



**Michael's
Place**

Design Code & Outline Plot Guidance

Masterplan & Hybrid Planning Application



Figure 0.1: Aerial view of St. Michael's Place

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SMP-LUD-ZZ-ZZ-RP-U-900002 St. Michael's Place Plot Guidance Design Code

Revision	Date	Prepared by	Approved by	Description
00	15/08/2025	LR	JF	First Issue
01	13/10/2025	LR	JF	Revised to Client Comments
02	15/10/2025	LR	JF	Revised to Client Comments
03	16/02/2026	LR	JF	Revised to Client Comments



Figure 0.2: Illustration of St Michael's Place



01 Context

1.1 Design Guidance Introduction

Guidance in this section will be split between more general approaches to the development that all plots should adhere to and more plot specific guidance which sets out key features and spatial requirements.

The highlighted factors on the right are ones that are outlined and defined within this document, with other factors being external influences which affect the overall design, including legislation and planning policy.

Site wide principles are outlined in the Design & Access Statement, and include strategies for green and blue infrastructure, play spaces, movement, access, scale and massing.

Plot specific guidance can be found within this document, and outlines a higher level of architectural guidance and design principles that apply to the detailed design of each plot. This guidance should be adhered to in order to achieve the overall masterplan vision.

The Design Code is intended to sit alongside the Development Specification document and proposed Parameter Plans which set clear restrictions on use, height, maximum building footprint, whereas the Design Code sets out a framework to guide the design of future outline plots. The Design Code will therefore be utilised by future developers, and the Local Planning Authority alike as a material when determining future reserved matters applications.

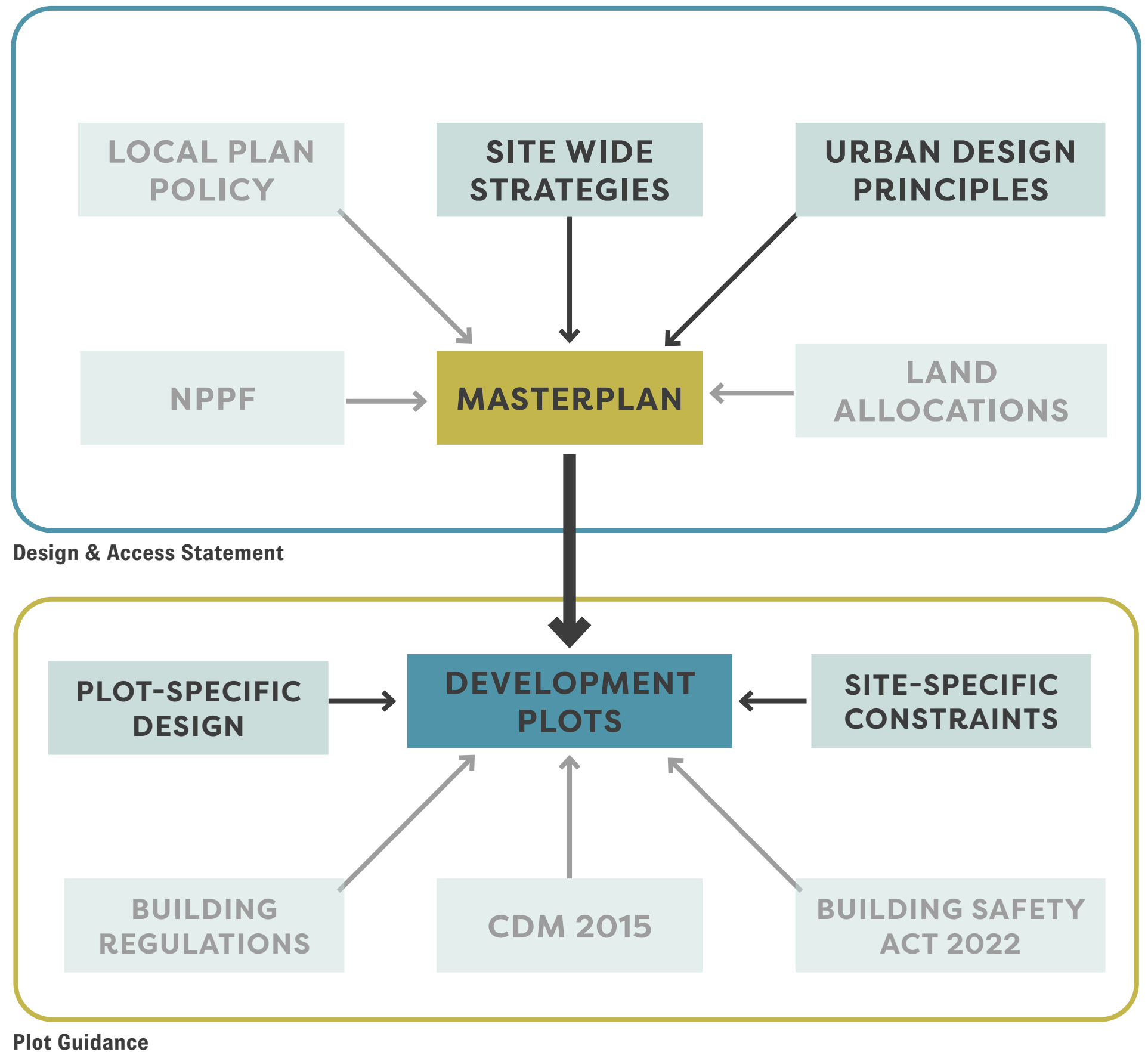


Figure 1.1: Document structure and influencing factors on design

1.2 Plot Reference Plan

The proposed development will be delivered in a phased approach. The design of each plot, both those brought forward in detail at this stage and those expected to come forward in the future (under separate Reserved Matters planning applications), will play a key role in the successful deliver of the vision.

This diagram sets out the extent of the development plots within the masterplan, with those forming part of the Outline Application highlighted. These plots are subject to the guidance in this document.

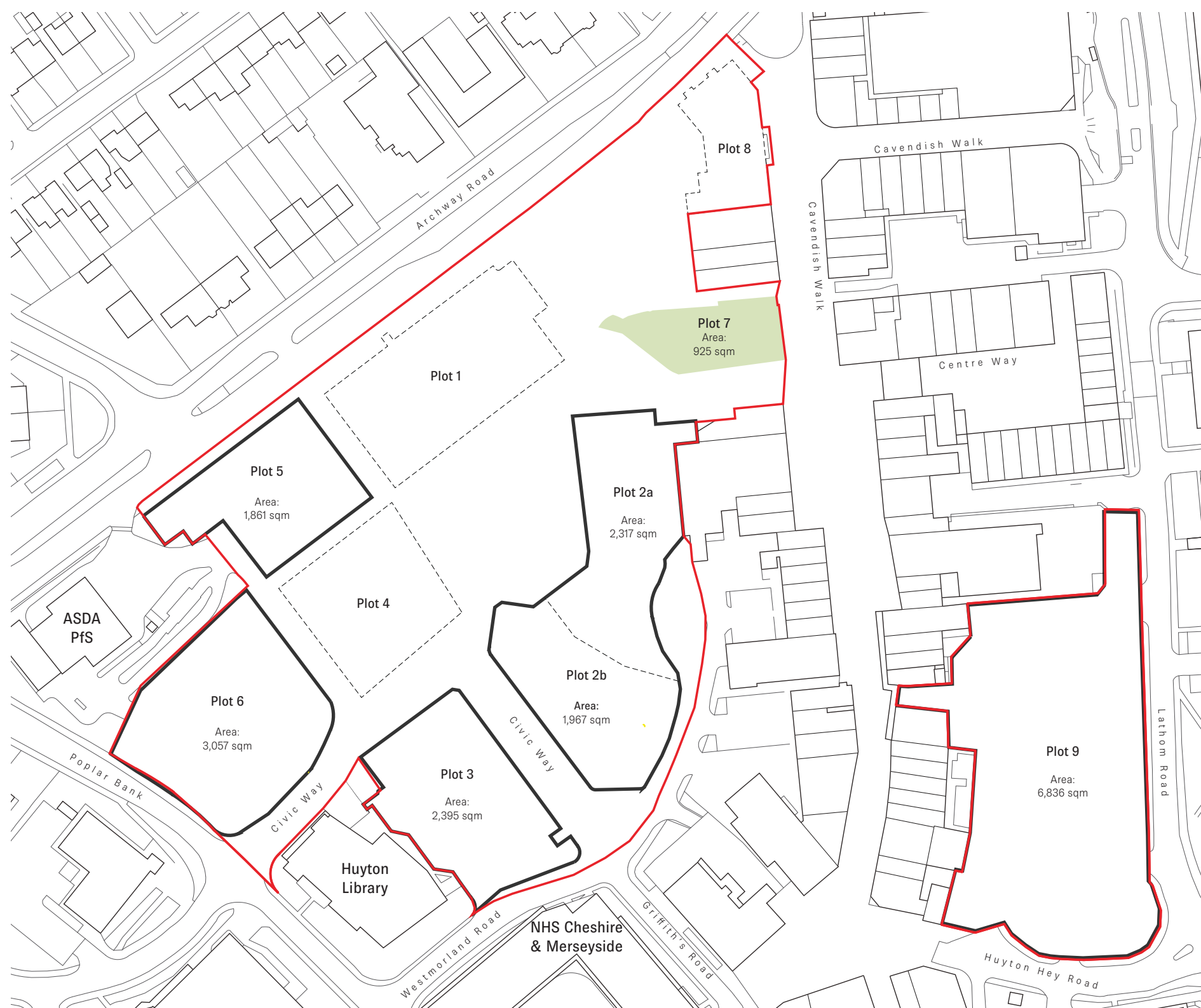


Figure 1.2: Plot Reference Plan

1.3 Local Context

The site makes up a significant portion of Huyton's Town Centre. It is located adjacent to the St Michael's Church Conservation Area, which is centred around the Grade II* listed church building. Two further conservation areas are located to the east and south of the site.

St Michael's Church:

- Estate village character
- St Michael's Church as landmark and village centre, with street pattern laid out to allow views of church
- Terraced or semi-detached buildings with small gardens
- Village green as node
- Significant amount of green space, associated with the church and its burial ground, and private gardens

Victoria Road and Huyton Church Road

- Victorian suburb characterised by large villa-style houses with large gardens
- Mature trees
- High amount of green space, however the majority is privately owned
- Strong sense of privacy due to building set backs and tree cover

The Orchard

- Large Victorian villa-style houses with large gardens and Georgian terraced houses with small gardens
- Walls as boundary features
- Low-quality public realm due to neglect, faded road marks and different tarmac colours
- Good tree cover
- Extensive Building set backs



Figure 1.3: Grade II* listed - St Michael's Huyton Parish Church



Figure 1.4: The Orchard

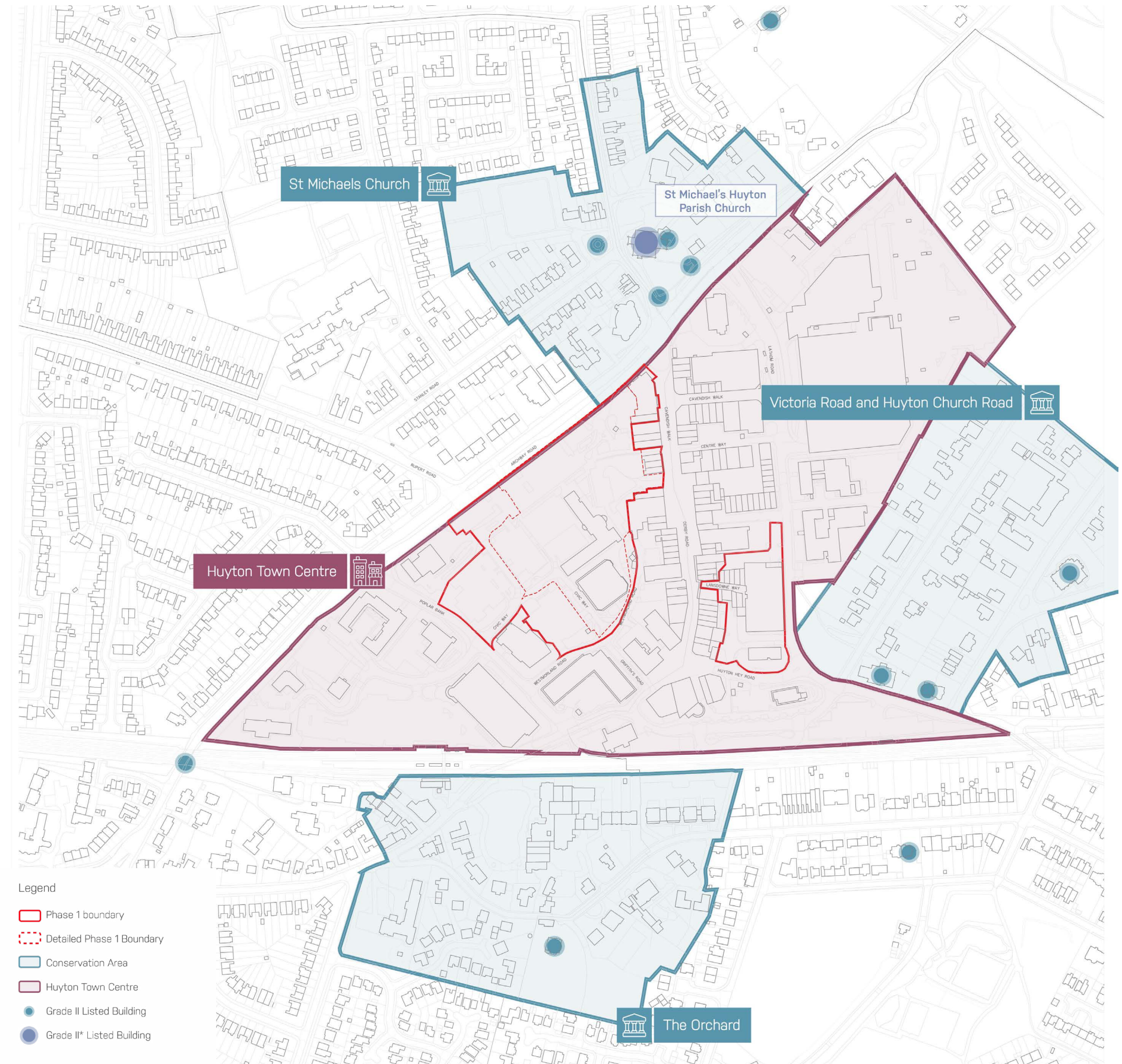


Figure 1.5: Designations



1.4 Site Structuring Principles

To inform the overall masterplan, it is important to set out a series of principles to guide design development.

The principles are laid out as follows:

1. Retaining as many existing trees as possible
2. Retaining existing buildings where possible, most notably Cavendish House, and re-purposing them for new uses
3. Creating a strong presence on Archway Road to formally address the street and frame the development
4. Creating a defined sense of centre, where pedestrian zones are shielded from the service routes.



