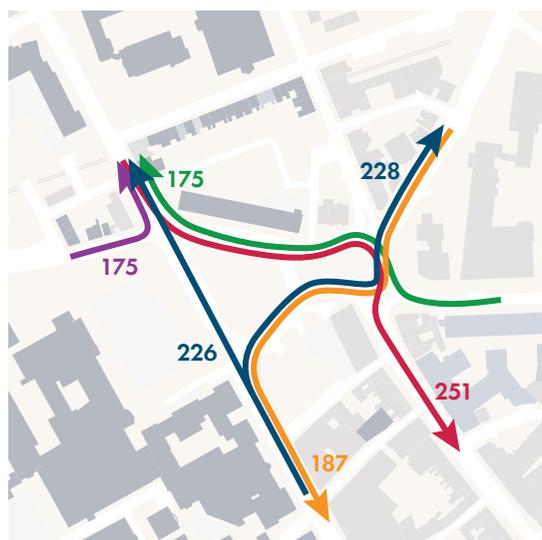
TRANSPORT



Dominant AM traffic flows around Adelphi roundabout



Dominant AM traffic flows highlighting congested junctions



Dominant PM traffic flows around Adelphi roundabout



Dominant PM traffic flows highlighting congested junctions

As set out in 3.2, transport is a key issue for the UCLan campus and constantly referred to during this Masterplan report. It is clear that the campus has become dominated over time by core vehicle routes crossing the campus, with vehicles often passing through rather than relating to the area. These proposals seek to address this issue with the prime focus being on sustainable linkages, both internal to the UCLan site, but also to and from the city centre and its core transport hubs.

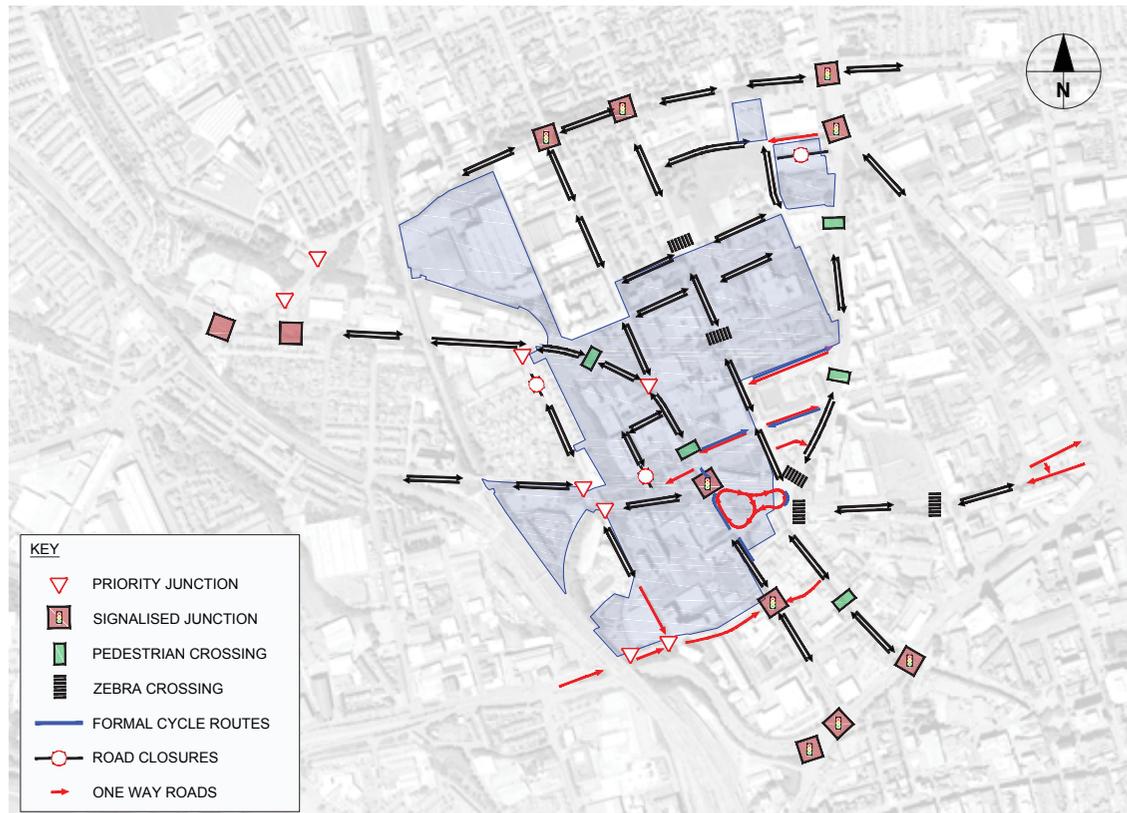
While some of the traffic entering the area is to access UCLan and other properties in the immediate vicinity, there is a significant amount of traffic that passes through the Adelphi roundabout on a currently signposted short cut from the Ring Way to the A6.

Over time the main roads in and around UCLan have become busier, requiring traffic management measures to increase capacity. This has led to the current situation where the Adelphi roundabout has become a focus for conflicting movements.

The adjacent drawings show how the thinking has evolved and been considered here, applying shared space thinking and understanding vehicle paths and movements.

The drawings indicate the existing dominant traffic movements that have fed into the overall Masterplan proposals, demonstrating key transport points and their impacts.

- congested junctions
- 175 peak traffic flows (vehicles per hour)



Current network

Current network

Apart from the issues surrounding the main access routes and the Adelphi roundabout described earlier, the campus network is complemented by a series of quieter routes. Some are managed, some severed and some one-way only, leaving an incomplete network that has to rely on the main access routes even for short journeys across the campus.

Cross movement

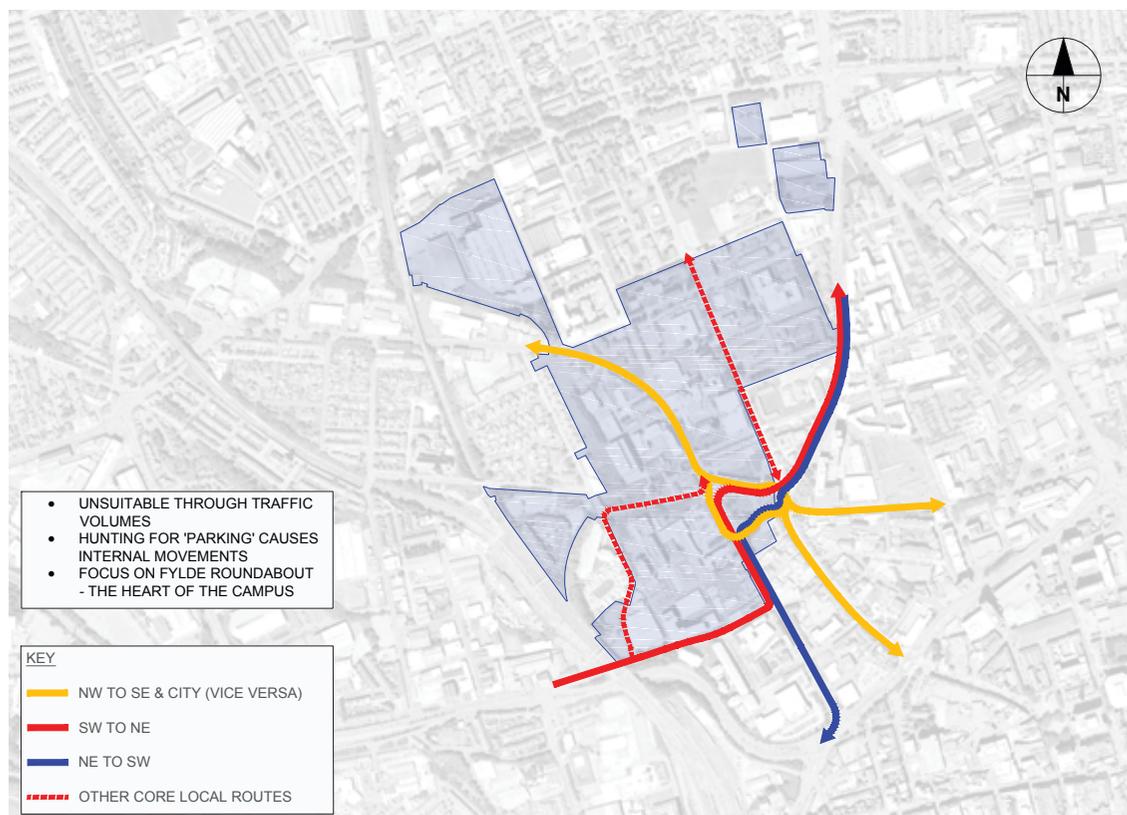
The reduction of the currently signposted cross-movement via Adelphi roundabout is a key ambition of the Masterplan, eliminating traffic that doesn't need to flow through the campus.

