

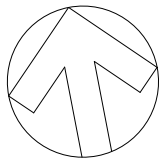
Hillhouse

Masterplan Review.

2026



Appendices



DO NOT SCALE

ASSUMED DESIGN PARAMETERS	
DESIGN SPEED	30mph
MINIMUM CREST K VALUE	10
MINIMUM SAG VALUE	9

NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- DRAWING TO BE PRINTED IN COLOUR.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THE TOPOGRAPHICAL SURVEY UPON WHICH THIS DESIGN IS BASED HAS BEEN PROVIDED BY A THIRD PARTY AND SHOULD BE CHECKED ON SITE FOR ACCURACY.
- THE ALIGNMENT OF THE RAILWAY HAS BEEN EXTRAPOLATED FROM THE TOPOGRAPHICAL SURVEY AND SHOULD BE VERIFIED ON SITE FOR ACCURACY.
- BRIDGE DETAILS TO BE CONFIRMED.
- A CLEARANCE OF 5.9m HAS BEEN ASSUMED, COMPRISING OF 4.8m RAIL CLEARANCE (INCLUDING ELECTRIFICATION), 1m DECK THICKNESS AND 0.1m ROAD CAMBER.
- ASSUMED NORTHERN BOUNDARY IS AT TOE OF EMBANKMENT

KEY:

- PROPOSED CARRIAGEWAY
- PROPOSED NON-MOTORIZED USED (NMU) ROUTE
- PROPOSED EARTHWORKS
- PROPOSED ROAD MARKING
- RAILWAY LINE
- PROPOSED BOUNDARY

P01	01/11/2023	BO	FIRST ISSUE	MS	RV
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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wsp.com

CLIENT: BLACKPOOL COUNCIL

ARCHITECT:

SITE/PROJECT: HILLHOUSE ACCESS STUDY

TITLE: GENERAL ARRANGEMENT DRAWING OPTION 2

SCALE @ A1:	AS SHOWN	CHECKED:	MS	APPROVED:	RV
PROJECT NO:	70110563	DESIGNED:	BO	DRAWN:	BO
				DATE:	November 23

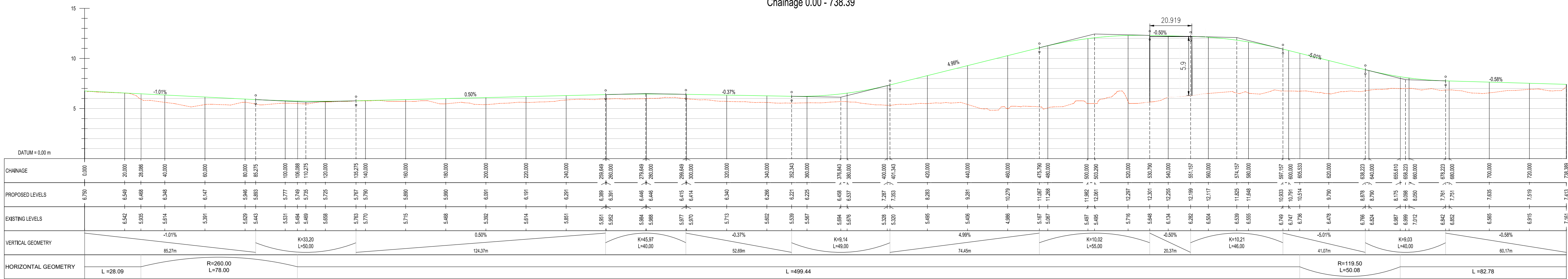
DRAWING No:	0563-WSP-HIL-XX-DR-C-0002	REV:	P01
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© WSP UK Ltd

PLAN
1:1250

- KEY:
- PROPOSED LEVELS
 - EXISTING LEVELS

PROF. HILLHOUSE
Chainage 0.00 - 738.39



VERTICAL ALIGNMENT
1:250
HORIZONTAL ALIGNMENT
1:1250



Hillhouse Technology Enterprise Zone: Masterplan Development

LDA Design

Contents

- * Strategic context
- * Transport connections and access
- * Masterplan scenarios