Figure 1.6: Principles Diagram

1.5 Car Parking Strategy

The aim for St Michael's Place is to create a predominantly pedestrian environment which promotes active travel and minimises conflict between people and vehicles.

The masterplan responds to the servicing and access needs of the proposed and existing buildings around the periphery of the Phase 1 area; the new Hotel is serviced directly from Civic Way; the Council Headquarters and Cavendish House will have vehicle access from a reconfigured Archway Road junction; and Westmoreland Road is retained to provide service vehicles access to the rear of existing commercial properties and the future development plots in this area.

New accessible parking is proposed to the east of the Council Head Quarters, behind Cavendish House, within the hotel service area and along Westmoreland Road. Existing accessible bays are to be retained along Civic Way.

A new coach drop-off bay is proposed along Civic Way adjacent to the new hotel building.

Legend

- ▬ Masterplan boundary
- ➡ Vehicular routes
- 🚚 Service access
- 🚌 Coach drop off
- Accessible parking bays
- Car parking
- Informal overflow parking for events
- 🔌 Electric Vehicle Charging Points

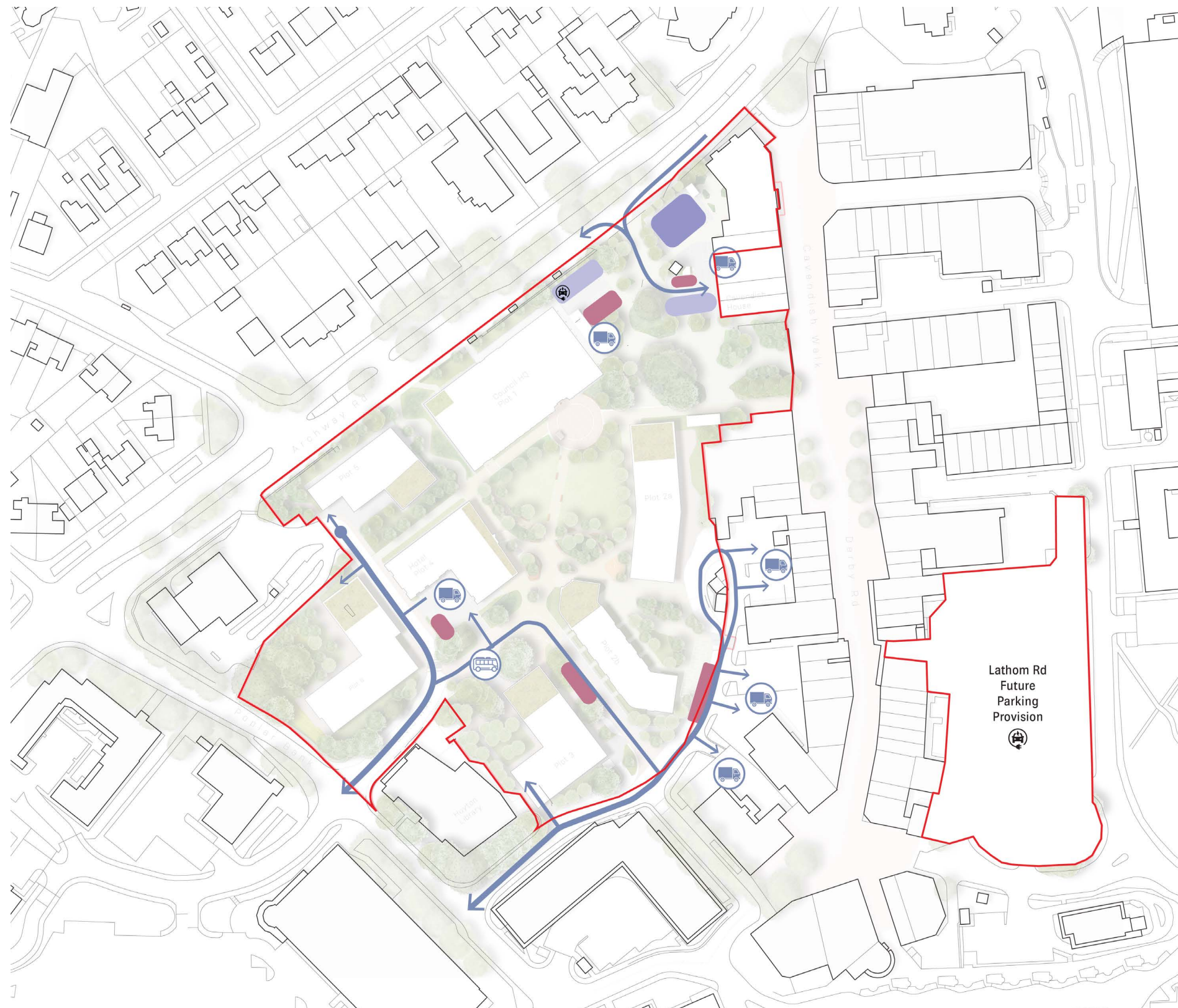


Figure 1.7: Parking and Vehicular Movement Strategy Plan



1.6 Scale & Massing

The site forms a key part of Huyton Town Centre, and represents a real opportunity to create a landmark development with an increased scale.

The increase in height follows a spiral pattern, which shows the transition between domestic suburban scale and the town centre character type. The heights and massing of existing forms a basis of the height profile and arrangement of buildings within the site as a response and as an opportunity to create a presence for the centre of Huyton, whilst still respecting existing context and historic assets.

The buildings within the site incrementally increase in scale, culminating at the tallest building at the centre of the site. This helps to create a strong visual identity and sense of place without feeling out of place, allowing St Michael's Place to stitch into its surroundings despite being of a significantly greater scale.

The tallest building at the centre of the site is a 12 storey building which acts as a new townscape and landmark building for Huyton.

Legend



Suburban residential area to town centre character



> 7 storey buildings (existing and proposed)

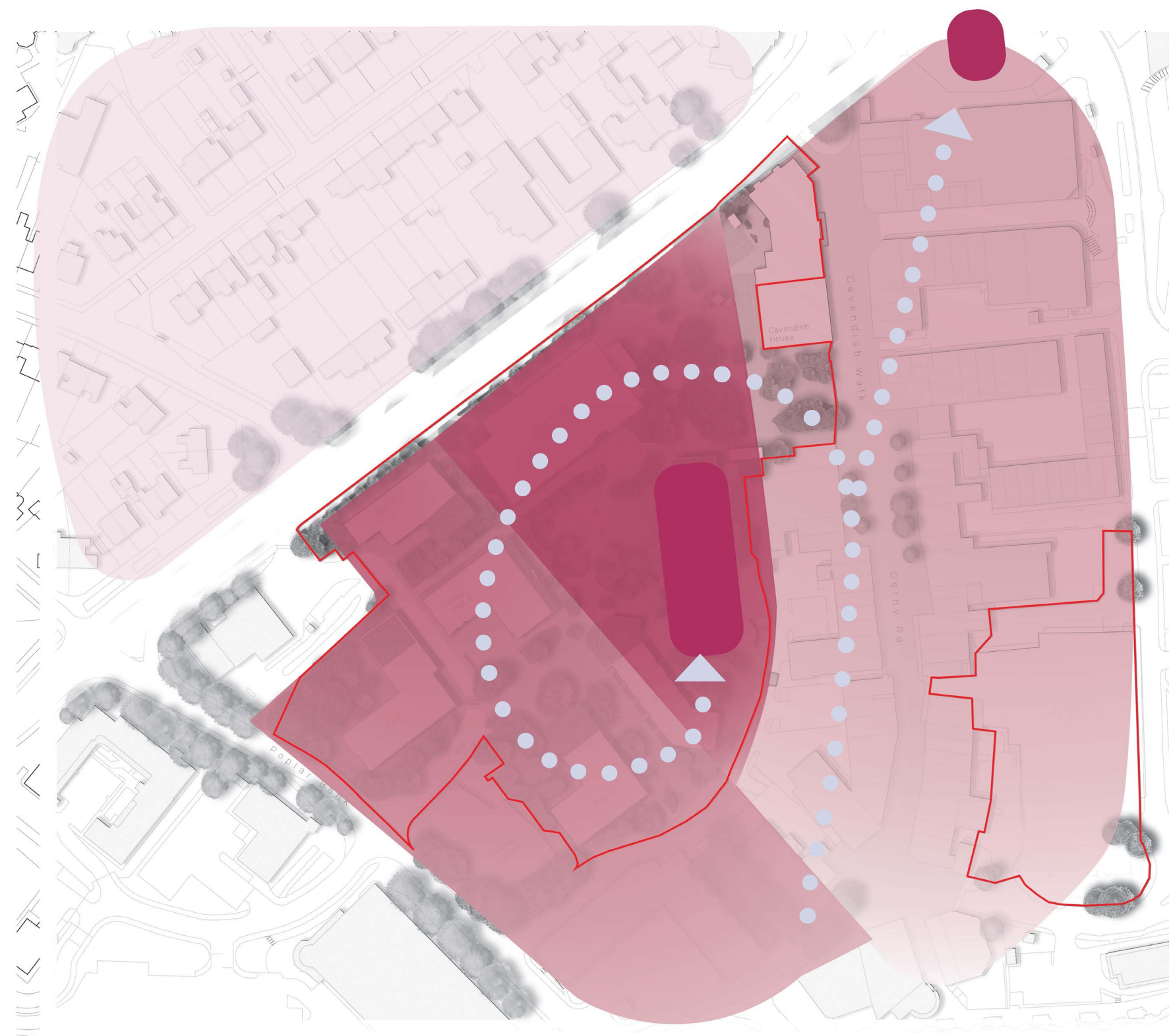


Figure 1.8: Scale and Massing Concept Plan



Each outline plot is defined by its own set of rules and guidelines for scale, massing and design. More information can be found in the accompanying Design Code document.

Each of the following vignettes defines the various parameters and design rules for the masterplan plots, including storey heights, relationships to other buildings, setbacks, roof profiles and building uses.

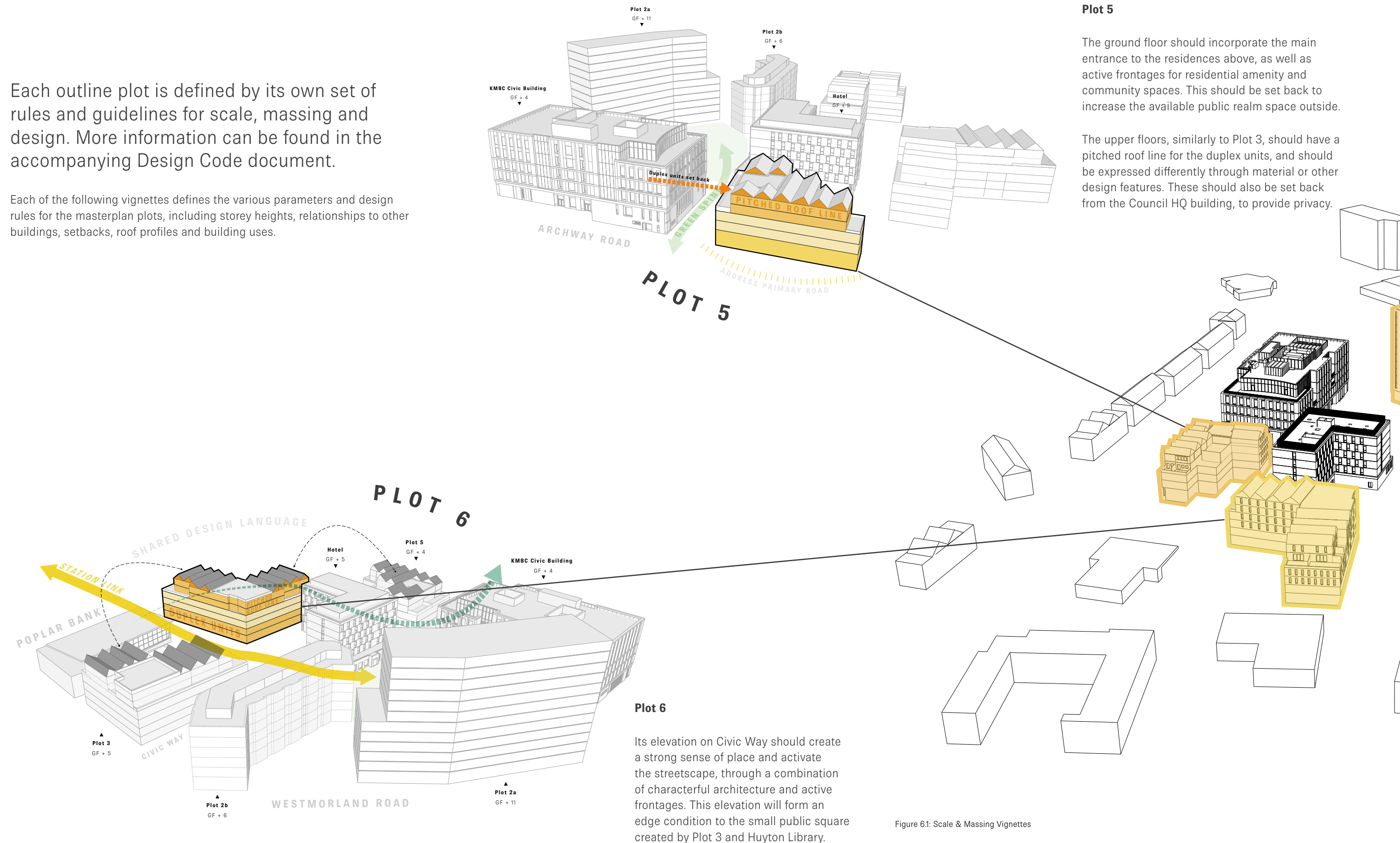
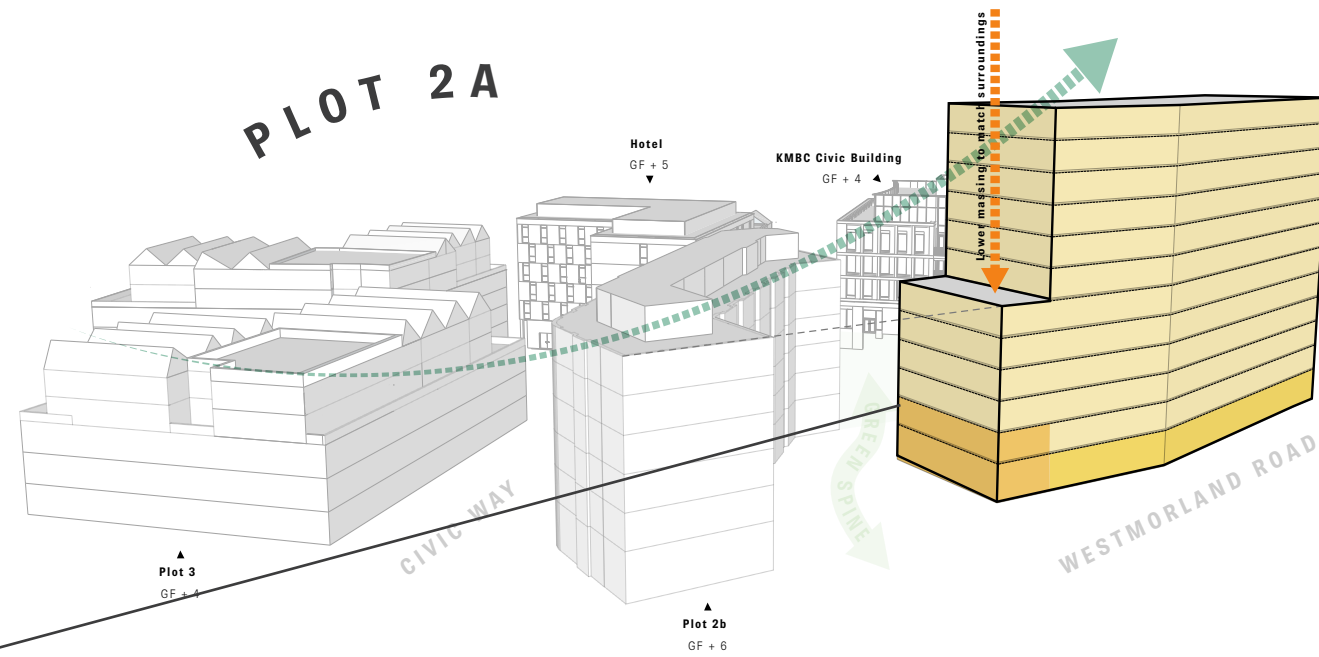


Figure 6.1: Scale & Massing Vignettes

Plot 2a

Plot 2a will act as the landmark for the development, standing at 12 storeys in height. Its southernmost elevation will be pushed down to match the height of the neighbouring Plot 2b, ensuring the scale increase is gradual.