Core traffic flows

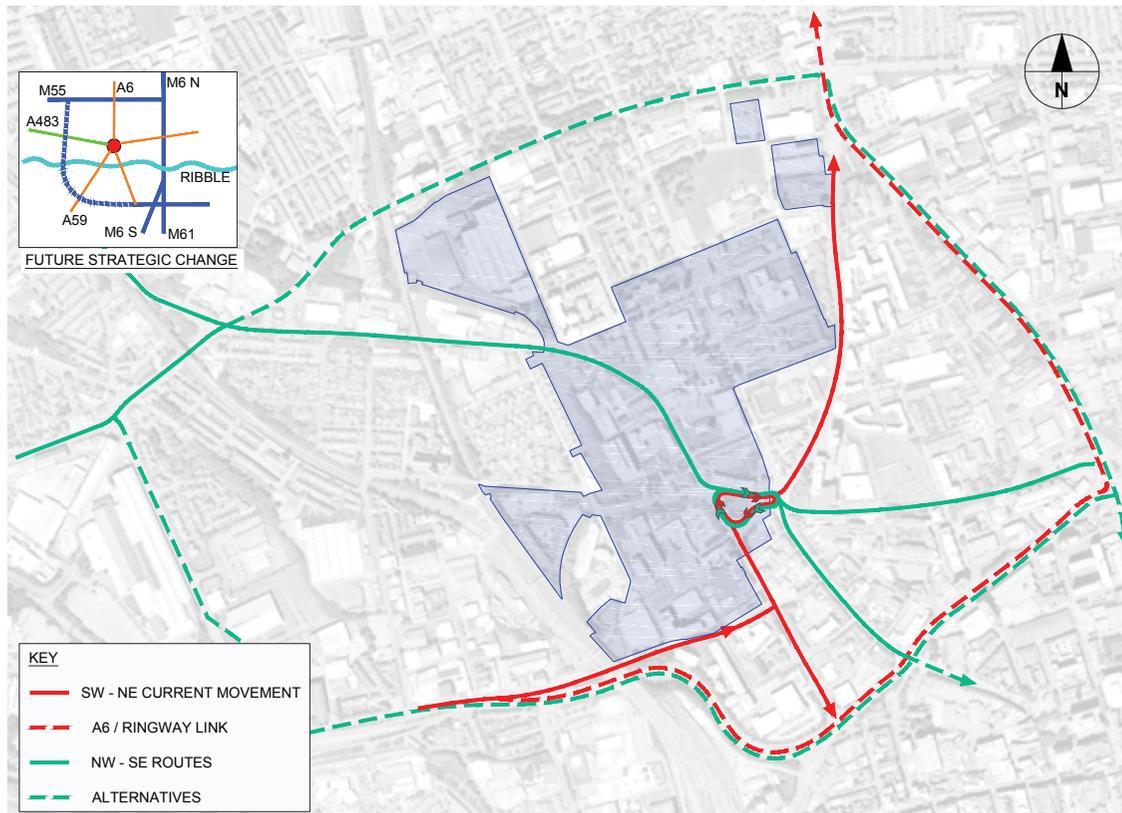
The current core traffic flows highlight the lack of a normal grid-like movement network. Instead a disproportioned emphasis on the Adelphi roundabout junction leads to the severance of the northern and southern part of the campus.

The proposed changes to the road layout and character rectify the current radial system by straightening out the layout and moving part of the junction towards the east. The reduction of cross movement and traffic on Adelphi Street will further alleviate pressure.

We are also working with LCC and PCC to create far stronger shared space linkages to the city centre and station. In particular along Friargate and Corporation Street, in line with the University's Travel Plan objectives.