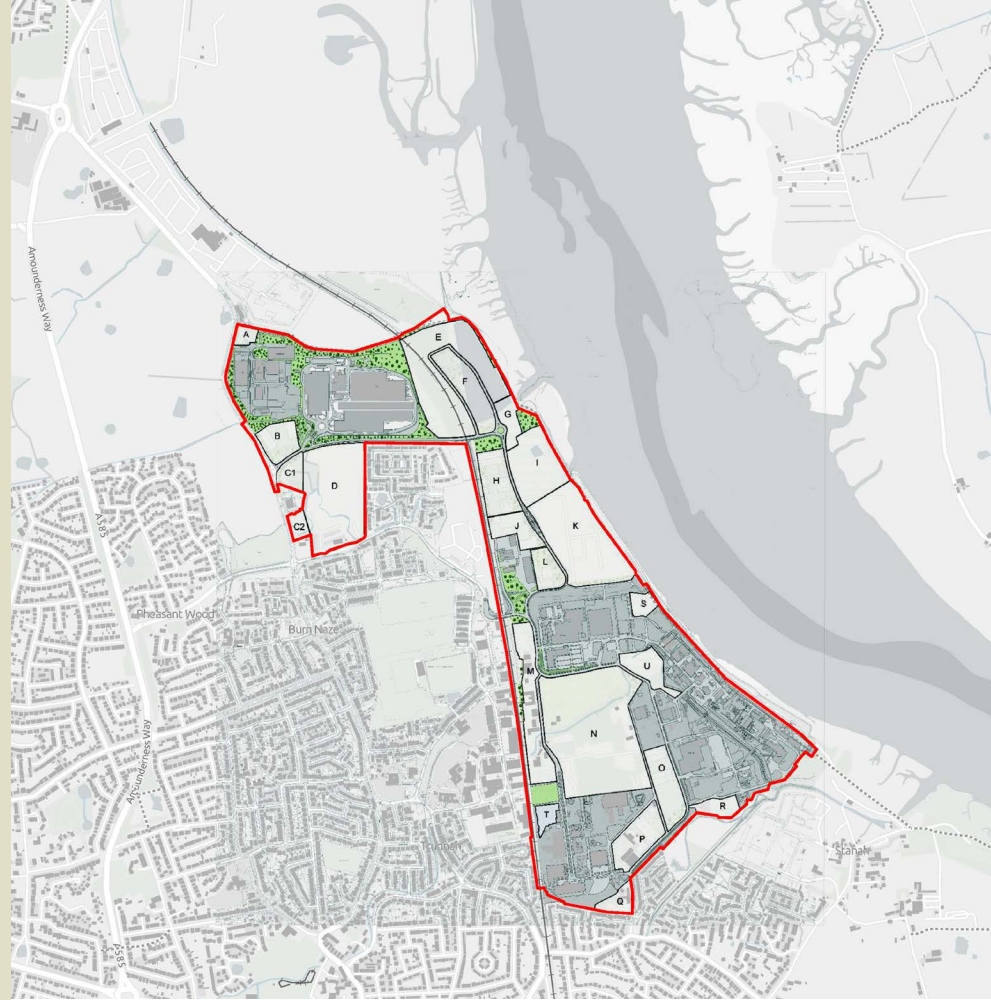


Site Plan



Site
Study Area

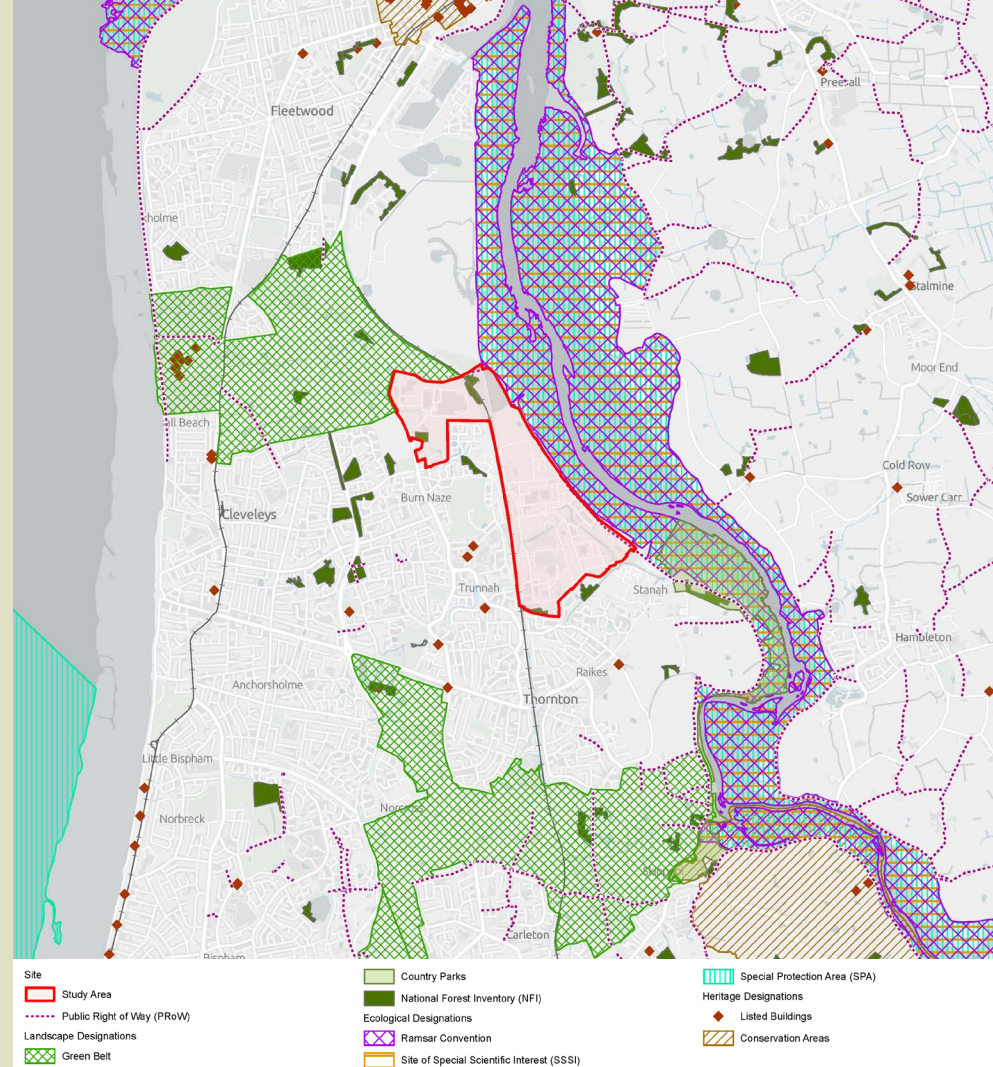
2018 Masterplan



Site
Study Area

Designations

Map shows existing landscape, ecological, heritage designation areas and listed buildings

