



RJG ARCHITECTURE

Heritage Statement – Glovers Brow, Kirkby

Prepared by RJG Architecture Ltd – 28th October 2025



Introduction

This statement has been prepared for and on behalf of our client to support the planning application for the demolition of an existing telecommunications mast followed by the subsequent construction of a 2-storey mixed-use building on a mostly vacant brownfield site, comprising of: 3no. Commercial Units (Class Ea) and 1no. Bistro/Bar (Class Eb) at Ground Floor, and 7no. self-contained flats (5no. 1-bed; 2no. 2-beds) (Class C3a) at First Floor Level; with associated Car Parking, Cycle Storage, Bin Storage, and Landscaping

Site Overview

Presently, the site is mostly vacant, as it has been for a significant period (at least 30+ years). Although the client continuously makes every effort to ensure the site is tidy and prevent

unauthorised access, the position of the site (discreetly located behind existing buildings, obscured from public view on Glovers Brow) makes it a target for anti-social behaviour – such as fly tipping, which sometimes occurs. Developing this site should be viewed as a positive step in preventing anti-social behaviour (such as fly tipping) occurring in this location.

The mostly vacant site is obscured from publicly viewable land, as it is located behind buildings and bounded entirely by private properties. None of the adjacent properties have windows overlooking this site – as such, overlooking / interface distances are not currently issues for any development on this site. The site is accessible via a privately owned car park (owned by our client). A one-way system operates through the car park, with the entrance and exit both leading to/from Glovers Brow.

Within the confines of the site is a small telecommunications mast, which is currently operated by MBNL, and managed by Avison Young – the mast is situated on land which is owned by our client, who would propose its removal (subject to planning permission being granted).



Aerial Image of the site (Source: Google Earth)

Historic Environment

The site is located in the north-east portion of Kirkby, a town in the northern part of the Metropolitan Borough of Knowsley; east of the City of Liverpool, bordered by the M57 Motorway. The immediate area surrounding the site is predominantly residential, with good transport links.

Specifically, the site is located on the East side of Glovers Brow, behind a row of shops; access can be achieved through an adjacent car park – also owned by our client. The car park is publicly accessible and provides ample off-road parking for the few local amenities (various shops).

The Southern edge of the site is bound by a small railway embankment, adjacent an active railway line (Merseyrail Northern Line – Headbolt Lane branch). The boundary is indicated by an approximately 2m tall steel anti-trespass fence, with some trees / foliage on the railway side of the boundary. The eastern site boundary is enclosed by an existing fence, dividing our site from neighbouring 17 Deerbolt Way; a detached dwelling that also backs onto the railway line.

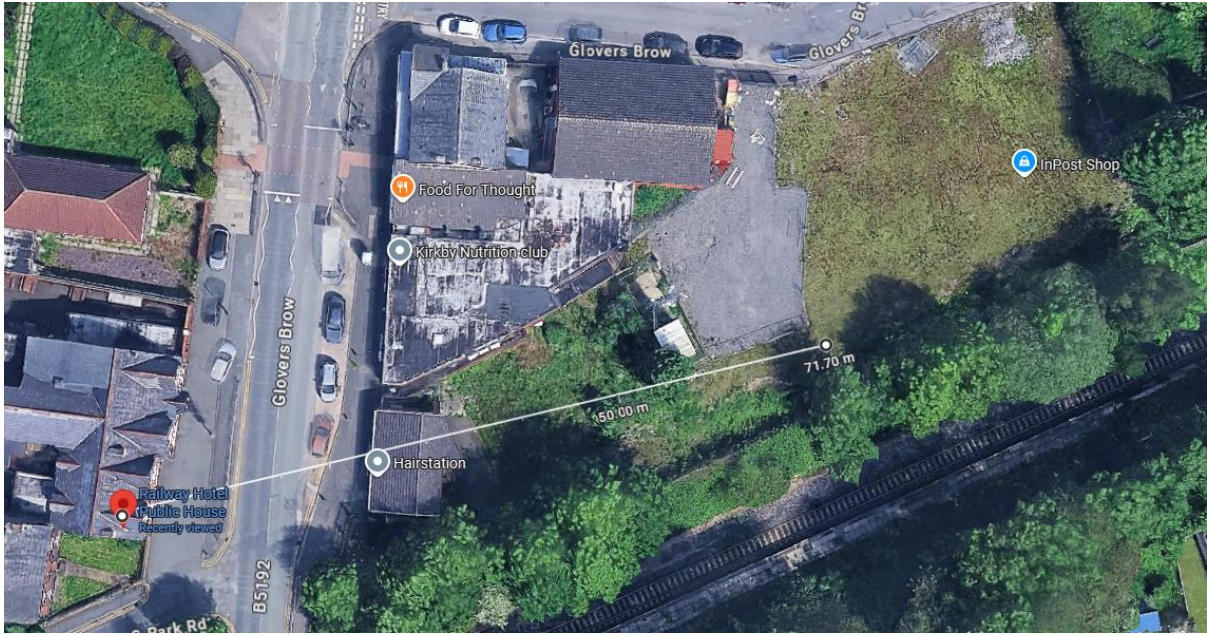
The site is situated within a predominantly residential area, characterised by a diverse range of housing types, including flats, terraced, semi-detached, and detached dwellings. Within a 150 metre radius of the site lies a small retail complex, which includes a Tesco Express convenience store, a barbershop, and several takeaway food outlets. However, the availability of non-food retail premises is limited in the immediate vicinity, and there are few dine-in restaurants or cafes.