Current 'core' traffic flows



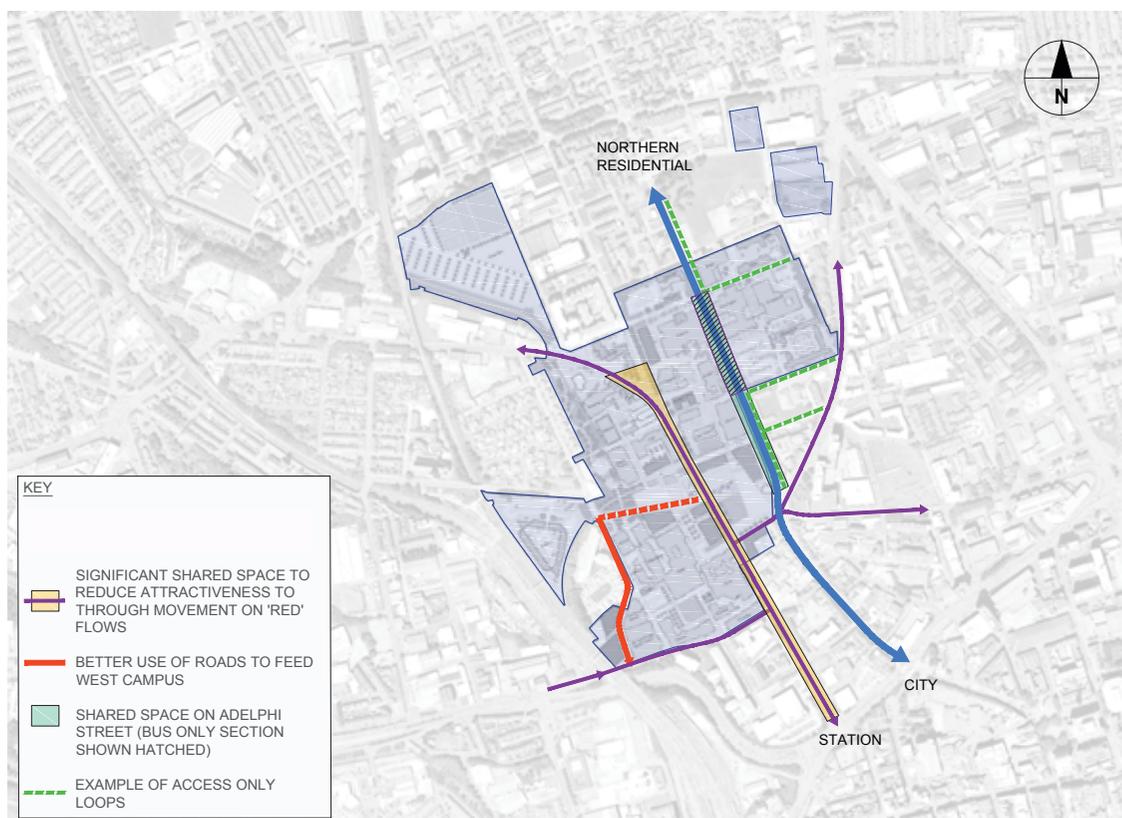
Cutting out cross movement

Travel Plan 2013 - 2018

The Masterplan has been developed taking into account the key principles of the University's established Travel Plan. With the bold changes, the opportunity now exists to ensure that the Travel Plan has the potential to achieve and exceed its targets.

The core aims of the Masterplan are:

- a gradual reduction in car use
- promotion of excellent accessibility
- provision of better bus, cycle, pedestrian and rail links
- efficient and local use of the campus



Proposed core vehicular flows and changes



- UCLan buildings
- student accommodation
- residential
- education other (primary school)
- retail
- offices
- sui generis
- industrial

Existing land use

APPENDIX B

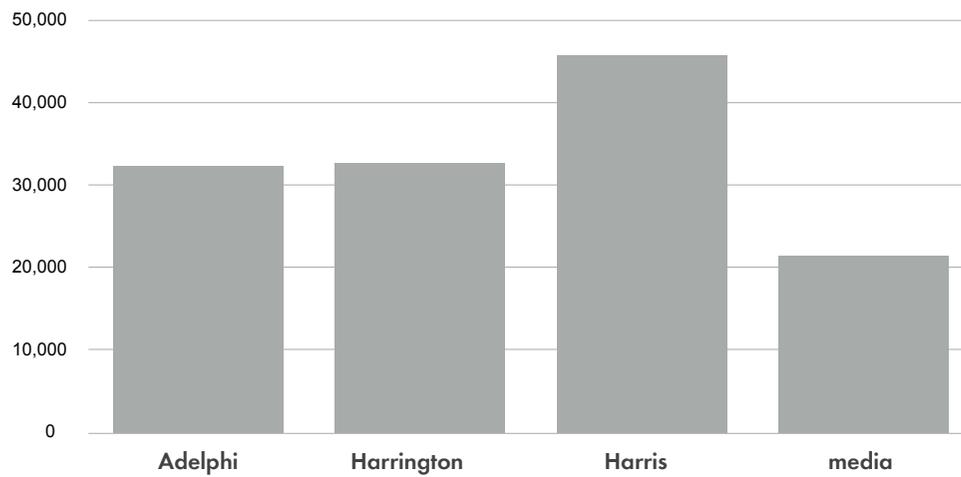
LAND USE

The campus is situated in a threshold location: in the southern part, central commercial and retail activity from the city centre gradually gives way to residential areas, whilst to the north, larger light industrial areas take predominance.

The campus comprises a mixture of University buildings situated within the remaining old city fabric, surrounded by student residences.



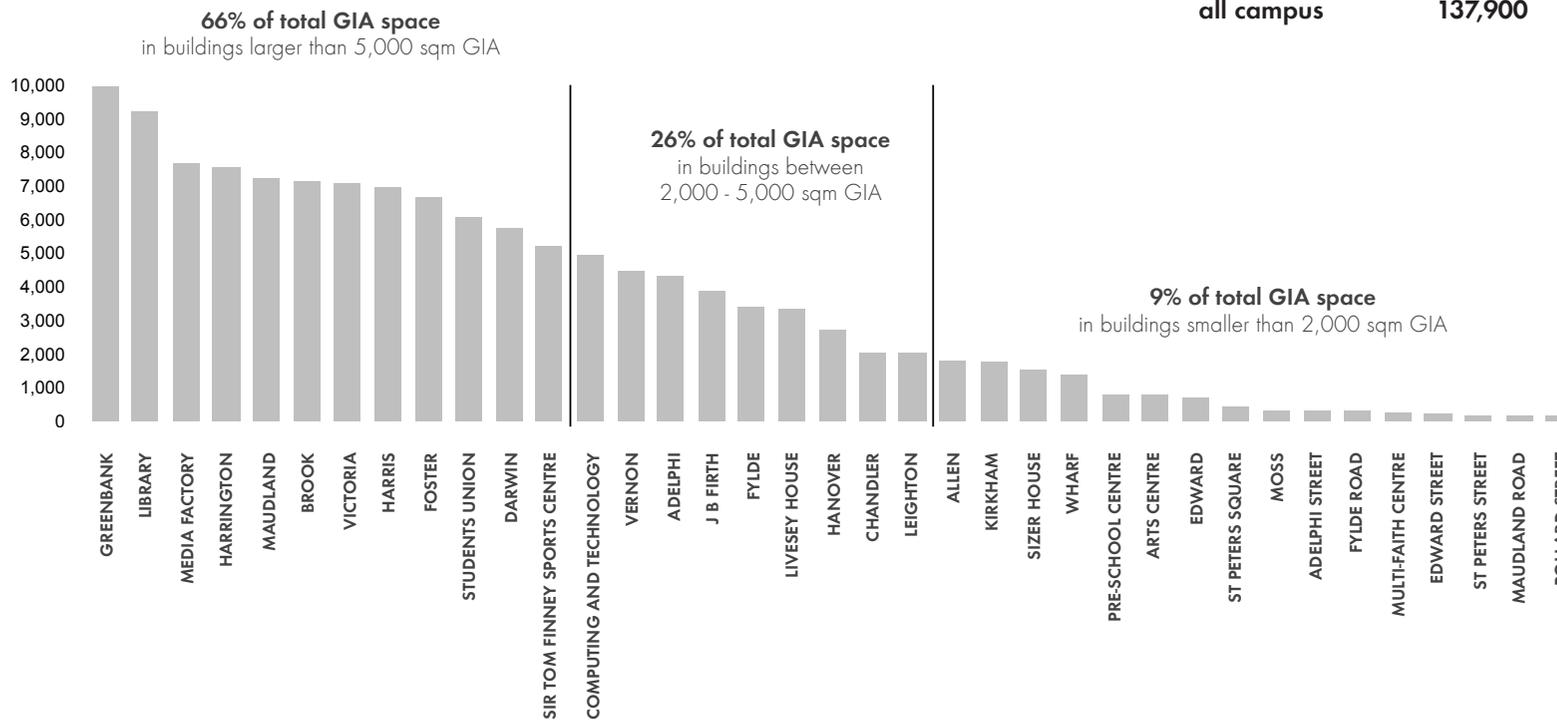
Proposed land use



Space Analysis by Zone

UCLan estate is made up of 137,900 m² GIA (125,400 m² NIA). Of this total, 132,500 m² GIA (120,700 m² NIA) is located on the Preston city campus, where 66% is accommodated in buildings larger than 5,000 m² GIA each, 26% in buildings sized between 2,000 - 5,000 m² and 9% in buildings smaller than 2,000 m². The highest concentration of space provision is in the Harrington zone.

	m ² GIA	m ² NIA
Adelphi	32,300	29,400
Harrington	32,800	29,700
Harris	45,900	41,700
media	21,500	19,900
city campus	132,500	120,700
off-campus	5,400	4,800
all campus	137,900	125,500



Space Analysis by current campus zone

SPACE ANALYSIS

As part of the Masterplan work, the space distribution and uses across the campus have been analysed according to location, type, subjects and general teaching provision.