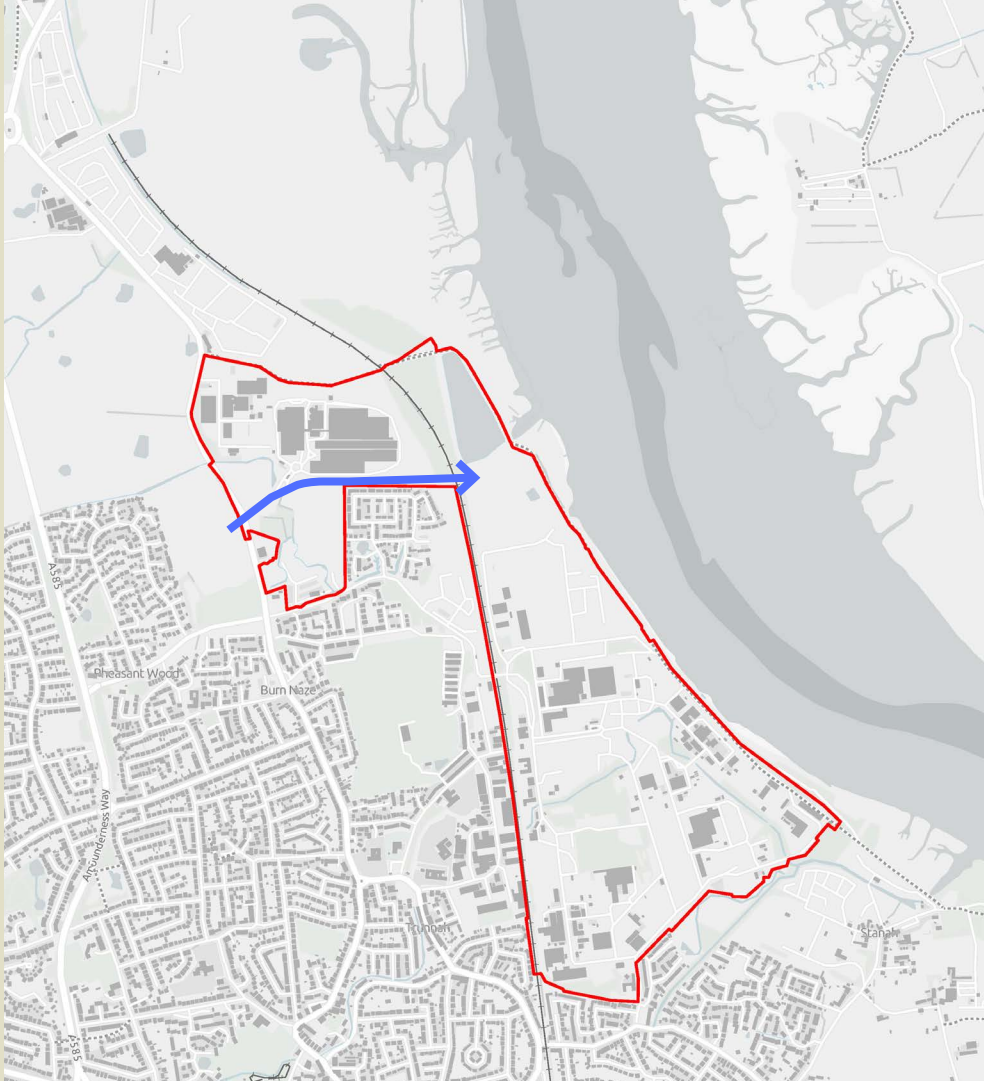


Access Options Bourne Road

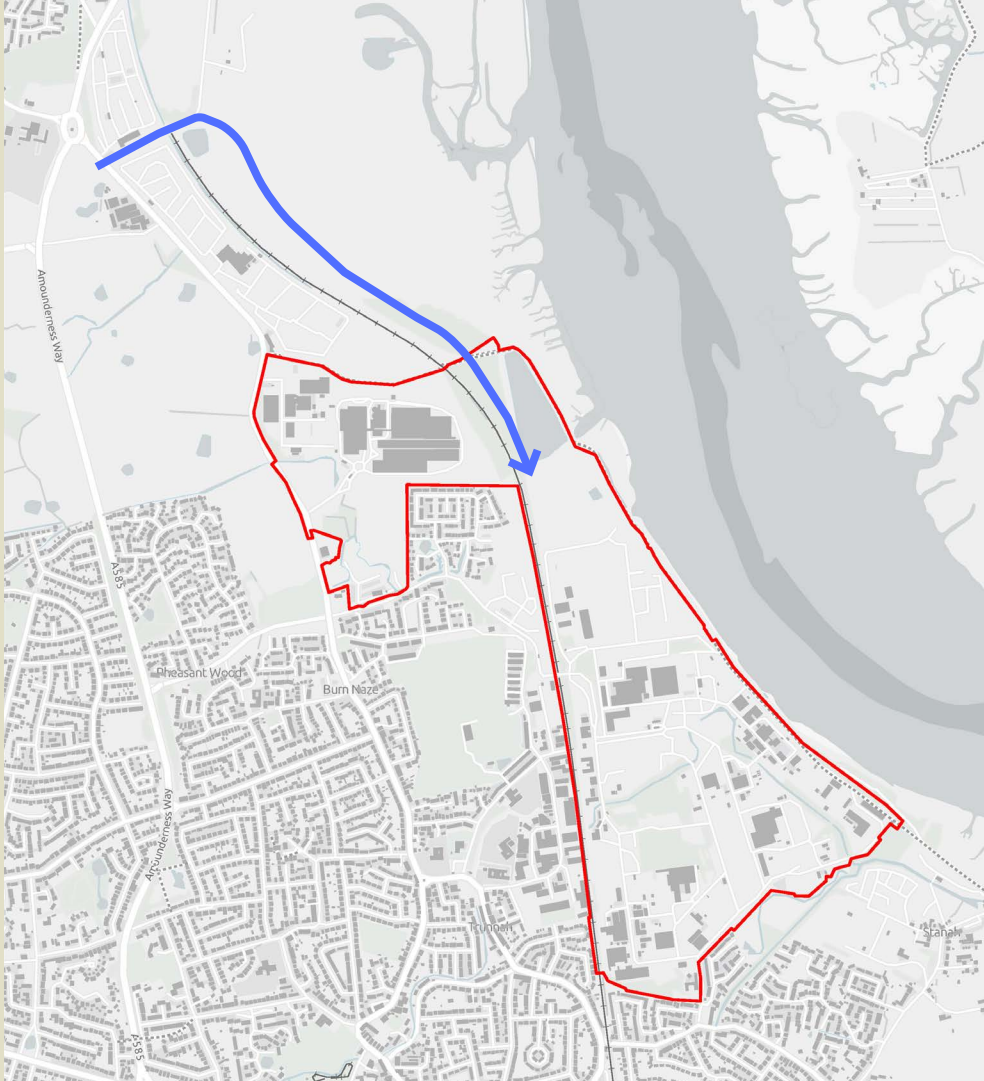


Access Options

Loverose Lane

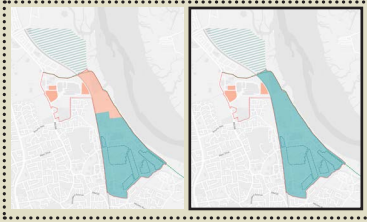


Access Options Jameson Rd



Scenarios

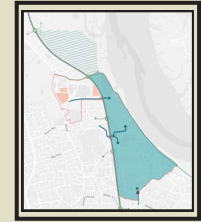
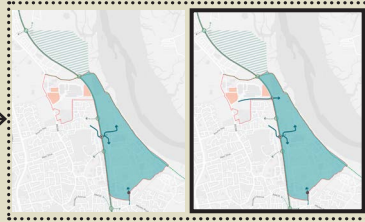
1. Development