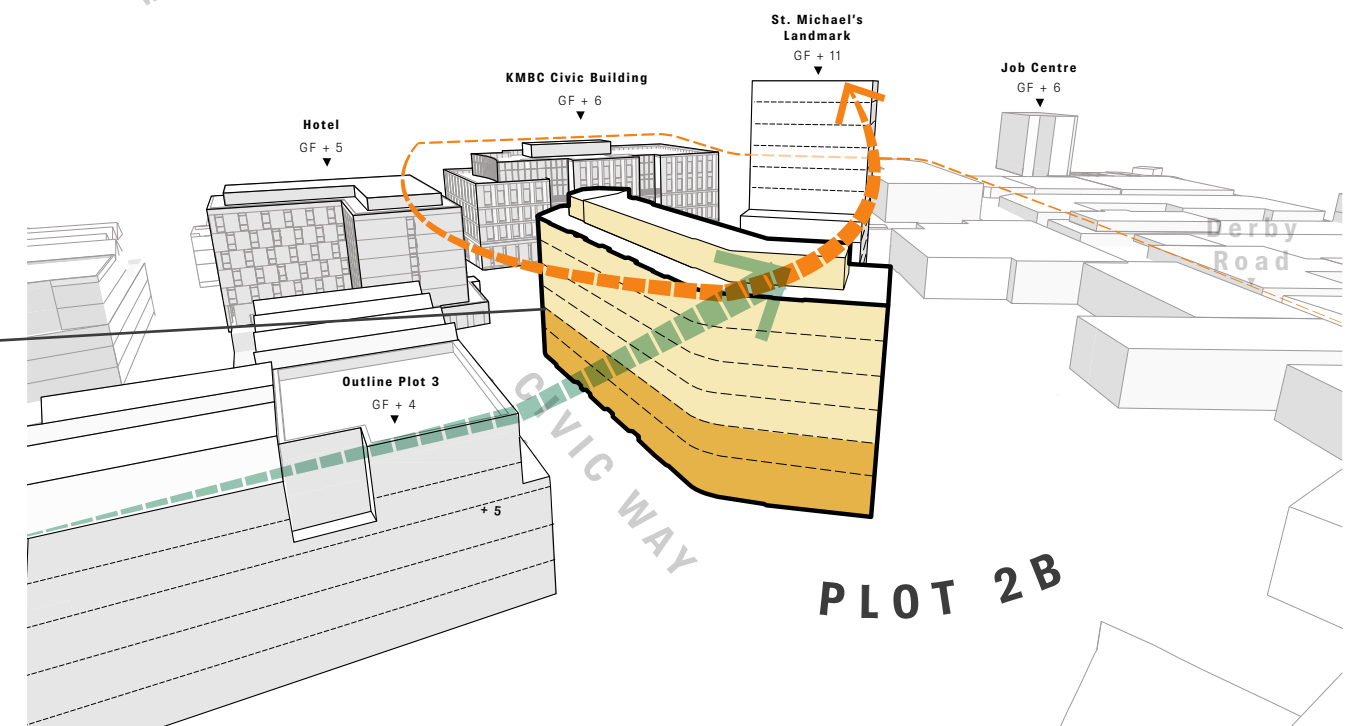
Where the majority of the ground floor will be amenity and back of house uses for the residential complex, the southern edge shall contain 2no. Duplex units, mirroring the duplexes on the ground floor of Plot 2b.



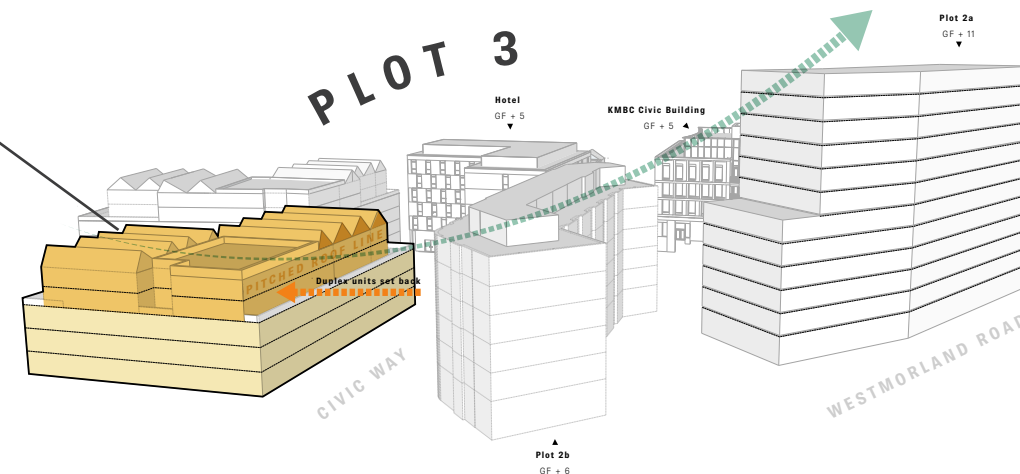
Plot 2b

Plot 2b plays a key role in the stepping of scale across the site - mediating a general step up in intensity from Derby Road through to the wider masterplan whilst also relating to the proposed landmark taller element in Plot 2a.

The top floor of apartments should be stepped back from the building line, both to provide external amenity terrace space and so as not to dominate the streetscape.



Plot 3



Plot 3

The lower floors form the footprint of the block, with a number of duplex units on top which are set back from the building line. These will be adorned with a pitched sawtooth style roof line, to provide visual distinctiveness and reduce the perceived height of the building when viewed from Civic Way.

Legend

- Residential (apartments)
- Ancillary uses (BoH)
- Residential (duplexes)

1.7 Site Constraints

The movement corridors on and around the site have different quality standards and movement functions. Currently, most routes are dominated by cars, providing only narrow pavements and low levels of natural surveillance due to a lack of buildings with strong frontages on-site. Derby Road/Cavendish Walk, Huyton's main high street, provides a pedestrian-only route that is well overlooked by surrounding buildings. The pedestrian links connecting the site to Derby Road are narrow and not overlooked by buildings, reducing their quality and safety.

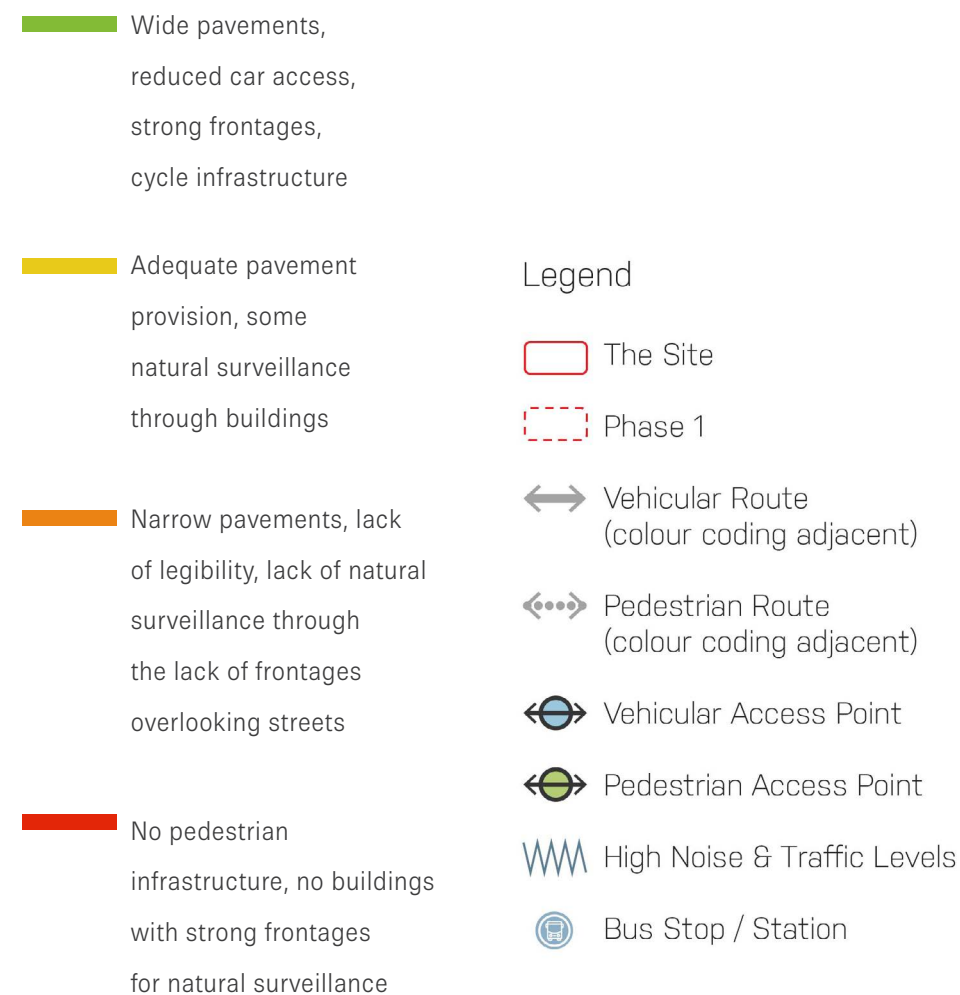


Figure 1.9: Site Movement and Route Quality

1.8 Amenity Space Plan

The green and blue strategy for the masterplan centres around the Village Green.

It is the main component of the site wide drainage strategy, functioning as a Sponge Park alongside provision of underground attenuation and a series of Bioswale Ponds which manage surface water run-off.

A range of rain gardens with shallow depressions are proposed across the scheme aimed at capturing, filtering and slowing down rainwater run-off, as part of an integrated Sustainable Drainage System (SuDS). As part of this strategy, wildflower green roofs are proposed on a proportion of the Council Headquarters and Hotel buildings, setting a standard benchmark for future buildings to be developed across the masterplan.

The majority of the paved spaces (where gradients allow) are proposed as permeable paving.



Figure 1.10: Swales, Grey to Green, Sheffield



Figure 1.11: Rain garden
(Image credit: GreenBlue Urban)

Legend

- Outline masterplan
- Formal play equipment
- Incidental & natural play trails with play pockets
- Open green space for flexible recreation
- Formal play in courtyards



Figure 1.12: Green & Blue Infrastructure Plan



1.9 Emergency Services

Emergency access should be considered throughout the development, particularly due to the phased manner in which it will be delivered.

Telescopic bollards are positioned to prevent vehicular access to the public realm, however these can be retracted to enable emergency vehicles to access the site if necessary.

Dry Riser Inlets must be positioned no further than 18m from a suitable access point for fire engine vehicles or from a fire hydrant - indicative suitable locations are illustrated on this plan.

The site must contain sufficient water pressure under the Building Safety Act 2022, particularly as Plot 2a is considered a Higher Risk Building (HRB) under the Act as it is over 18m, higher than 7 storeys and contains 2 or more dwellings.

Legend

- Application boundary
- FH Existing fire hydrant
(as identified on Survey Operations Topographical Survey August 2023 - condition and suitability TBC)
- FH Fire hydrant required in this location
- 100m radius from existing fire hydrant
- Fire vehicle access
- Controlled vehicle access

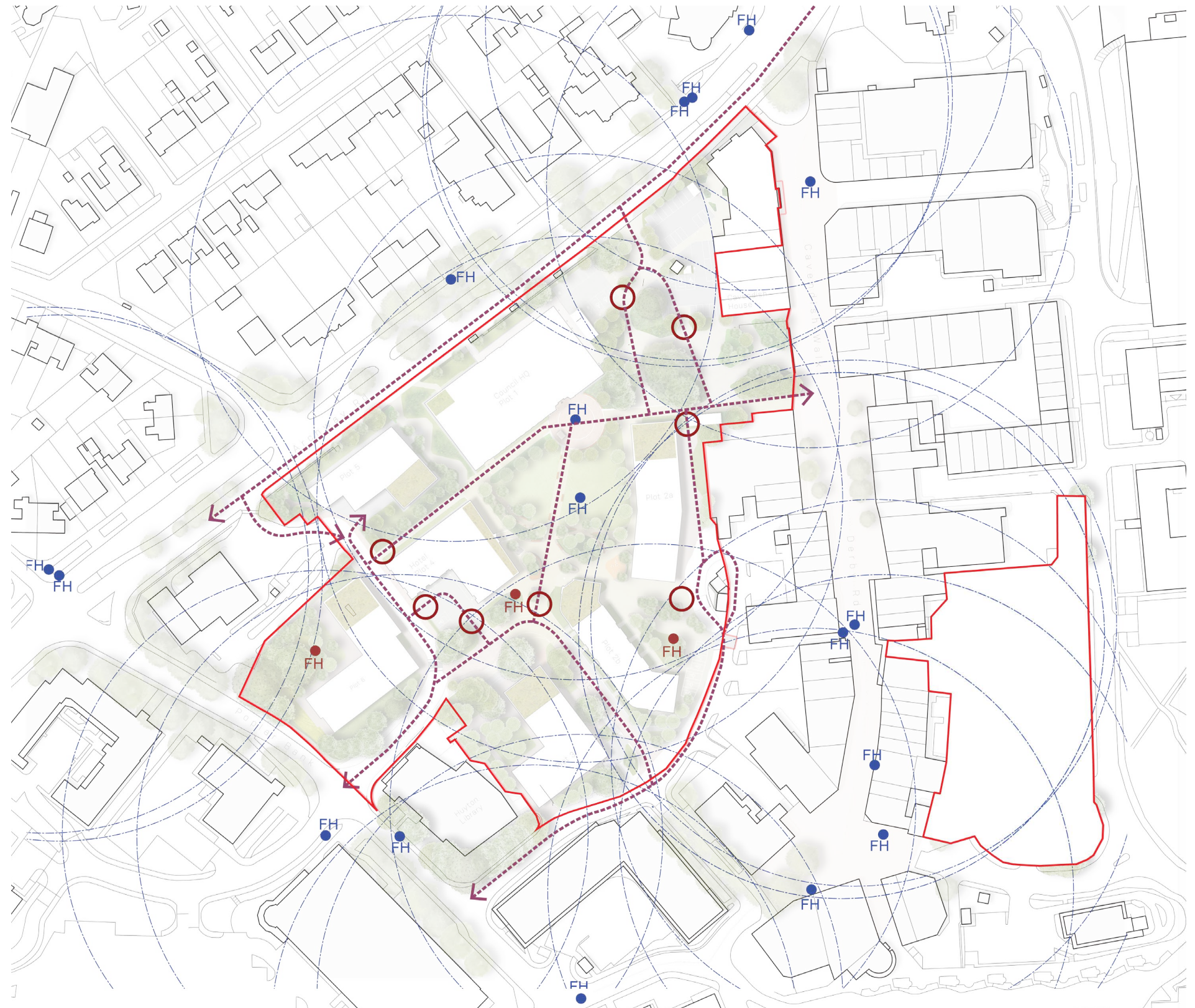


Figure 1.13: Fire hydrant location and access requirements plan



1.10 Cycle Storage and Refuse

Cycle stores should be positioned on to pedestrian areas within the masterplan, on key corners as close to cycle links as possible.