Space is a multi-layered conversation involving:

- people: exploring how space can inspire and transform, provide convenience and choice, supporting many ways of learning, working and socialising.
- place: reviewing current and future space provision to create an open campus that is welcoming and memorable, flexible and enduring.
- process: setting clear standards and ensuring operationally efficient ways of working to meet the University's strategy.

Space can be used to enhance knowledge exchange within and across disciplines by creating:

- routes that facilitate way-finding, create opportunities to meet and linger, build general awareness and showcase research activities.
- central-hubs that cluster key resources together in primary locations to create major centres of activity with high levels of support and extended-hours access throughout year.
- local-hubs that cluster resources together to create local centres of activity with good levels of support and extended-hours access at key points throughout the year.
- neighbourhoods that provide diversity by showcasing activities of disciplines and respond to the particular characteristics of immediate surroundings.
- thresholds that provide clear, intuitively understood, transitions between public, invited and private space.

The Masterplan seeks to provide:

- space that is welcoming: campus grounds and key buildings will be opened up to encourage greater visibility and ease of movement for all users, including the local community. All circulation (both external and internal) will seek to enhance knowledge awareness and encourage positive social interaction. Where possible, consideration will be given to opening up ground

floor spaces to provide a range of opportunities for knowledge exchange. All users will have access to information technology via readily available digital resources and excellent support for user-owned mobile devices.

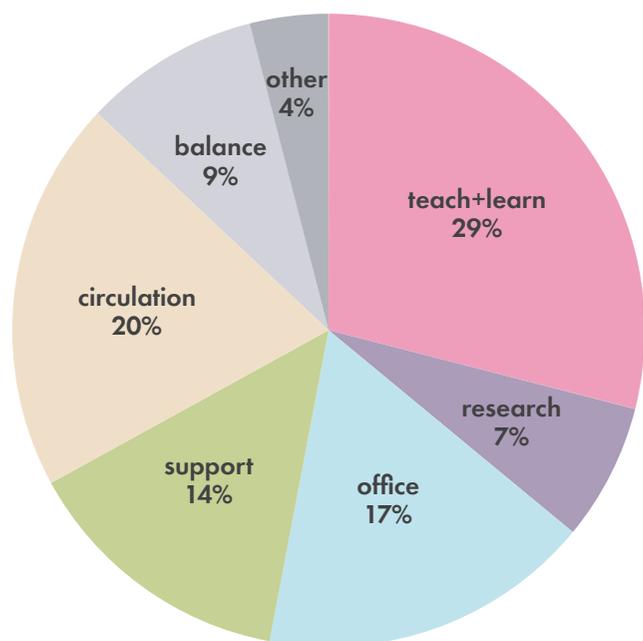
- space that is memorable: to make the best spaces and views available to everyone, to reinforce the University's identity, and to generate memorable experiences.
- space that is flexible: day-to-day and year-by-year flexibility by implementing robust spatial strategies, such as activity-based clustering, an expand/contract approach to campus, base-build/fit-out approach to buildings and fix/flex approach to settings.
- space that is enduring: to accommodate all activities in compatible space types. Bigger buildings will be used to create hubs of interdisciplinary activity with enhanced levels of support and extended-hours provision. Smaller buildings will be used to provide more intimate user experience with more limited extended-hours provision.

The Masterplan seeks to provide a space model that

aligns organisational goals (strategic ambitions, academic vision, operational change) to spatial goals (quality, fit-for-purpose, flexible, cost-effective), i.e. space which supports the University's strategic ambitions, while being affordable, useable and maintainable. This space needs to be sufficiently flexible to meet today's needs yet sufficiently adaptable to meet tomorrow's needs. Best-fit scenarios between activities and space are thus about creating opportunities that:

- make the best spaces available for activities that benefit everyone.
- take advantage of existing heritage to provide memorable learning experiences.
- minimise constraints for specialist research requirements.
- prioritise prestigious buildings for central-hubs and extended-hours access.
- ensure long-term potential for flexibility, efficiency and adaptability over time.

city campus	m2	GIA %	typical GIA %
teach+learn	39,500	29%	30-50%
general-purpose	13,400		
specialist	16,600		
resources	9,500		
research	8,900	7%	0-5%
research offices	1,900		
labs+ancillary	7,000		
office	23,600	17%	10-30%
academic	13,600		
support	10,000		
support	19,300	14%	10-15%
amenities	11,400		
facilities-mgmt	7,900		
circulation	27,600	20%	15-30%
balance	11,900	9%	10-15%
other	5,100	4%	0-5%
total sqm GIA	135,900		