2. Secure Line

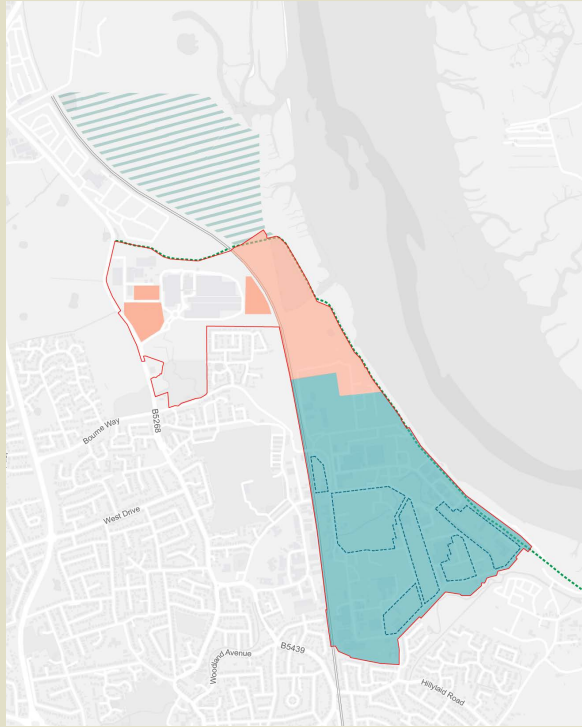


3. Access

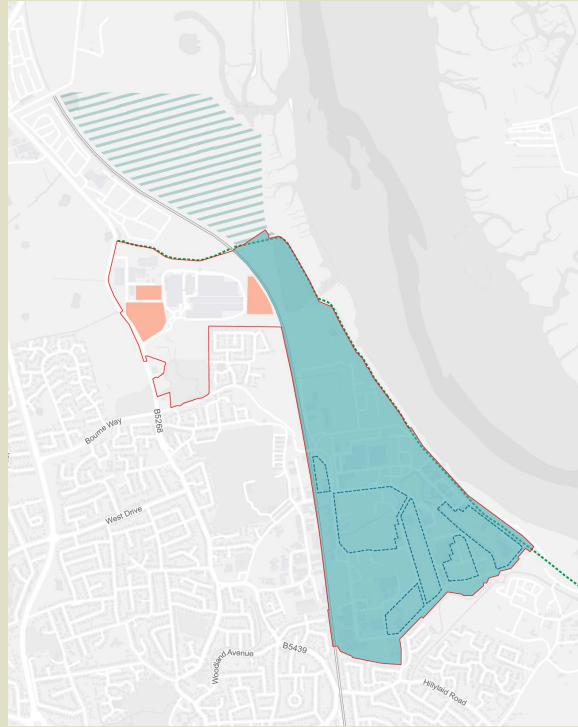


Combined
Strategy

1. Development Framework



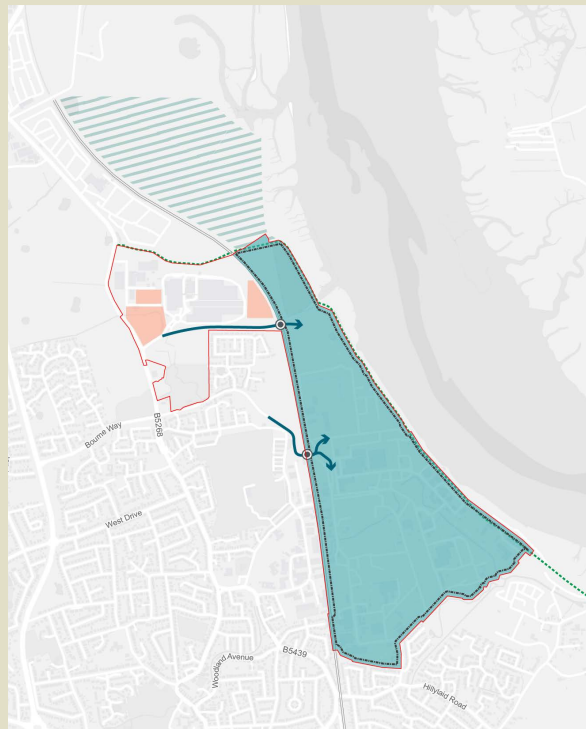
1.1 Mix of large and small scale development parcels



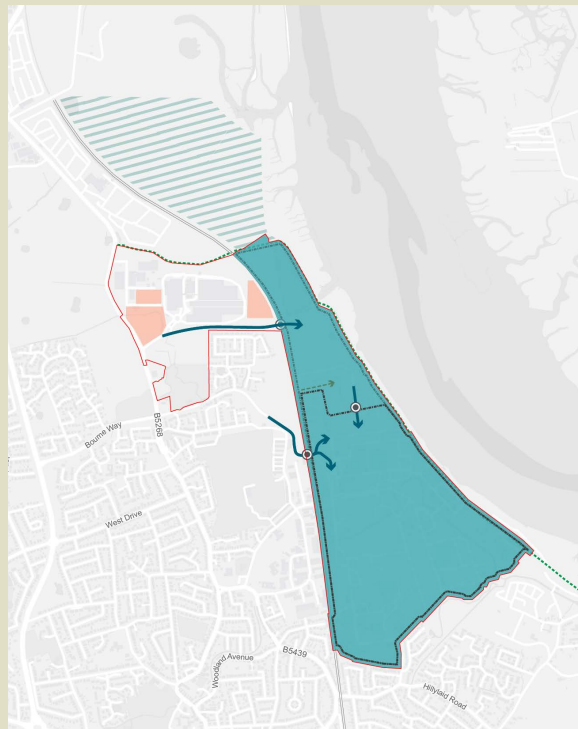
1.2 Large floorplate development parcels