The bin stores should be positioned adjacent to vehicular access routes with designated secure holding facilities to ensure security and safety. They should have clearly marked collection areas for the refuse trucks to pick up quickly and easily.

- Legend
- Primary Cycle Link
 - Refuse Vehicle Routes
 - Cycle Store (suggested location)
 - Bin Store (suggested location)

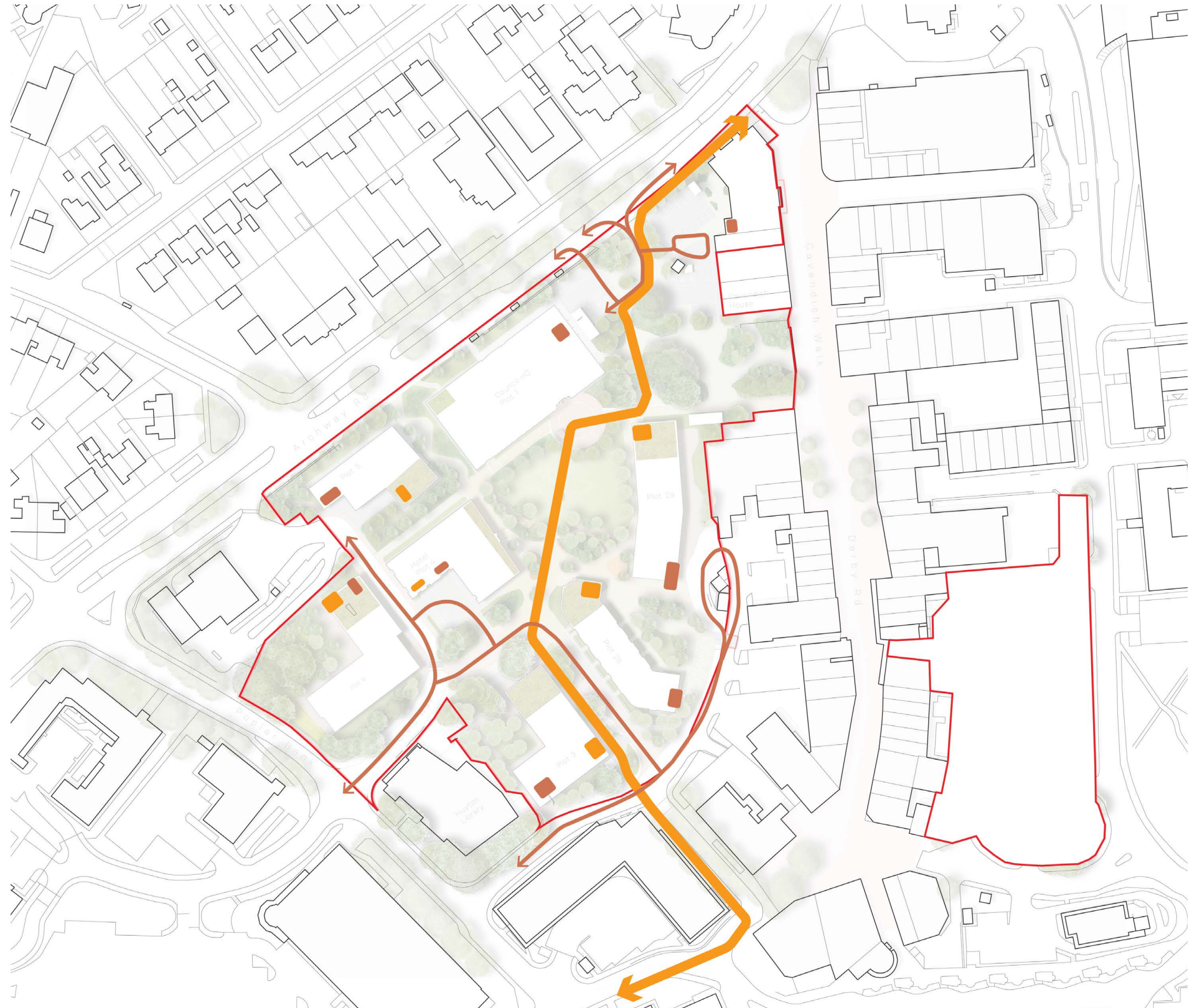


Figure 1.14: Cycle and Refuse Store Plan



1.11 Inclusive Design Strategy

Incorporating inclusive principles at the forefront of design will ensure that St Michael's Place supports diverse needs and abilities, ensuring a safe and welcoming place for all.

- Considerations for diverse needs and abilities. The design responds to guidance around designing spaces for girls, neurodiversity-friendly design and designing for the full age range to create public space which is equitable and welcoming to all.
- Safety and accessibility is a key aspect of an inclusive design strategy. As part of understanding this we have consulted "Safer Parks: Improving access for women and girls" (amongst other documents).
- Foster the spirit of togetherness and understanding by creating an inclusive and welcoming environment for visitors and local communities.

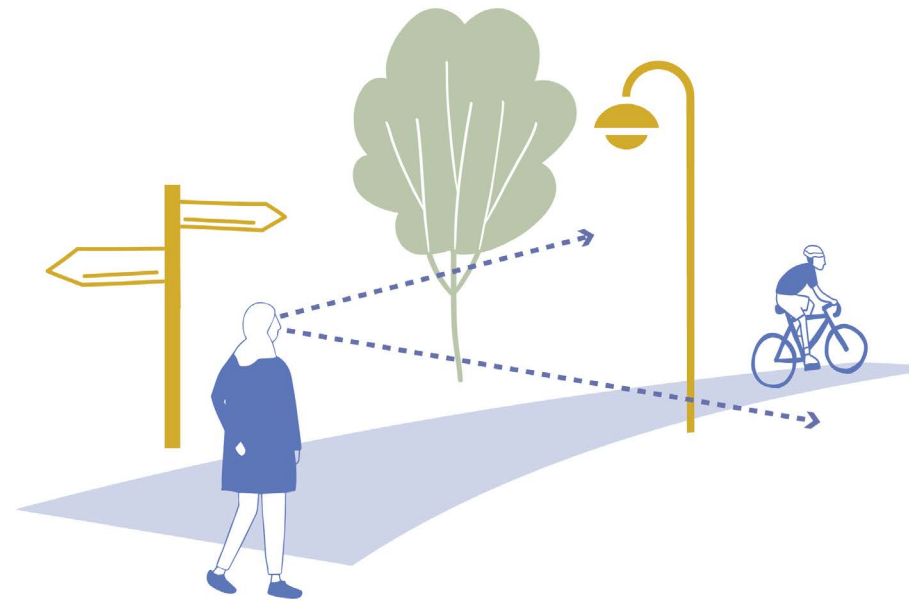


Figure 1.15: 1 | Clear sight lines, well lit spaces, clear hierarchy of paths with perimeter paths, clear signage and site access, active travel routes and natural surveillance create a safe atmosphere to the space.



Figure 1.16: 2 | Variety of types of defined spaces including open spaces, play and sensory activities, calm spaces with quiet secondary pathways.

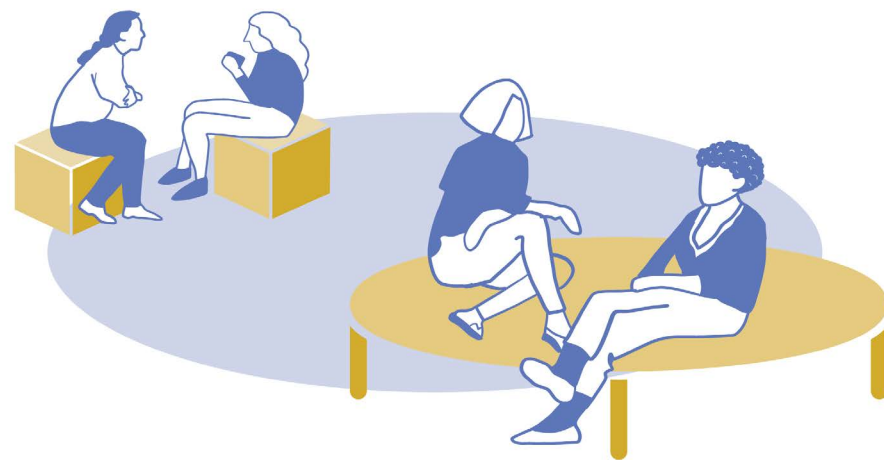


Figure 1.17: 3 | Variety of seating types including curved benches, social seating and seating that isn't overlooked. Avoiding the use of typical straight seating.



Figure 1.18: 4 | Accessible design including rest stops at 50m intervals at a minimum, and the implementation of backrests and arm rest on seating. Seating is located along main routes and set back from the flow of pedestrians, allowing space for wheelchairs and buggies alongside seating. Levels on all routes are designed to be accessible.

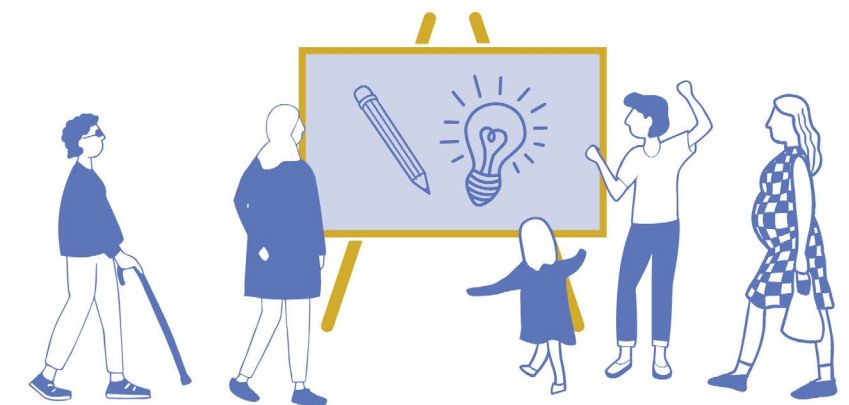


Figure 1.19: 5 | Co-production and engagement with existing community groups to ensure a variety of users are involved during the design process for future areas and following project completion.

1.12 Performance Criteria

Each plot must obey a number of criteria which are outlined below. In addition to these, there are a number of architectural parameters which should be applied to the detail design, where appropriate.

The performance criteria, outlined by Genr8, are outlined below:

Sustainability

- Residential
- all units to comply to Future Homes 2025
 - all units to achieve an Energy Performance Certificate Rating of B (or higher)
- Commercial
- Council HQ to achieve BREEAM Excellent
 - all units to be Net Zero Carbon in operation (as a minimum)

Drainage

- 20% of roofs to be green roofs (minimum)

Parking Ratio

- 0.4 parking spaces per unit (maximum)

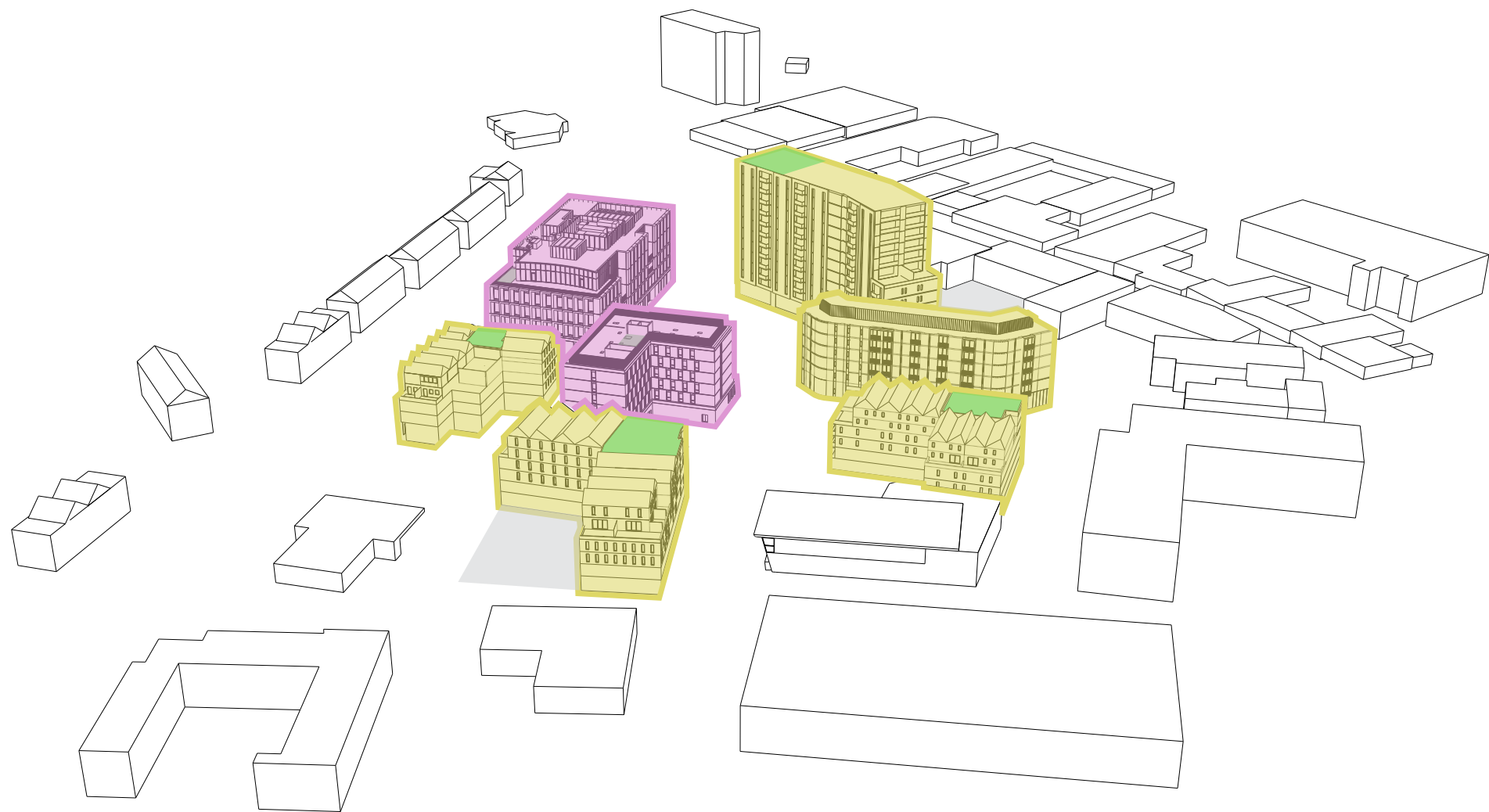


Figure 1.20: Diagram showing which Performance Criteria apply to which plots

1.13 Precedents

The following images detail a number of key views from across the masterplan.