Space analysis by type

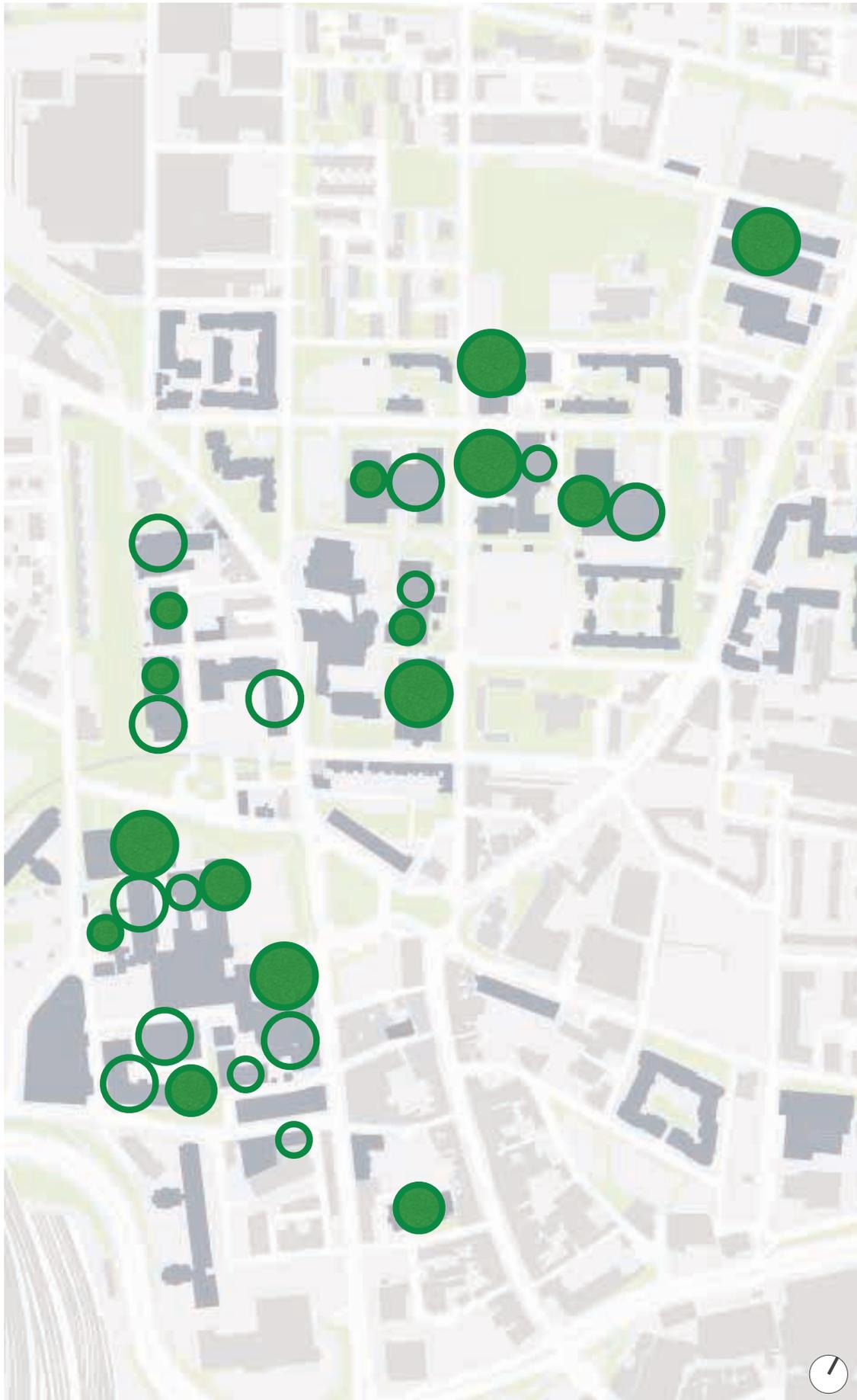
Space Types

The proportions of key space types have been identified using space database information provided by UCLan's Estates department. General trends in each space type have been shared in workshops, giving participants the opportunity to identify the most relevant focus of attention for future conversations around space: These types of spaces are:

- teach/learn space: spaces that are designed for communication in smaller and larger groups, timetabled and non-timetabled activities, formal and informal learning situations.
- research space: spaces that bring individuals and teams together to address big questions in large multi-disciplinary projects over long timescales.
- staff work space: spaces that respond to the growing emphasis on collaboration, interdisciplinary working and greater flexibility, while continuing to support individual work.
- amenities space: spaces that support learning communities and networks via a range of facilities to meet social, cultural, sports and general well-being requirements.

A key principle of the Masterplan is to celebrate the space in-between - places that promote social inclusion, facilitate informal interaction, encourage users to linger on campus and generally enrich campus life. This includes the following key principles:

- creatively develop the space in-between buildings to encourage users to stay on campus and make the most of the University's assets.
- use main circulation routes (external and internal) to increase visibility and create opportunities for relaxing and socialising.
- enhance outside/inside transitions by linking buildings to create shared entrances and by opening up ground floor space to provide access to a range of activities.
- support general communication and networking by ensuring access to wifi and ample power throughout the campus.
- create opportunities throughout campus for pop-up events that support learning, research, commercial and social activities.



Distribution of general teaching, labs, workshop spaces

Teach + Learn space

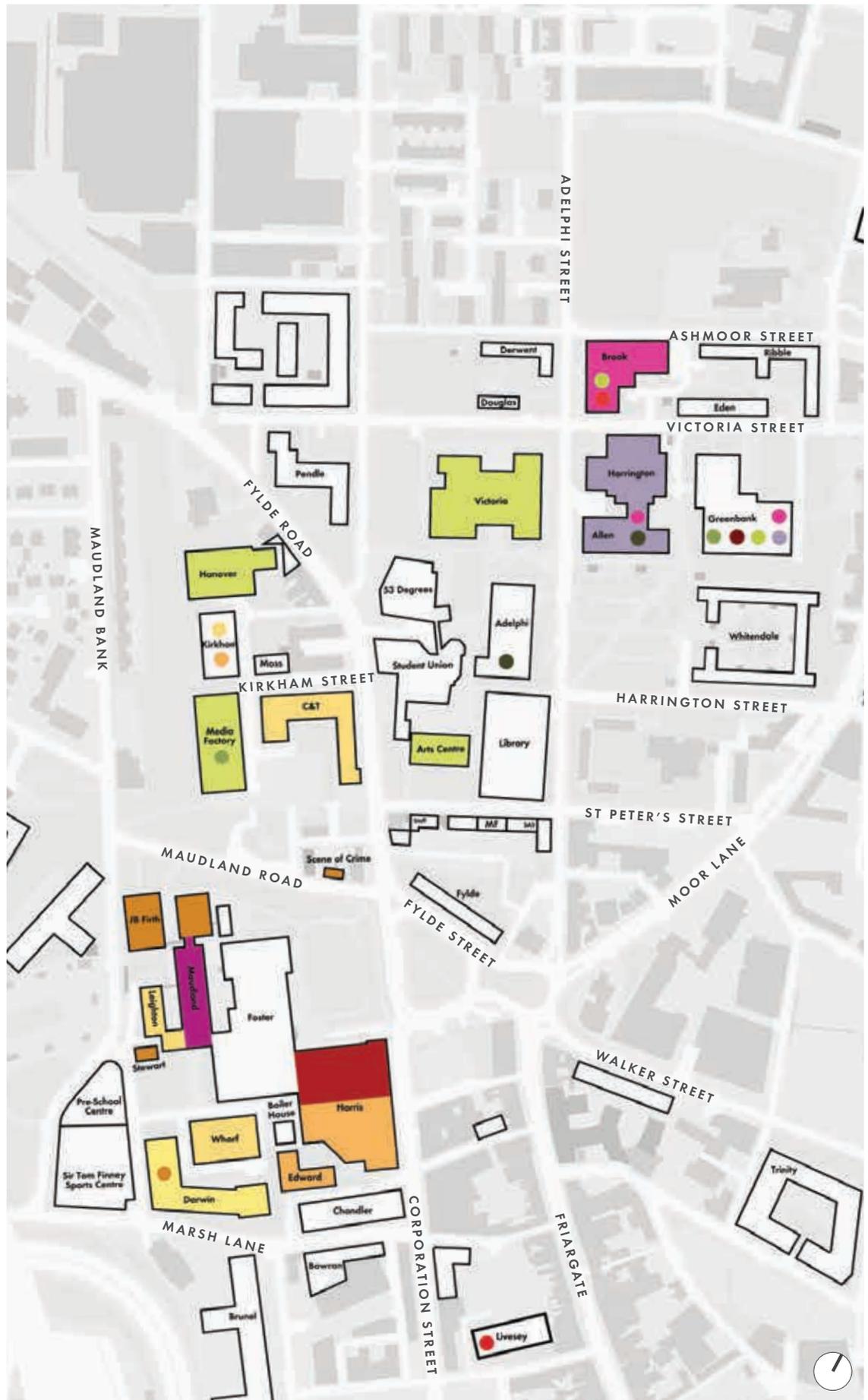
The distribution of teaching/learning space has been mapped to highlight areas of concentration. General-purpose provision is mostly centrally bookable with specialist provision mostly allocated to the four Schools. The Masterplan sets up the next steps - to carry out a strategic review of all teach/learn space and to explore possibilities for enhancing the user experience while reducing operating costs. For example one potential model might be for a small number of centrally managed learning hubs for general and specialist use, supported by locally managed distributed facilities.

