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Heritage Protection Department - North
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Your Ref UID 167735
Our Ref

28 January 2010



**PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST**

Preston Central Bus Station and Car Park, Tithebarn Street, Preston, Lancashire

With reference to the adviser's report 24 February 2009 provided by English Heritage which recommended that the above building be considered for inclusion in the statutory list, I am now in a position to advise you of the Secretary of State's decision.

The Secretary of State has now completed his consideration of all the evidence, including taking into account advice from English Heritage, and the representations of others, and has decided that the Preston Central Bus Station and Car Park is not of sufficient architectural or historic interest to merit listing protection under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The Secretary of State acknowledges the advice of English Heritage that, among other attributes, Preston Central Bus Station and Car Park is a good example of 1960s traffic planning and the building itself is little altered since its inception. However, the Secretary of State is persuaded by the evidence that illustrates that, at the time Preston Central Bus Station and Car Park was completed, a building type combining a bus station and car park was not an original concept and that, in particular, neither the design of the building nor the methods used in its construction, have the qualities of innovative planning or structural interest required to merit statutory listing. In addition, the Secretary of State is entitled to take into account flaws in the design of Preston Central Bus Station and Car Park and the seriousness of their consequences in determining whether to list the building. He is entitled to take into account the way in which the building currently fulfils or fails to fulfil its functions to the extent that this reflects on the design of the building. If the functional or operational failures of a building are serious, it raises questions about the architectural interest of a building, and thus claims that a building is of "special architectural interest".



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On balance, the Secretary of State considers there to be persuasive evidence that there are significant aspects of Preston Central Bus Station and Car Park that have never functioned or operated as originally intended. For example, the separation of pedestrian and vehicular approaches - which was one of the key objectives of the original design and a common goal of integrated transport design of the time - was never realised. The Secretary of State agrees with Preston City Council, and the advice it commissioned, that the consequences of the design flaws are sufficiently serious to impact considerably on the architectural interest of the building.

In this regard the Secretary of State believes that Preston Central Bus Station and Car Park does not reach the level of historic or architectural interest required to be added to the statutory list.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Ian Dunlop', written over the typed name and title.

Ian Dunlop
Heritage Protection Branch