The aspect from Archway Road is significantly altered, creating a strong building line which positively addresses the streetscape. Existing mature trees are retained providing structure to the public realm and creating a green setting for the proposed development.

Consideration has been given to the way the masterplan addresses Derby Road. Plots 2a and 2b are aligned to create that a new pedestrianised route between the Village Green and Derby Road, via an existing pedestrian footway.

The Huyton with Roby War Memorial is to be relocated to a prominent location within a paved plaza in front of the new Council Headquarters and overlooked by the proposed Village Green.



Figure 1.21: Kampus, Manchester by Chapman Taylor



Figure 1.22: King's Cross Masterplan, London by Allies & Morrison



Figure 1.23: Globe Point, Leeds by Feilden Clegg Bradley



Figure 1.24: Isaacs Building, Sheffield by Leonard Design



Figure 1.25: Alfred Place Gardens, London by LDA Design © LDA Design



Figure 1.26: Union Terrace Gardens, Aberdeen by GreenBlue Urban © GreenBlue Urban



Figure 1.27: MediaCityUK, Salford by Gillespies © Ben Page

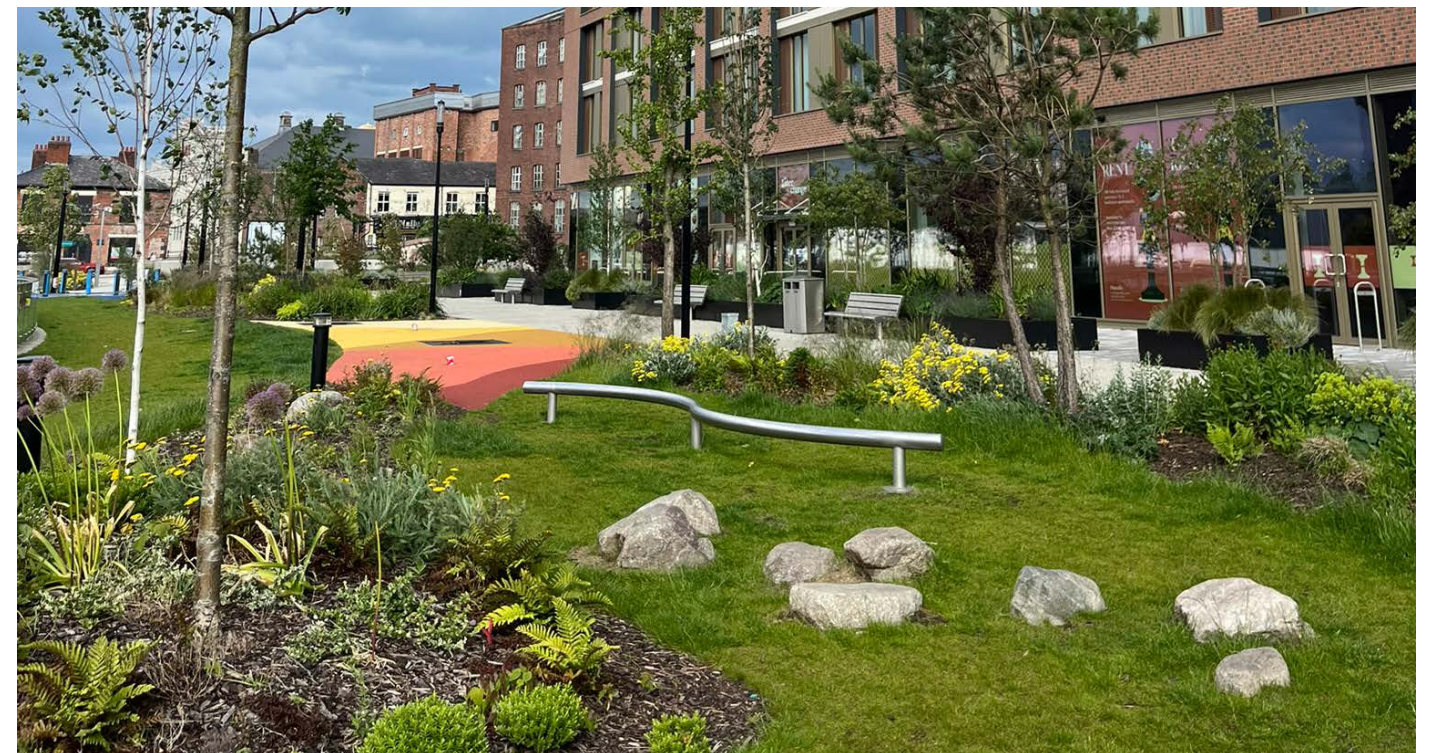


Figure 1.28: Viaduct Park, Stockport by BDP

1.14 Embedding local character

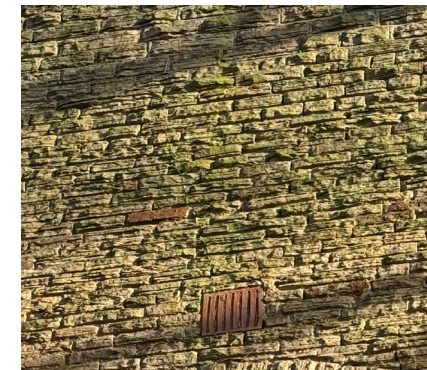
The new built form within St. Michael's will be shaped by the nature of its town centre uses and carbon & energy efficient contemporary building practices but through the selection of materials, handling of texture and tone should provide references to its context and the historic character of Huyton Village.



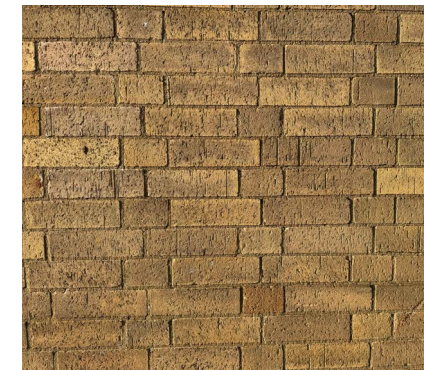
Figure 1.29: Typical views and key buildings from the three Conservation Areas surrounding the centre

Huyton's three central Conservation Areas have inspired the design of the Detailed Planning application elements and should provide a strong contextual reference point for designers bringing forward Reserved Matters applications. In this section we set out a series of colours, tones and materials that should be considered in the design of new buildings coming forward at St. Michael's.

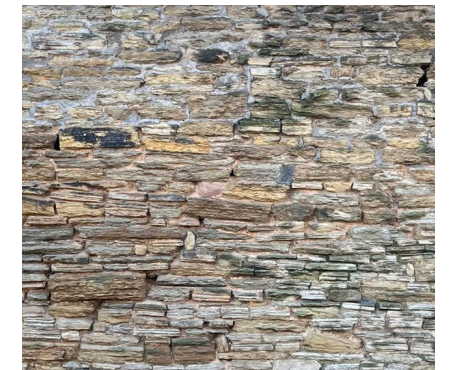
All plots - Tone & texture precedents



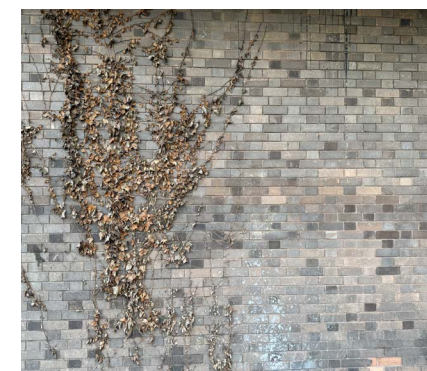
Buff sandstone church wall - The Park Hall



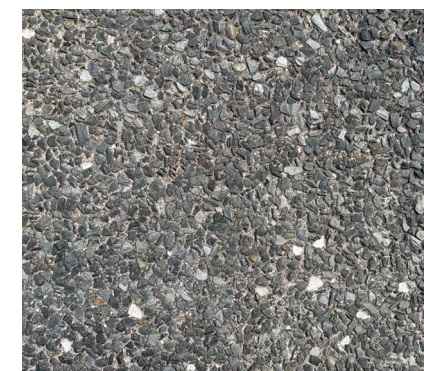
Warm buff brick - Civic building



Buff stone - Huyton College



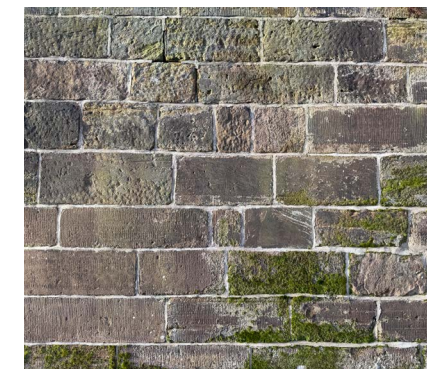
Burnt brown brick - Westmorland Road



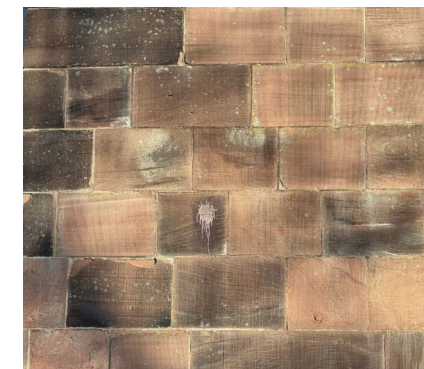
Stone chip cement tile - Westmorland Road



Black brick - Lathom Road



Red sandstone - St. Michael's Churchyard



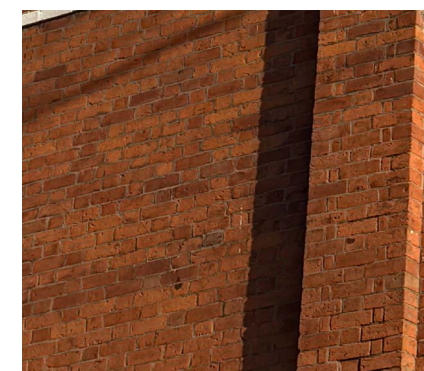
Red sandstone - St. Michael's Church



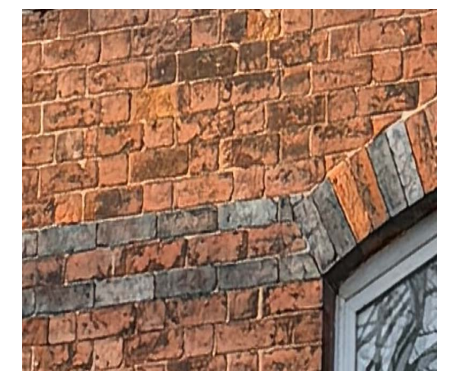
Rich red darker Lintels - Blue Bell Lane



Two tone red brick - Stanley Road



Warm red brick - Huyton Hey Road



Red & black brick - Archway Road

1.15 Colour palettes

A palette of material colours to characterise St. Michael's Place - bringing coherence to the centre & connecting change back to Huyton's heritage

Commercial Buildings - Primary palette.

This palette is to form the predominant character for more public or commercial buildings, bringing a coherence to the development and a character that is distinctive and reflective of its surroundings. It references the red sandstone seen in St. Michael's Church and the warm brick of residential buildings within the surrounding conservation areas.

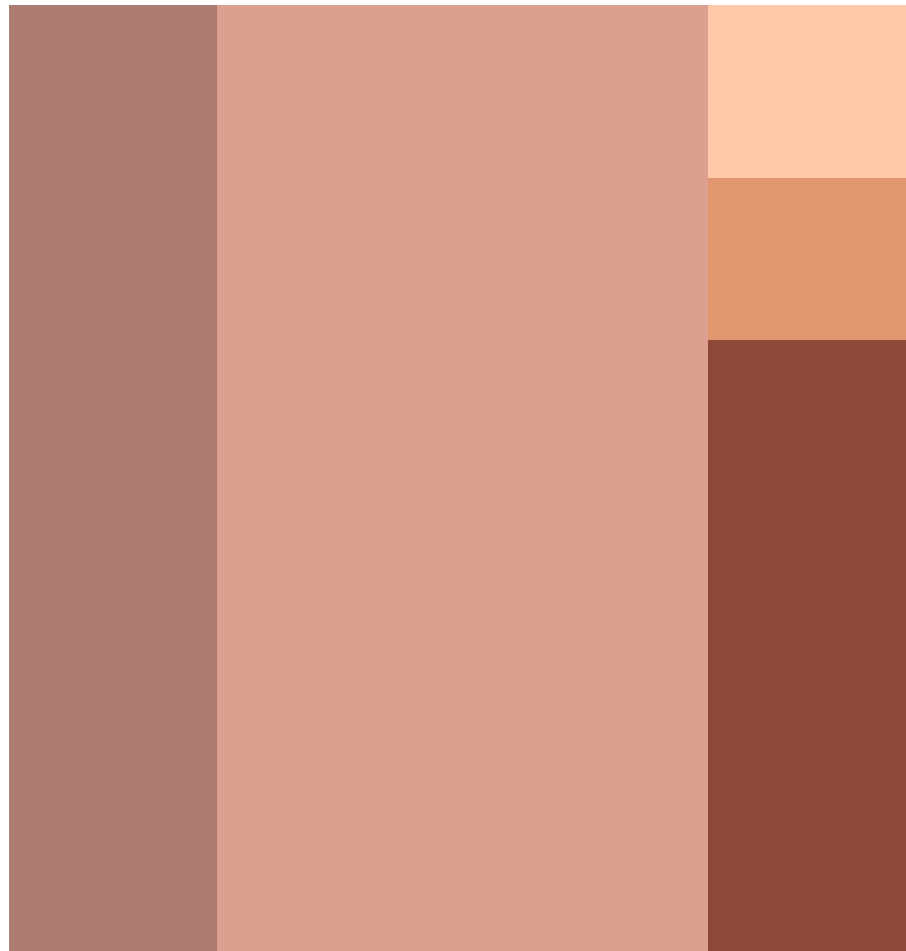


Figure 1.30: Primary Buildings Palette

Residential - Primary palette.