general-purpose t+l rooms, library, ict

- 0-500 sqm
- 500-1,000 sqm
- 1,000-1,500 sqm

specialist t+l rooms, workshops, labs

- 0-500 sqm
- 500-1,000 sqm
- 1,000-1,500 sqm



- Business, Law and Social Sciences
 - LBS (Lancashire Business School)
 - Law (Lancashire Law School)
 - ESS (Education and Social Sciences)
 - SW (Social Work)

- Science and Technology
 - FIS (Forensic and Investigative Sciences)
 - GBASE (Arch., Constr. and Environm't)
 - CEPS (Comp., Eng. and Physical Sciences)
 - Psychology

- Culture, Media and Sport
 - ADP (Art, Design and Performance)
 - SSTO (Sports, Tourism and the Outdoors)
 - JAM (Journalism and Media)
 - SOLLIS (Lang., Lit. and Int'l Studies)

- Health and Social Care
 - PABS (Pharmacy and Biomedical Sciences)
 - Health

- School of Medicine and Dentistry
 - SOMAD (School of Medicine and Dentistry)

Existing subject locations

Current Subject Locations

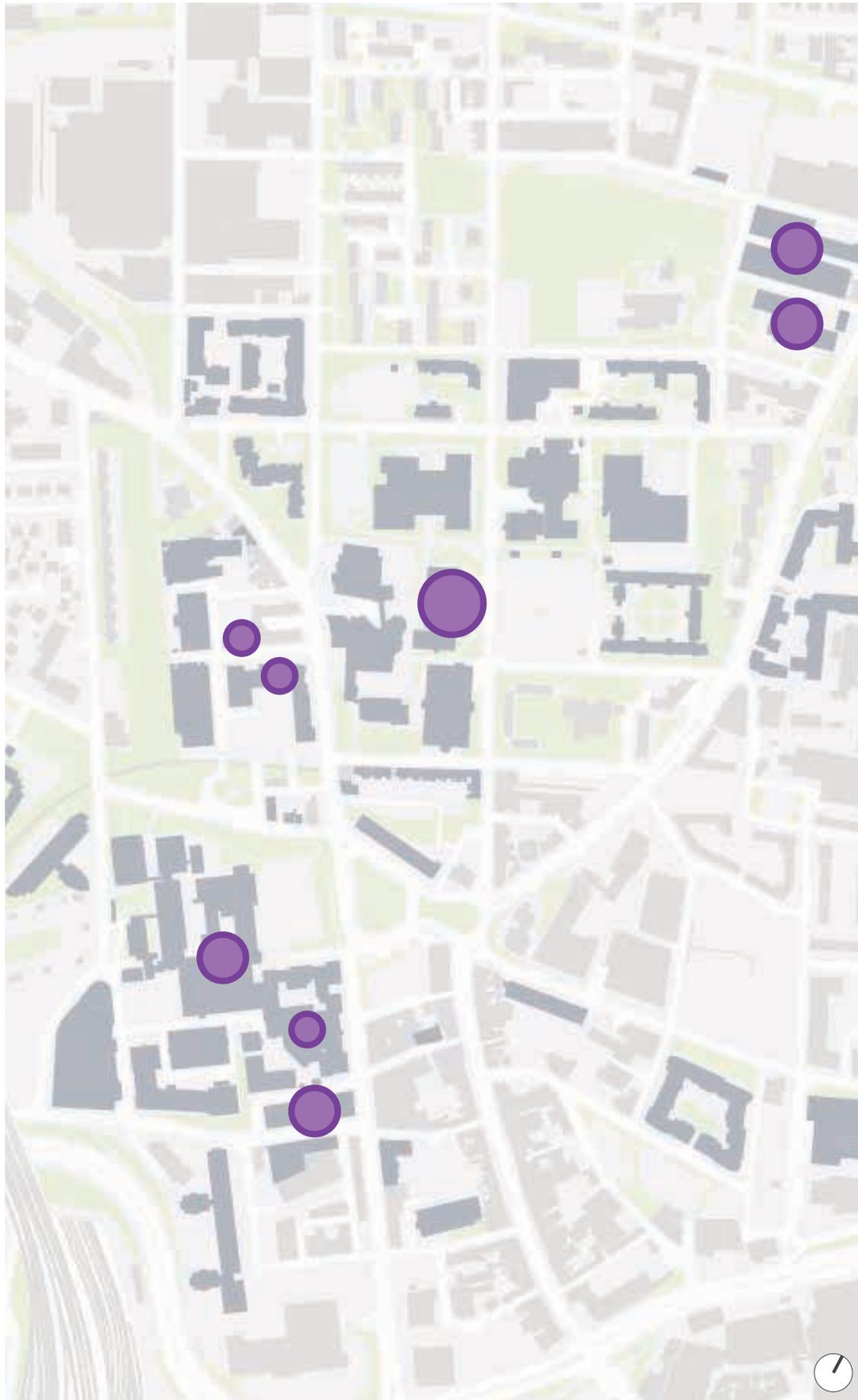
The current academic structure is embedded in spatial patterns that have been built up across the campus over time. Using information gathered via interviews with the Executive Deans and meetings with the Facilities Management Services, the plan opposite maps out the 16 schools which are collected under the umbrella of the 4 Colleges as follows:

- Business Law & Social sciences
- Science and technology
- Culture, Media & Sport
- Health and Social care.

Many of the schools are well located in fit for purpose buildings and within a short distance of related subjects, with only a number of exceptions. A spatial organisation prioritising strong College communities may over time lead to development of 'silos' and limited flexibility for University-wide initiatives, whilst the prioritising of strong University networks may lead to excessive uniformity and reduced insights from College-based initiatives. A hybrid approach would seek to support a complex web of networks at different scales of operation, informed by emerging trends generally in education, the University's strategic ambitions, the aspirations of each College, as well as the characteristics of existing space and campus development opportunities available.

University-hubs that provide facilities for cross-College and wider activities, strategically located across the campus, which address UCLan's priorities for teaching and learning, research, enterprise, amenities, student services and corporate functions. These include:

- Customer advice hubs as first port of call for information
- shop-front opportunity
- home-base for some staff
- social-learn facilities for students
- smaller-group teach+learn facilities
- smaller-scale research projects.

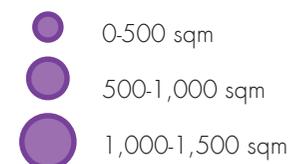


University Services

The distribution of University Services has been mapped, highlighting areas of concentration. Current provision is shown as being somewhat fragmented. The Masterplan sets up a strategic review of all centrally-managed services to explore possibilities for enhancing user convenience and operational efficiency.

Two alternative models could be explored in future stages:

- 1) co-locating all services (possibly separating front and non-facing elements),
- 2) creating two major hubs across the campus, one focusing on corporate support, the other on academic support.