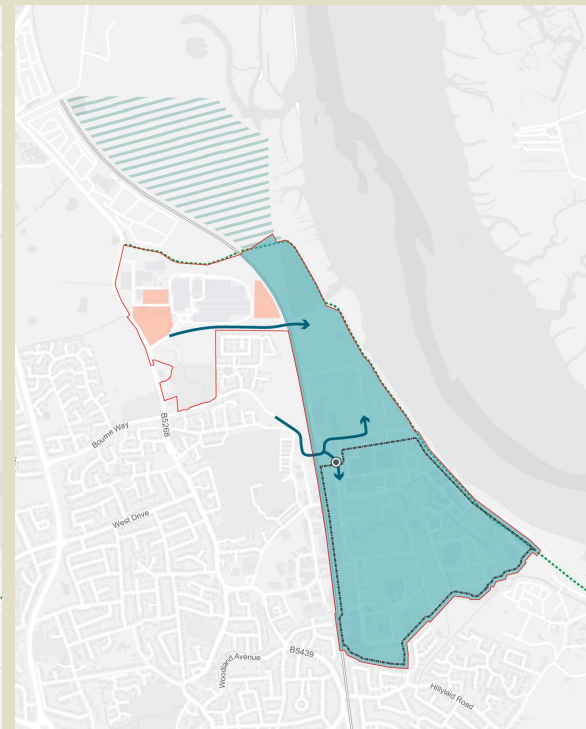
2. Secure Line



2.1 Entire site secure



2.2 Scaled back secure line with two gatehouses

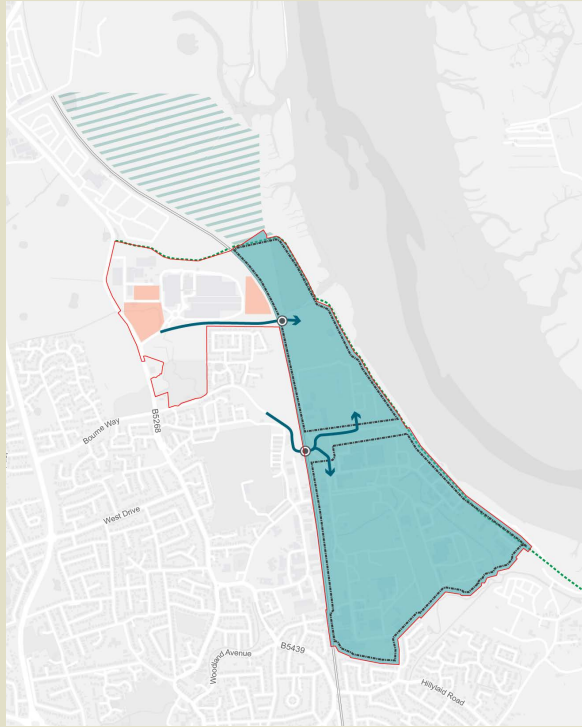


2.3 Secure line to the south of new gatehouse

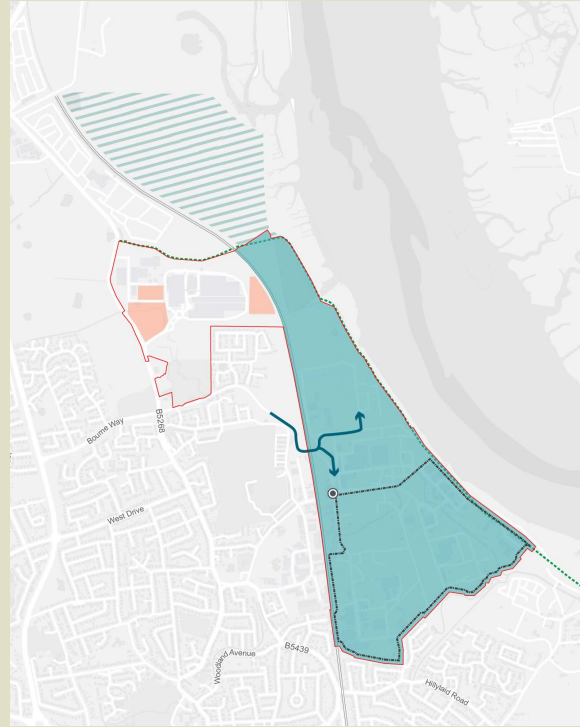
Site

- | | | |
|---|--|---|
| Study Area | — Infill Development Plots | - - - Existing PRoW - Footpath |
| Infill Development | ➔ Primary Access (Heavy Goods Vehicle HGV) | - - - Existing PRoW - Bridleway |
| Large Scale Development | - - - ➔ Secondary Access | - - - Existing Railway |
| Small Scale Development | - - - Secure Line | - - - Potential Natural Open Space |
| Natural Open Space (BNG Credit Zone) | ● Main Gatehouse | - - - Tree Cover |
| Solar Farm and BNG Opportunity | ● Other Gatehouses | |