Harmonising with the more active uses and key buildings, complimenting their tones whilst also connecting with the cooler brick and buff sandstone of the wider area - standing out as contemporary and urban but also providing a gentle transition to the traditional suburban residential

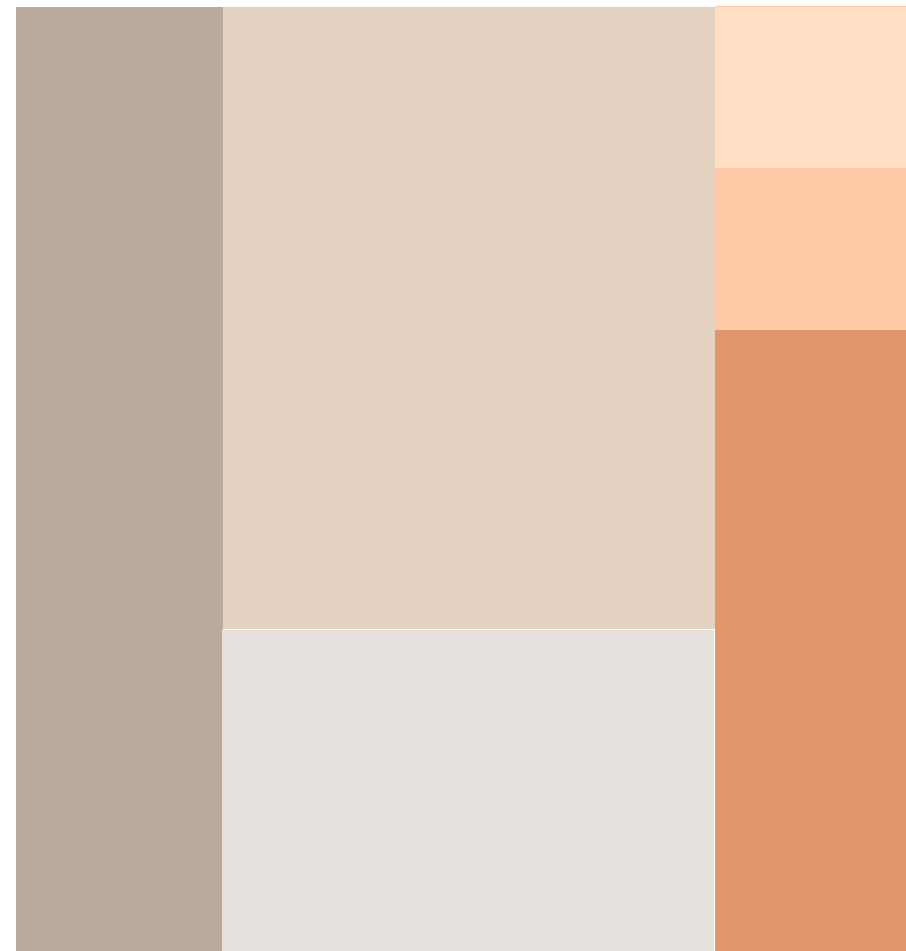


Figure 1.31: Residential Palette

Buildings - Accents palette.

Picking up on engineering brick associated with the railway and more recent grey/black brick buildings within the centre it also references the underlying coal seams and historic mining activity in the area. To be used sparingly within the development to pick out key features, create contrast and handle more functional aspects such as servicing and cycle parking.



Figure 1.32: Accents Palette

Public Realm.

Predominantly buff tones and cool greys provide a calm backdrop to compliment the built form.



Figure 1.33: Public realm Palette

1.16 Placemaking structure

A coordinated approach to design at St. Michael's Place will be required to ensure that any plot coming forward contributes to a broader character, is integrated within its wider setting, reflective of Huyton's character and provides an attractive and sustainable urban environment into the future.

A series of key placemaking and structural features are set out here to guide designers and developers as they look to bring forward future plots under the Outline Planning Permission.

Legend

- Masterplan boundary
- Development plots
- Archway Road frontage
- Village Green frontage
- Thresholds
- ➔ Key Arrivals
- Tree lined route
- Public Green Space
- Private Courtyards
- ★ Existing public art
- ★ Public art opportunities

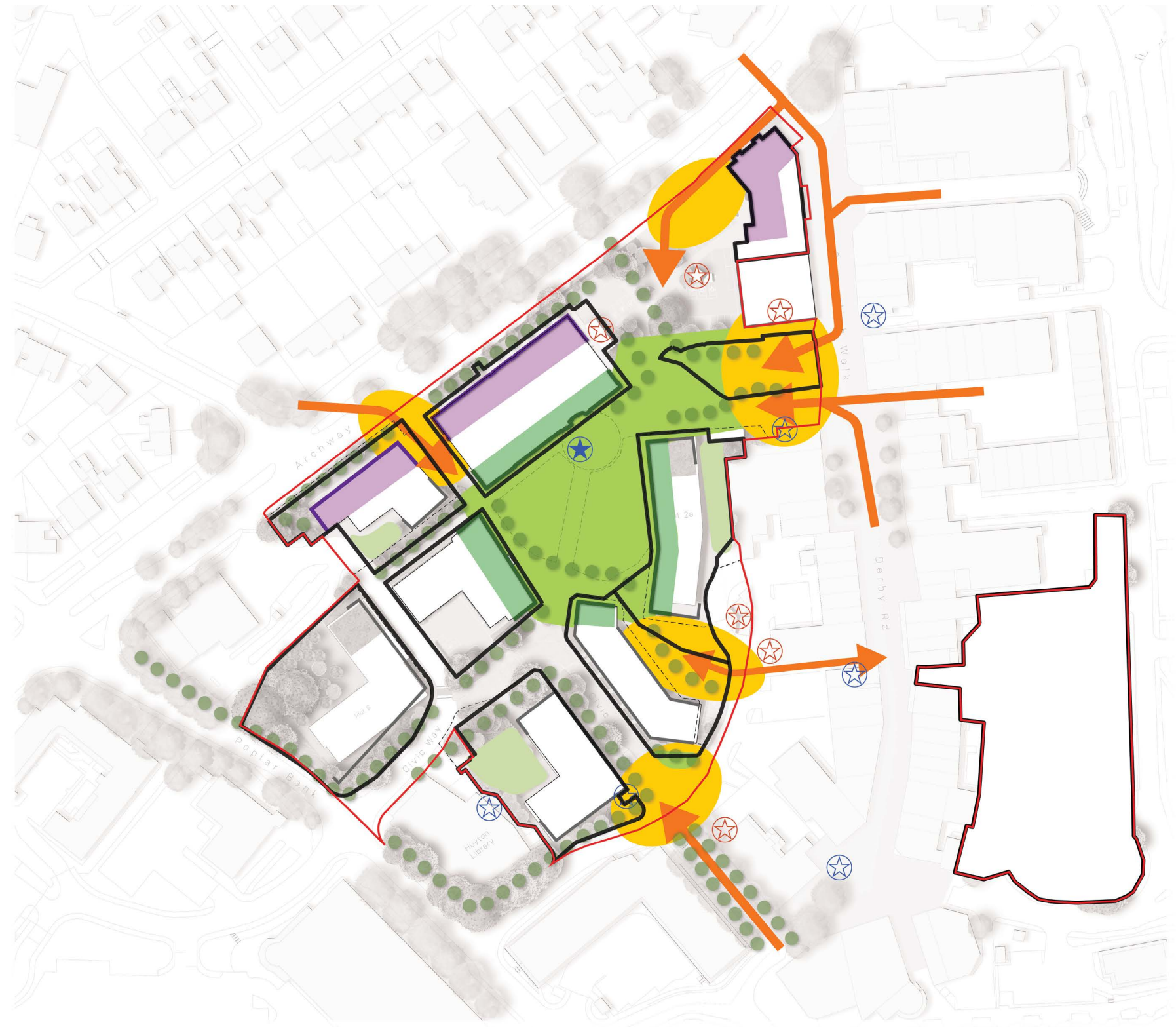


Figure 1.34: Placemaking Structure Parameter Plan

1.17 Key environments

The masterplan seeks to create a cohesive and consistent feel but contains a series of key environments that serve specific functions and require careful handling to ensure they contribute to the wider vision for place.

This diagram establishes the relationship between these Key Environments and the future outline development plots. It makes clear the contribution that each plot is expected to make to the wider placemaking approach and, indicating which environments have influence over the design within those plots and to what extent.

Legend

- Masterplan boundary
- Detailed development plots
- Future outline development plot
- Village Green
- Station Approach
- High Street Connectors
- Archway Road Frontage



Figure 1.35: Key Environments Parameter Plan

Archway Road Frontage



Archway Road is a key approach to the centre of Huyton and the most visible external face to the St. Michael's Place development. Its generous width and open feel is punctuated by larger Villa properties and mature street trees.

This environment provides an opportunity to present a new more dynamic urban character but also requires sensitivity to the surrounding residential context and recognition of the impact of existing traffic on new plots.

KEY GUIDANCE

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the Street wherever possible.
- Mature trees are to be retained and worked into schemes wherever possible
- Direct vehicular access is not appropriate in this location and a landscape offset will be required
- On plot planting should contribute to the verdant feel of the street
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External amenity spaces should be sheltered by planting

Village Green

The Village Green forms the primary public space and setting for new development within St. Michael's Place. It will form the 'Green Heart' of the area and a major new public realm feature for the wider town centre. It will host key events and provide a more prominent setting for the Cenotaph.

The space forms the address for key commercial features such as the Council HQ and new Hotel.



KEY GUIDANCE

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the space
- Active ground floor uses are encouraged
- Primary direct pedestrian access to buildings should be located around this key space
- Where ground floor private space is present it should be designed to blend seamlessly with the wider public realm
- Functional aspects such as plant or bin stores must not be located around this space
- Pedestrian priority should be maintained throughout this space
- No servicing or deliveries with provision only for direct property maintenance and emergency vehicular access

Station Approach



Station Approach is a new route cut through the centre of St. Michael's Place. It serves desire lines from the surrounding residential community to the north, along Rupert and Archway Roads, through to the bus and train stations. It also serves as a direct link to the retail offer on Derby Road.

As such it is a key pedestrian route and will play a major role in shaping a more sustainable pattern of movement. It moves through a range of environments from the busy Archway Road, through the openness and activity of the Village Green and then on to more quieter residential character along the Southern section of Civic Way.

KEY GUIDANCE

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route.
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- New low level and tree planting can help to define the route and provide a comfortable walking environment
- Functional aspects such as plant or bin stores must not be located along this route
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

High Street Connectors

These links are a key part of the vision for St. Michael's Place as a well connected and fully integrated part of the wider centre for Huyton, supporting its continued vibrancy.

They provide direct pedestrian connectivity from the Village Green to the shopping and leisure attractions along Derby Road and parking provision at Lathom Road. They also act as important gateways to the new development.



KEY GUIDANCE

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- Planting can help to define the route but should retain a sense of openness to create a safe and comfortable walking environment
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

1.18 Shaping a Liveable Environment

Each plot must obey a number of core placemaking principles which are outlined below. These fundamentals will ensure a safe, well overlooked and attractive residential environment within a central urban context.

Overlooking and Lighting

- Streets and spaces to be well overlooked and lit to ensure a sense of security.

Supporting active travel

- All streets to be designed with the needs of pedestrians and cyclists as a priority.

Maintaining a sense of privacy

- Shaping an environment where density can be accommodated whilst maintaining a sense of privacy and livability.

Identity & domesticity

- Even denser residential forms should be design to foster a sense of ownership and individuality from residents.
- Potential for varying typologies to be expressed clearly, reinforcing a domestic scale and character.

Encourage biodiversity

- Blocks should seek to enhance biodiversity wherever possible with a site-wide minimum requirement for 20% green roofs.

Provide accessibility

- All building entrances should be level access.

Well defined thresholds

- Careful handling of building thresholds to define sheltered entrances and a semi-private zone on arrival to homes.

Private outdoor space

- Where possible opportunities for secure shared and private outdoor amenity space should be provided.

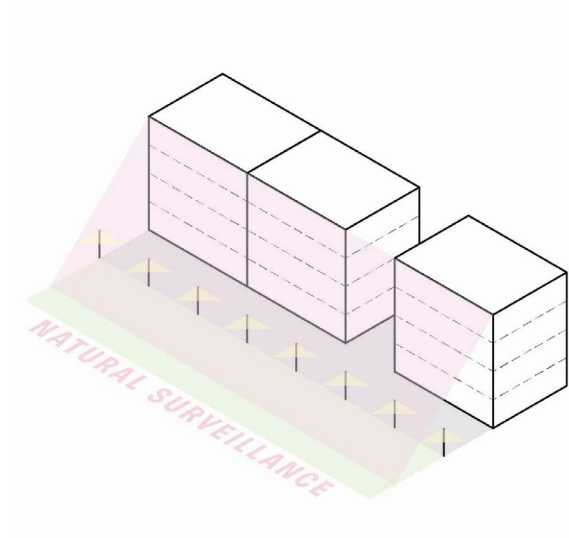


Figure 1.36: Public realm should be overlooked and well-lit.

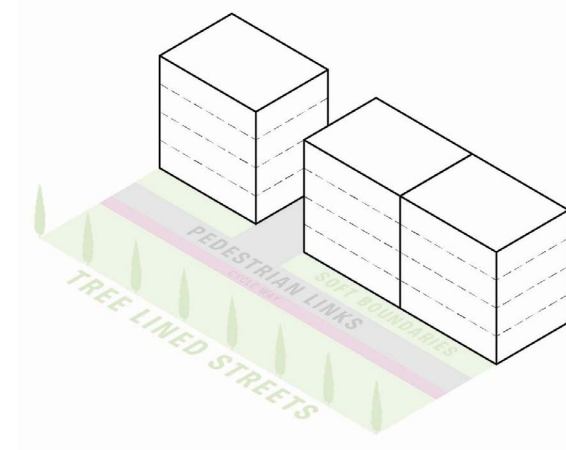


Figure 1.37: Streets should be pedestrian and cycle-friendly.