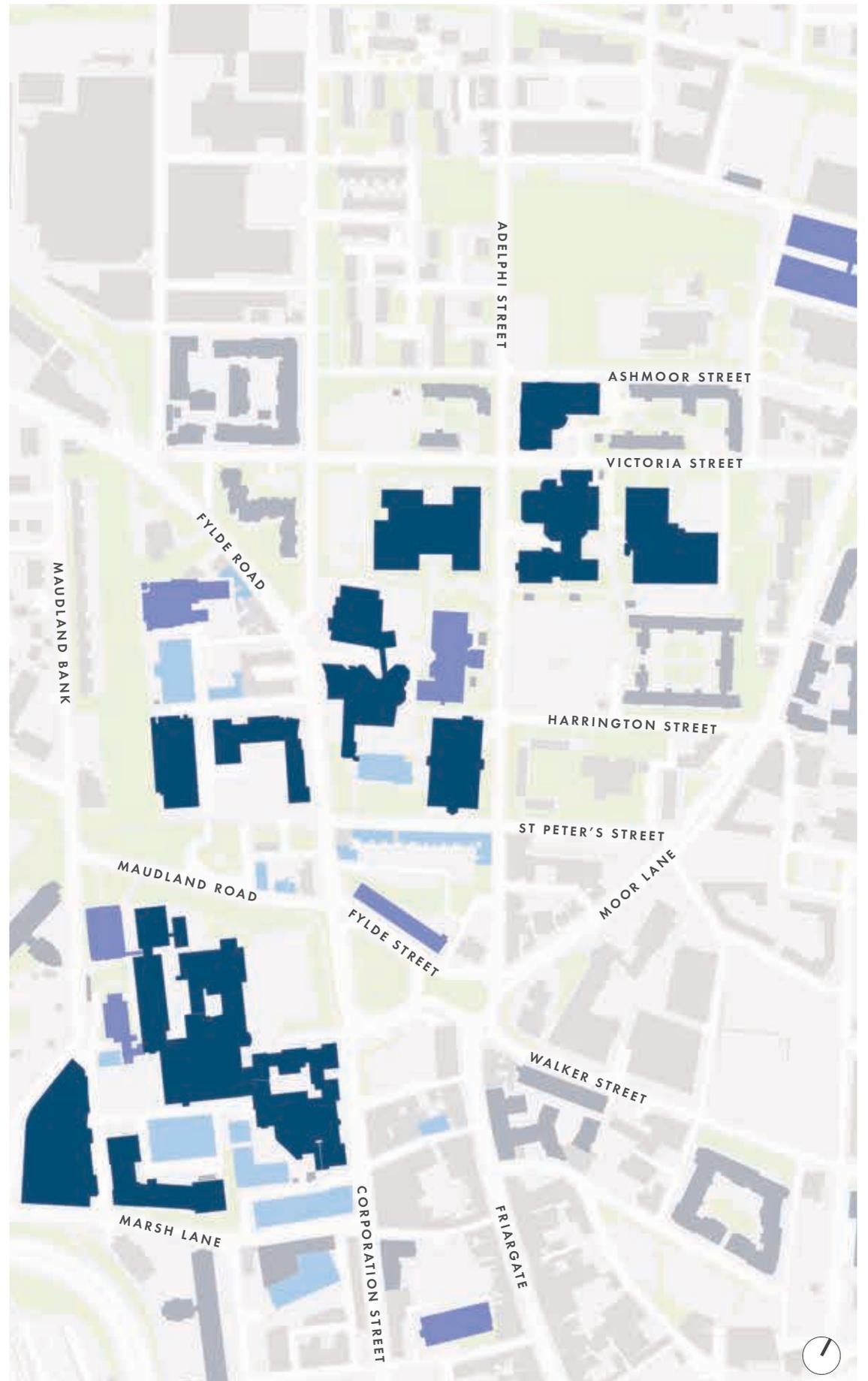
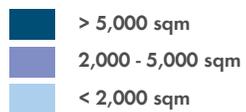


Distribution of university services

Space Analysis by building size

The different sizes of buildings have been analysed and mapped, highlighting buildings smaller than 2,000 sqm as small, between 2,000 and 5,000 sqm as medium-sized and over 5,000 sqm as large.

Beyond the Masterplan, this will be used to review building efficiencies, make judgments on building footprints and assess the total area for new buildings.



Current distribution of large, medium and small buildings



Former Goss Graphic Systems Ltd site
(now Hawkins site)

Student Union building and link to
Arts Centre

St Peter's Square and St Peter's Street
property

Pollard Street houses

Fylde Building

Link between Harris and
Foster Buildings

Wharf Building

County Library

Livesey Building
(option to re-develop)

--- demolition

Demolition plan

APPENDIX C

AREAS TO BE DEMOLISHED

Creating new opportunities by removing unsuitable buildings

A number of demolitions are necessary to make way for better open spaces and buildings. These focus around the creation of Adelphi Square at the centre of the campus, but also include the relocation of car parking and the implementation of a well-defined network of routes and open spaces across the campus.

Following analysis of the existing University building stock as well as consideration of the overall disposition of buildings in the Masterplan, we have proposed that a number of buildings are demolished to enable either their improved re-provision or the creation of external spaces in key locations on the campus. The diagram opposite shows buildings that are proposed for demolition and can be summarised as follows:

- Former Goss Graphic Systems Ltd site (now Hawkins site): The commercial buildings are proposed to be demolished to make way for landscape, parking and recreational/sports facilities.
- Student Union Building: the building and its adjacent links has a number of shortcomings and could offer a more strikingly attractive base for student activities.
- St Peter's Square and adjoining properties on St Peter's Street, Fylde Road and Adelphi Street terraces: the demolition of these properties would provide better connectivity between the northern and southern parts of the campus.
- Fylde Building: it currently inhibits routes and views between the south and north campus.
- Pollard Street terraces: To improve the connection between the Canal and Harris quarters, these four terraced houses are to be demolished.
- Ground floor link between Harris and Foster building: The re-provision of a bridge link between these two buildings facilitates a significant link between the north and south of the campus,
- Wharf building: Whilst fit for purpose, it lacks the required adjacencies with other engineering functions and detracts visually. By removing this building a much-needed new landscaped square can be delivered.
- Livesey House: inadequate for University functions, it presents opportunities for regeneration in a key location.

Building/ Street	Building Number	Footprint	Gross Floor Area
		sqm	sqm
Adelphi Street	23,25,27,29-31	215	258
Foster Building link		106	212
Fylde Road	2,4	119	258
Fylde Building		816	3,582
Hawkins Site		16,209	n/a
Livesey House		1,143	3,571
Pollard Street	2,4,6,8	136	233
St Peters Square	32-39,41,43-46	524	890
St Peters Street	37-38	86	143
Library entrance		26	130
Student Union		1,890	3,780
Wharf Building		1,516	1,453
LC Library		298	n/a
TOTAL		23,084	14,510

Areas have been derived from UCLan's FM Estates Strategic Property Management Team's Property Portfolio, 15th Edition, May 2014 and data based on OS map information.



Proposed building sites on the Masterplan

The table identifies the potential areas achievable on each of the proposed site. This has required an estimation of the number of storeys possible on each plot, defined by an assessment of the adjacent buildings.

An average efficiency of 80% has been used to establish a GIA, with variants relating to plot footprint etc.