The site benefits from excellent public transport connections. Kirkby Merseyrail Station, located nearby, provides a high-frequency service with eight trains per hour (four services to Liverpool and four to Headbolt Lane) equating to a train every 15 minutes in each direction. In addition, the station is a hub for numerous bus routes, enhancing connectivity across the wider area. A park-and-ride facility is also available at the station, comprising over 200 parking spaces distributed across two large car parks, both situated within 300 metres of the site.

The public house opposite The Railway is a Grade II listed building with the following features listed on the Historic England website: Circa 1860. Painted brick with stone quoins and stone mullioned and transomed windows. Slate roof with red tiled serrated ridge. Segmental arched doorway. Ground floor windows of four and six lights. Four upper windows in gabled half-dormers with bargeboards. Private house adjoins to left (Langtree), brick, two storeys, with centre doorway with pilaster Jamb and plain fanlight in a doorcase of Tuscan pilasters and cornice; two segmental headed windows on each floor with brick arches and keystones; wood eaves and cornice.

The listed items in Glovers Brow, South Park Road, North Park Road, and Mill Lane are part of a loosely scattered group, which still retains a village centre character.

The surrounding buildings are of mixed uses and varying types residential categories, there is no uniform building type.



Distance from centre point of the plot to the Railway public house (source Google Maps 2025)



View from the Railway public house of the plot which is screened by commercial units (Google Maps 2025)

Design Proposal

The proposed design is for the demolition of an existing telecommunications mast, followed by the subsequent construction of a 2-storey mixed-use building, comprising of 3no. Commercial Units (Class E[a]) and 1no Bistro/Bar (Class E[b]) at Ground Level, and 7no. self-contained flats (5no. 1-bedroom; 2no. 2-bedrooms) (Class C3[a]) at First Floor Level, alongside associated Car Parking, Cycle Storage, Bin Storage, and Landscaping at a mostly vacant site on Grovers Brow, Kirkby along with associated parking.

The proposal can be seen in drawings 01823-SK-01 to 01823-SK-05.

The building, whilst two storey will not be imposing in nature and will have a height of 8.9m which is significantly less height than the existing mast in place which is 15m in height. There are also a

number of two storey mixed use class buildings fronting the highway and which are within a closer vicinity to the Railway.

Conservation Area and locality to the listed building

Whilst the Railway Pub is in the locality of the proposed development, the visual impact of the proposed building is negligible as it is significantly lower in height than the existing mast which is to be removed. The building will be constructed behind the existing commercial parade and will be designed to be aesthetically pleasing and sympathetic to the surrounding area. At first floor level the flats will be able to benefit from viewing the historic asset from their windows which will conform with Chapter 16 of the NPPF 'conserving and enhancing the historic environment'

The surrounding plot and land have been subject to fly tipping and vandalism due to its current non-active status. By having an active use of the site and being in close vicinity to the train network, this will increase footfall to the site and also bring more visitors to the area who can view the Railway pub as they travel to the proposed new building.

The proposed use of the land will enhance the historic environment by making use of a neglected part of land, increasing footfall to the area without any detriment to the listed building or the surrounding area.