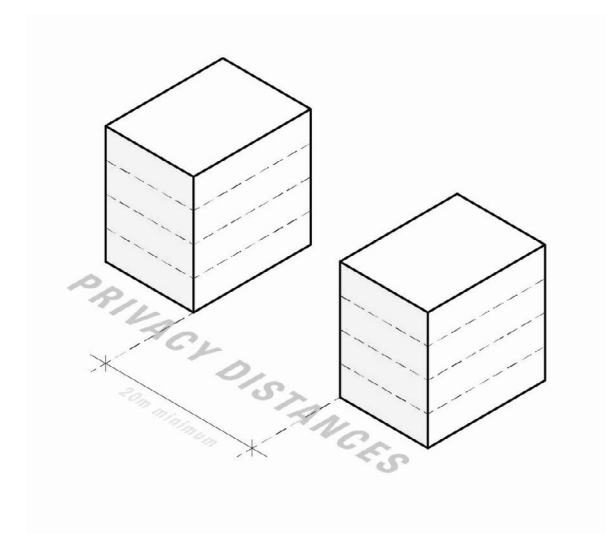


Figure 1.38: Consideration given to privacy and relationship between building frontages.

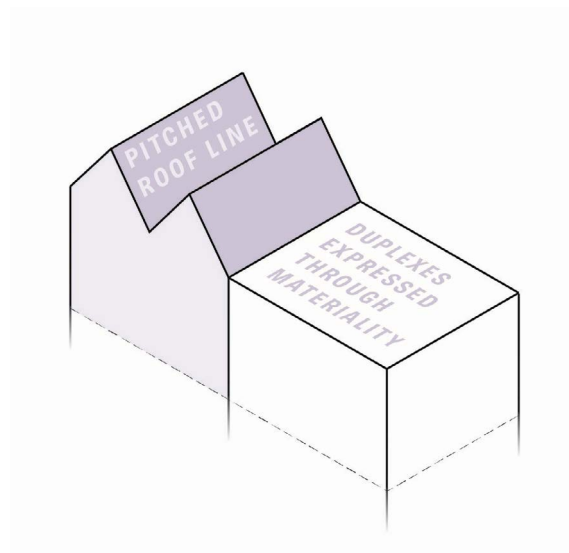


Figure 1.39: Duplex units should be of a different materiality.

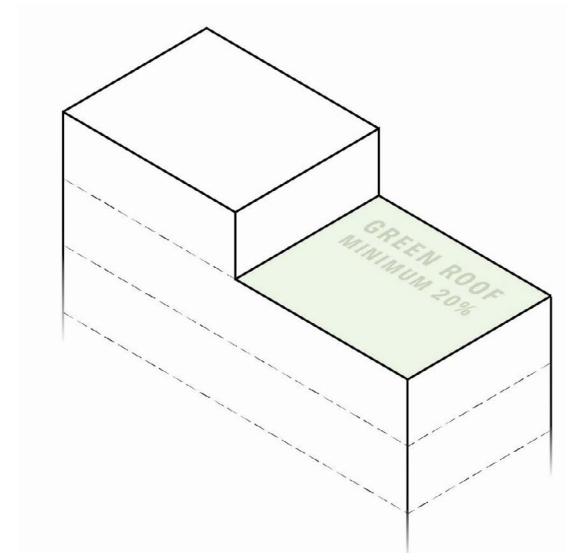


Figure 1.40: Minimum 20% of roof space should be green roof.

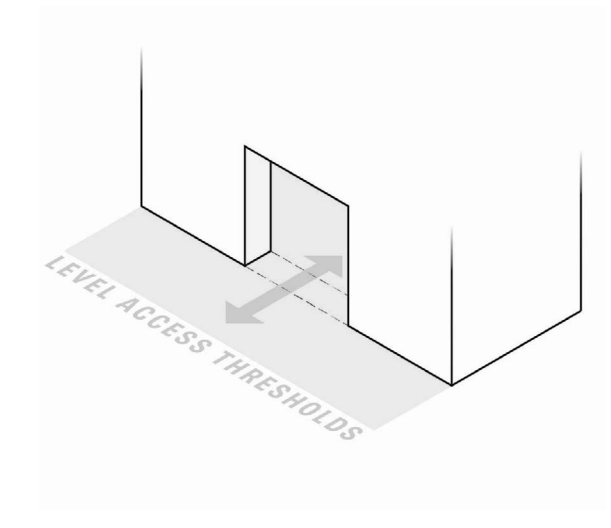


Figure 1.41: All entrances to buildings and apartments should be level access.

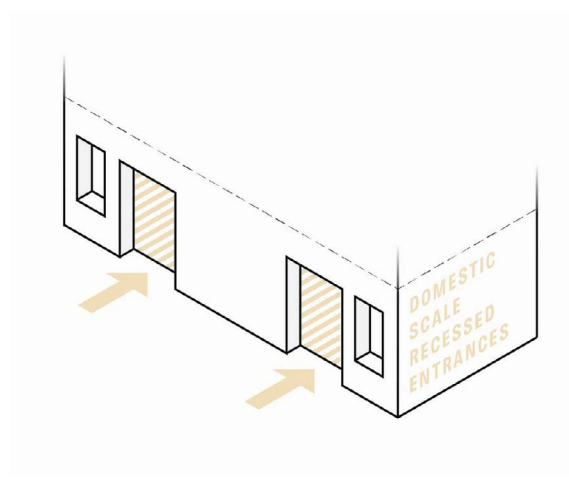


Figure 1.42: Entrances should be recessed to provide a sheltered space.

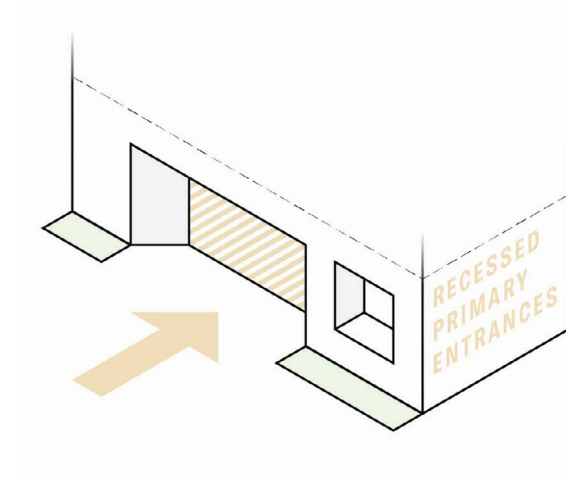


Figure 1.43: Entrances to apartments should be recessed and visually distinctive.

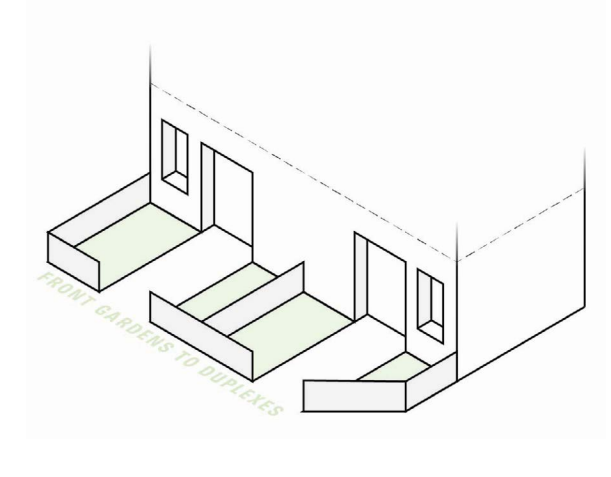


Figure 1.44: Ground floor duplexes should provide front gardens.



02

Plot 2A

2.1 Plot Description

In this section we consider the role of Plot 2a in placemaking and functional terms, setting out key guidance to influence the more detailed design of any buildings coming forward on the plot in the future.

The plot sits in a key position between the new Village Green and the existing high street environment along Derby Road. It plays a key role in securing attractive and safe connectivity between the two areas whilst also helping to frame the Village Green as a key public space for the town centre. The extents of Plot 2b are set out below and its position within the wider plan illustrated in the plan to the right.

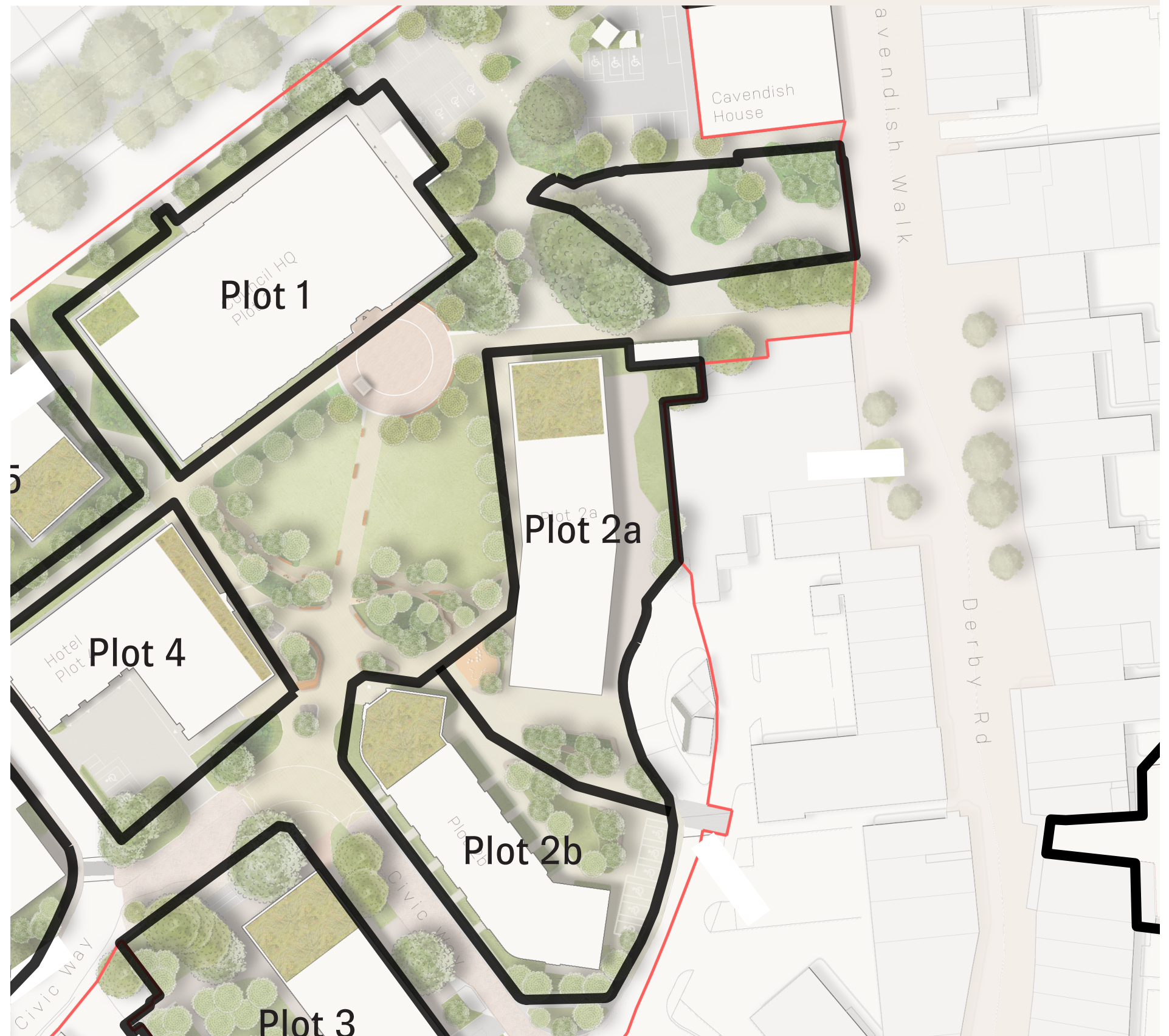


Figure 2.1: Plot 2a in context



2.2 Illustrative Massing Context

Here Plot 2a is shown in an illustrative format as part of the wider illustrative masterplan. This helps to bring the nature of spaces and frontages to life.

The detailed design of the block may vary as new schemes come forward but the guidance on the following pages must be adhered to in any final scheme.

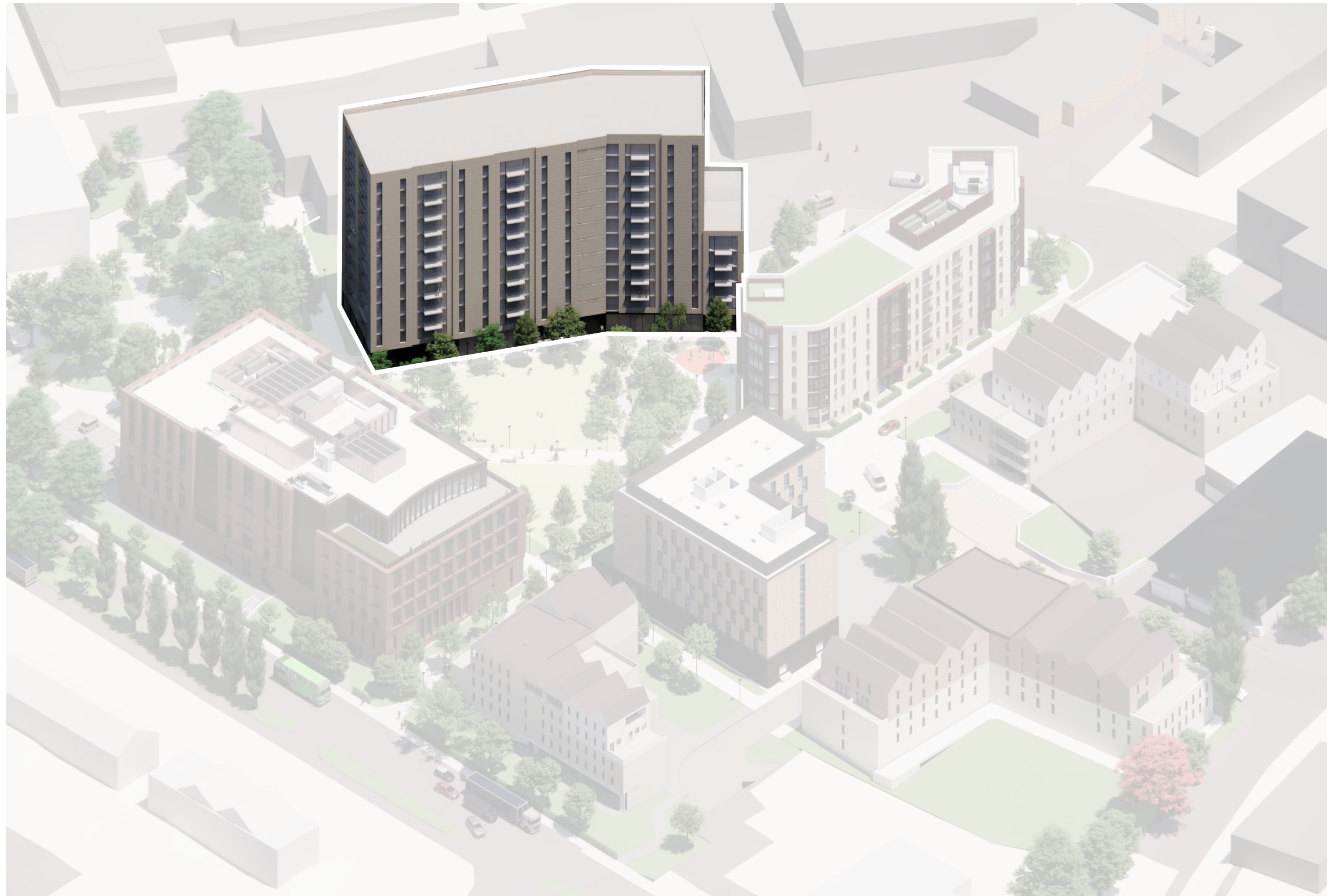


Figure 2.2: Plot 2a shown in the illustrative masterplan

2.3 Key Environments interface

This section places plot 2a in relation to the Key Environments set out earlier in the Design Guidance. Each plot is expected to confirm with the spatial requirements of those areas.