2. Secure Line



2.4 Two separate secure zones

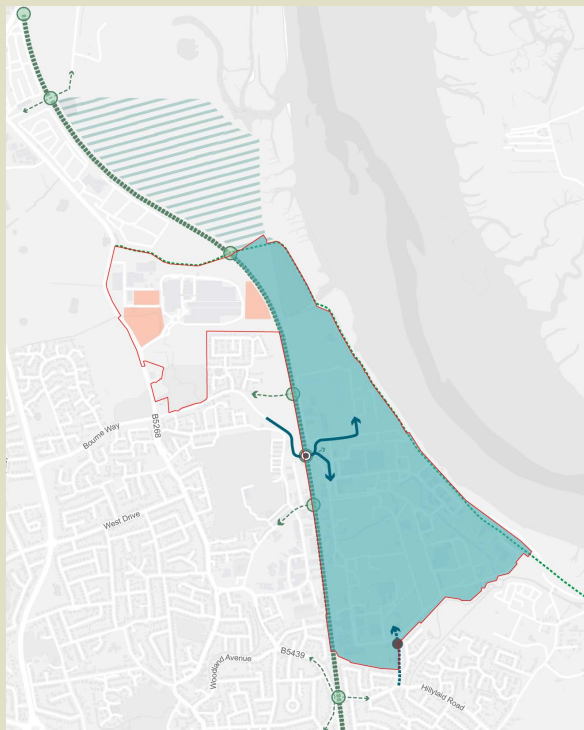


2.5 Secure zone excluding offices

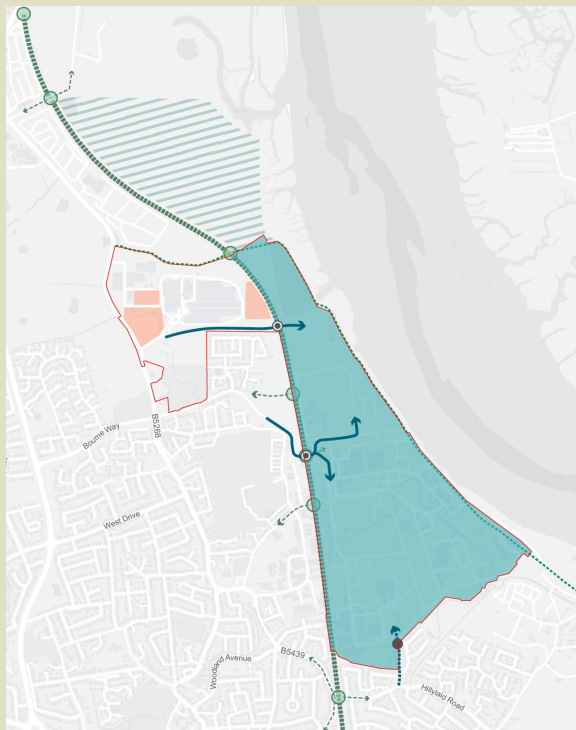
Site

- | | | |
|--------------------------------------|--|------------------------------|
| Study Area | Infill Development Plots | Existing ProW - Footpath |
| Infill Development | Primary Access (Heavy Goods Vehicle HGV) | Existing ProW - Bridleway |
| Large Scale Development | Secondary Access | Existing Railway |
| Small Scale Development | Secure Line | Potential Natural Open Space |
| Natural Open Space (BNG Credit Zone) | Main Gatehouse | Tree Cover |
| Solar Farm and BNG Opportunity | Other Gatehouses | |

3. Access



3.1 Business as usual with improved southern access



3.2 Additional northern access to unlock site wide development



Overall Strategy

The preferred approach for the site is illustrated here. The plan consolidates the various scenarios outlined in this document and outlines a potential strategy for the site. The ultimate outcome of the masterplan will need to consider potential end users, floorplate requirements and security requirements in order to finalise the approach.

The masterplan proposes:

- * Northern access delivered to improve access options for northern development expansion
- * Infill development delivered to south
- * Enhanced green infrastructure network and environmental improvements to site entrances and road network
- * Large northern development plots, with flexibility to enable smaller floorplates dependent on market demand
- * Enhanced coastal path at secure edge