Block	Footprint	Storeys	Efficiency	GEA
	sqm	no	%	sqm
A.1	1,840	5.7	80%	8,390
A.2	1,730	4.0	70%	3,900
A.3	20	1.0	100%	20
A.4	635	1.0	80%	500
A.5	1,977	2.0	70%	2,767
B.1	2,953	3.2	80%	7,560
B.2	860	3.0	80%	2,060
B.3	1,000	2.5	80%	2,000
B.4	1,055	5.5	80%	4,640
B.5	1,260	1.0	100%	1,260
B.6	1,000	1.0	100%	1,000
B.7	200	2.0	100%	400
C.1	720	3.0	80%	1,730
C.2	1,050	1.0	70%	735
TOTAL	15,807			36,462

- proposed development plot
- A block reference
- 3 st proposed number of storeys

PROPOSED AREAS AND HEIGHTS

Each new building delivers area dictated by its footprint and optimum height within the Masterplan

The plan opposite shows where new buildings have been proposed to both deliver new and replacement functions for the University as well as produce a legible network of external spaces by their particular disposition. In numerical order and keyed into the plan these proposed interventions are:

A.1: Engineering Innovation Centre A new building to replace and augment activities for the Engineering department.

A.2: A new general teaching building In response to demand for more teaching spaces to the southern area of the campus a new teaching block has been located directly to the north of the lecture theatres located in the Foster building.

A.3: Link structure between Harris and Foster With the removal of the ground floor link between these two buildings, a high level bridge connection is proposed.

A.4: Foster Building infill provides a covered route towards Darwin Building and Wharf Square and extends the current refectory inside Foster Building.

B.1: Library extension/student hub Through the briefing process it became apparent that the Library had subsumed many extraneous functions and was in need of both re-purposing and extending. In addition, a main reception building for the University was absent.

B.2: New Admin/research building A new building is proposed to the southern side of the New Square, lining the residual part of Fylde Road. Although not fully determined, it is suggested that this building accommodates administrative staff.

B.3: New Student Union building Due to inadequacies in the functionality and appearance of the existing student union, this building is proposed to be replaced with a new building.

B.4: New building to west of the Victoria building

A new building is proposed to line Brook Street to improve the spatial experience of this road. It is located on the site of the Victoria car park as part of the strategy to remove car parking from the centre of the campus.

B.5: Victoria Building servicing infill This modest structure is proposed to resolve the servicing arrangements to the rear of the Victoria Building.

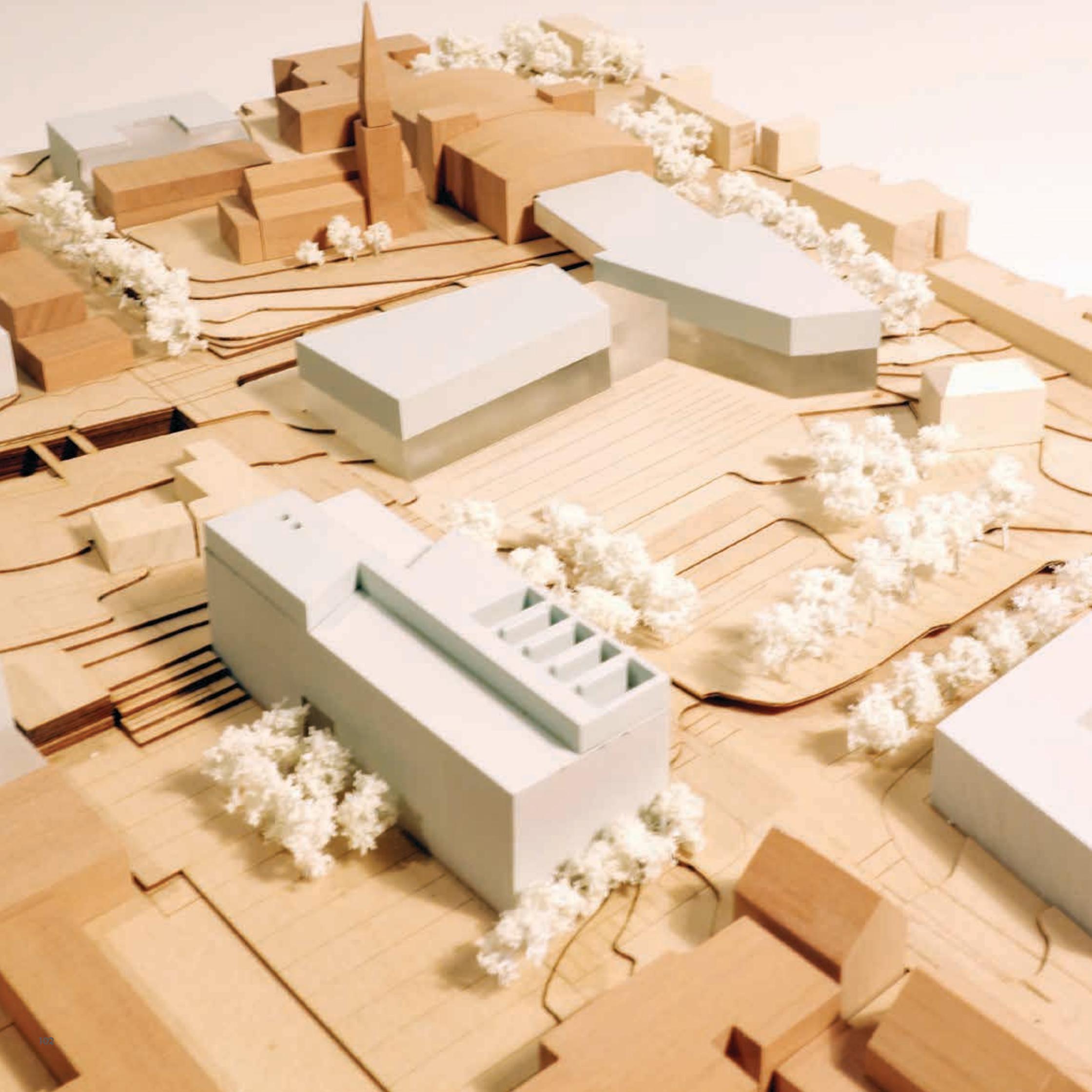
B.6: Infill between Harrington and Greenbank The proposal between these two buildings not only aids the functionality of the schools that share them but again provides another inside/outside space along the pedestrian route in the Harrington Quarter.

B.7: Brook building reception In discussions with University staff it became apparent that the reception area was inadequate for the volume of pedestrian traffic that passes through it. In addition the provision for an inside/outside space will augment the covered facilities in this part of the site.

B.8: Multistorey car park With the removal of the majority of car parks from the centre of the campus, the proposal is to construct a four storey car park to provide the balance of car spaces across the University.

C.1: New building to south of C&T To define the route between the Media Factory and the landscape to the south as it leads to the Harris Quarter, a new building is proposed to the south of the existing C&T building.

C.2: Kirkham refurbishment Although well positioned in the Canal Quarter, this two storey building lacks presence, as well as being visually unattractive. The proposal is to extend the building and re-clad its facade to extend its accommodation and enhance its setting.



CONCLUSION

The Masterplan set out in this report provides a framework of discreet but connected projects for the delivery of a remarkable vision for the future of UCLan.

By prioritising the amount and quality of space between buildings, this Masterplan will set UCLan apart as an attractor for students and staff as well as a local destination for the wider community.

The success of the Masterplan relies on a coordinated and planned approach where transport, landscape and architecture are bought together to transform the campus step by step.

The delivery of specific buildings within the masterplan will need to be established by analysis of existing and projected space needs, aligned with available funding.

A programme of transformation will also spurn the regeneration of surrounding areas, particularly as the campus reaches out towards the City.

Left: view north-east over Foster Square and EIC towards Adelphi Square

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