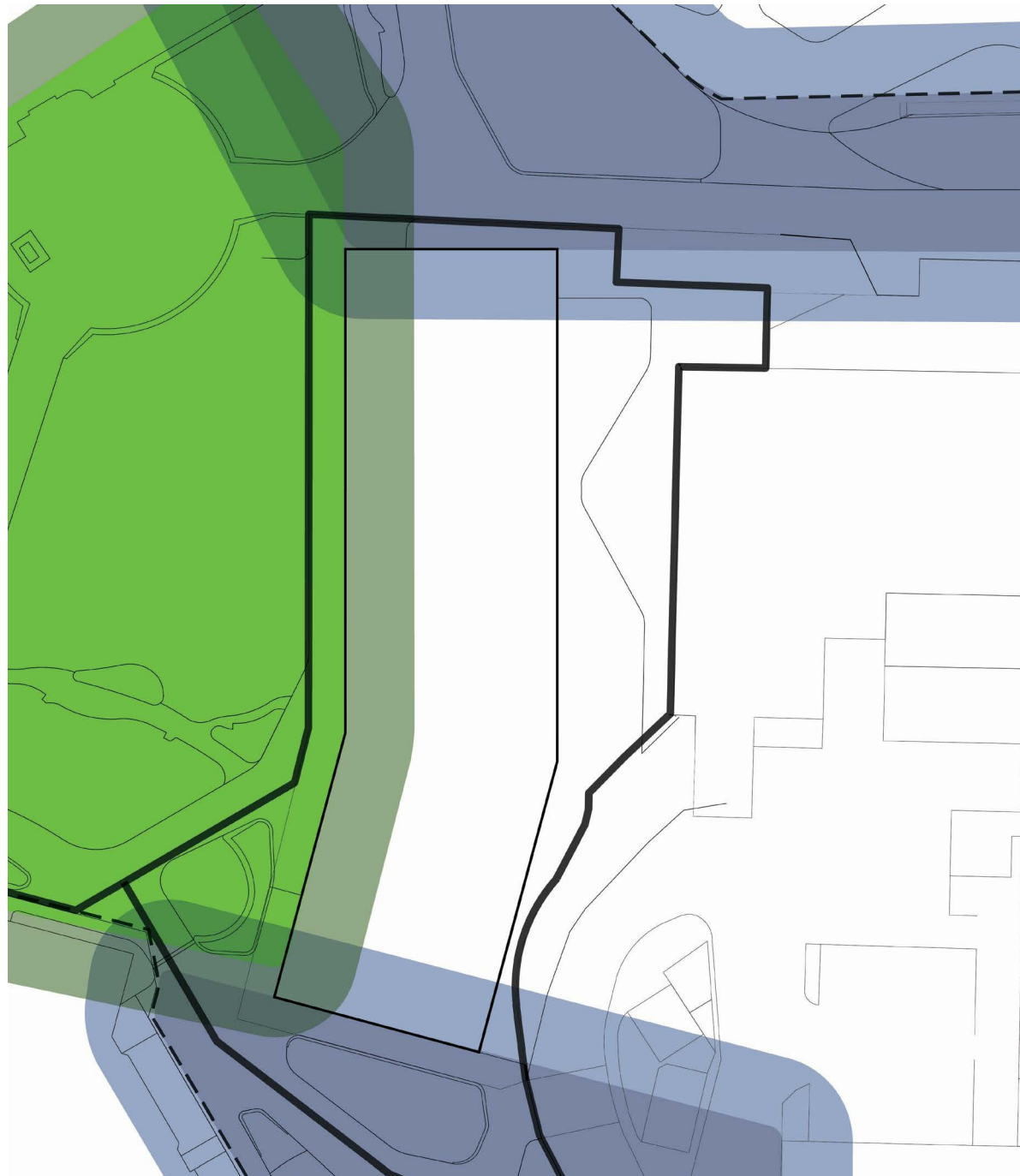


Figure 2.3: Plot 2a Key Environment influences

VILLAGE GREEN

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the space
- Active ground floor uses are encouraged
- Primary direct pedestrian access to buildings should be located around this key space
- Where ground floor private space is present it should be designed to blend seamlessly with the wider public realm
- Functional aspects such as plant or bin stores must not be located around this space
- Pedestrian priority should be maintained throughout this space
- No servicing or deliveries with provision only for direct property maintenance and emergency vehicular access

HIGH STREET CONNECTOR

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- Planting can help to define the route but should retain a sense of openness to create a safe and comfortable walking environment
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

High Street Connector Zone

Village Green Zone

2.4 Building frontages

Plot 2a is the landmark building for St Michael's Place, and as such, should provide strong architectural interest and create a strong sense of place.

The interface with the Village Green should offer a welcoming, attractive ground floor elevation, which could offer active frontages to the north via a small F&B unit in the ancillary space and activate the green space.

Service and vehicle access should be situated to the east, with minimal disruption to the pedestrian spaces.

- Active frontage
- Inactive frontage
- Desire lines
- Entrance Core
- High Street Connector Zone
- Village Green Zone

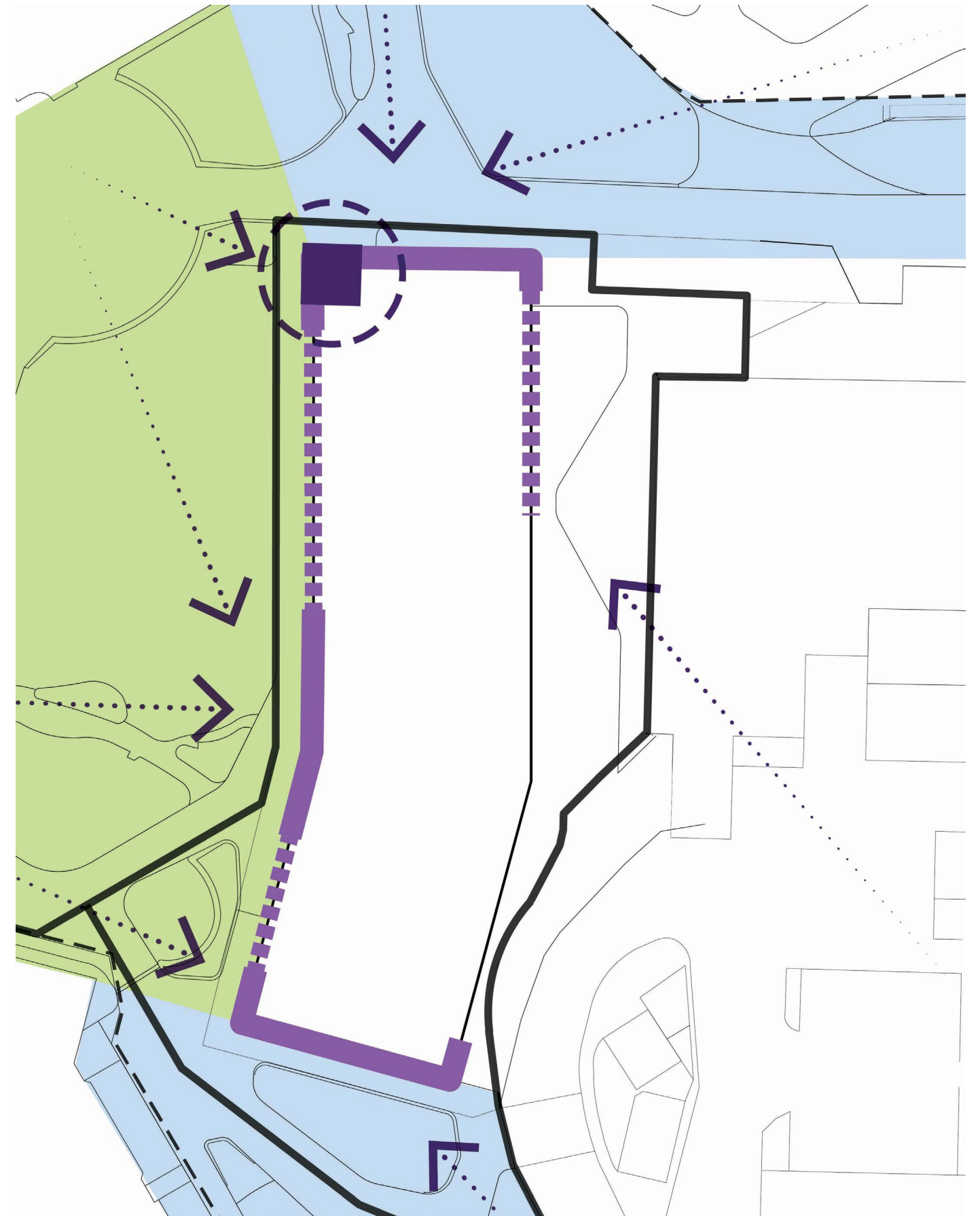


Figure 2.4: Building Frontages Parameter Plan



2.5 Entrances, privacy & thresholds

Here we set out the key consideration around how users of the building interact with it at the ground plane. The guidance here ensure the right level of pedestrian activity and prominence is accorded to key areas of the masterplan whilst also respecting the need for privacy within ground floor spaces.

The primary building entrance should be located on the interface with the Village Green at the point where the building line transitions, to form a centralised circulation core and to recognise the primacy of the green space.

Secondary accesses to duplex units and ancillary spaces should be situated on the northern and southern elevations, addressing the public realm. Consideration should be given to window placement on the southern edge, given its proximity to Plot 2b and the requirement for 20m privacy distance.

-  Entrance Core
-  Large Scale Entrances
-  Domestic Scale Entrances
-  High Street Connector Zone
-  Village Green Zone

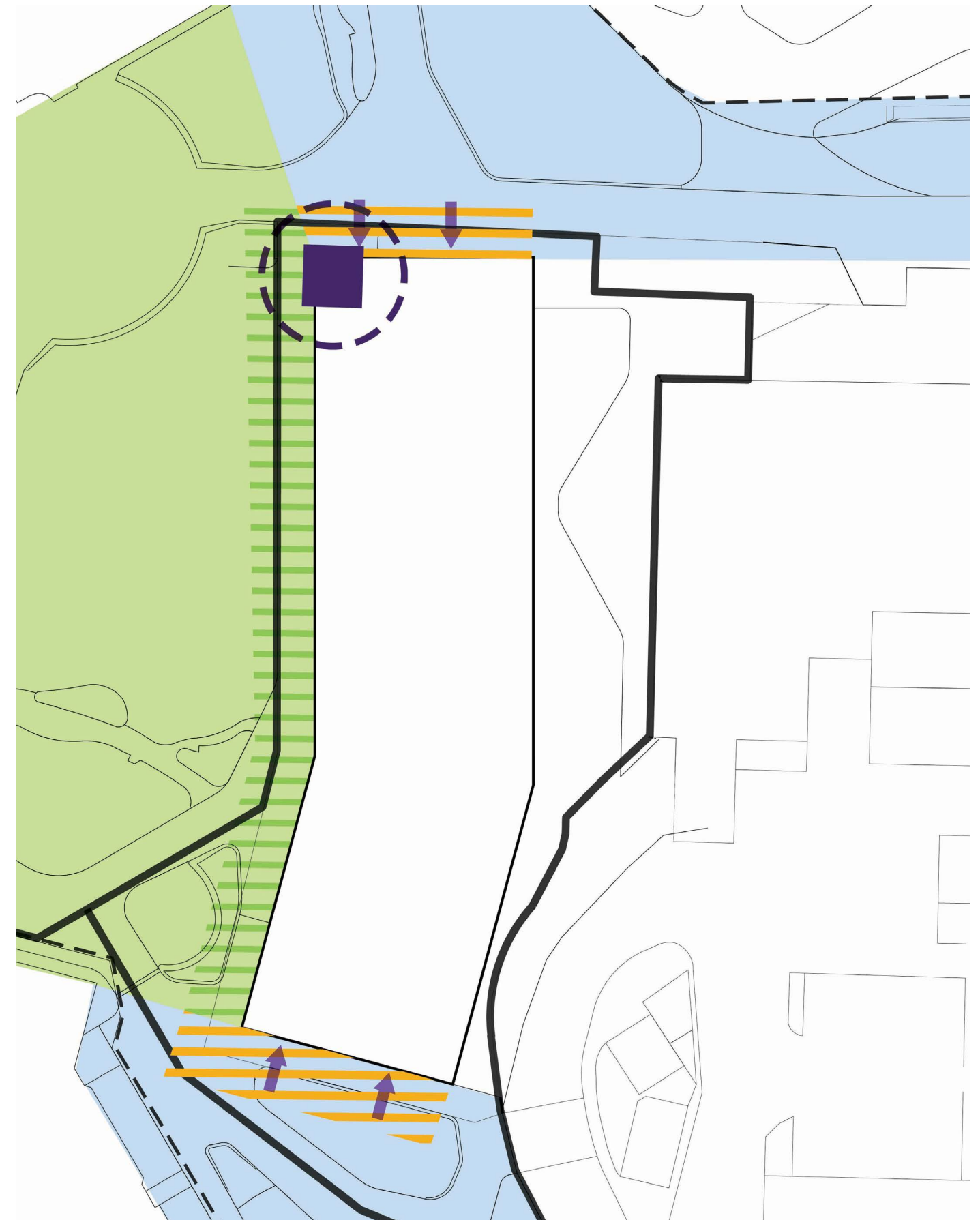


Figure 2.5: Entrances, Privacy and Thresholds Parameter Plan



2.6 Servicing & vehicular access

This plan sets out the access strategy for the plot in regard to vehicular access and service vehicles.

The turning head on Westmorland Road is retained and will provide a vehicular access route to the rear of the building, which is where the plant room is situated. The frontage highlighted in the plan indicates the location of plant and servicing access.

Refer to Section 10 for more details regarding parking strategies.

-  Service/BoH frontage
-  Desire lines
-  Service Area
-  High Street Connector Zone
-  Village Green Zone

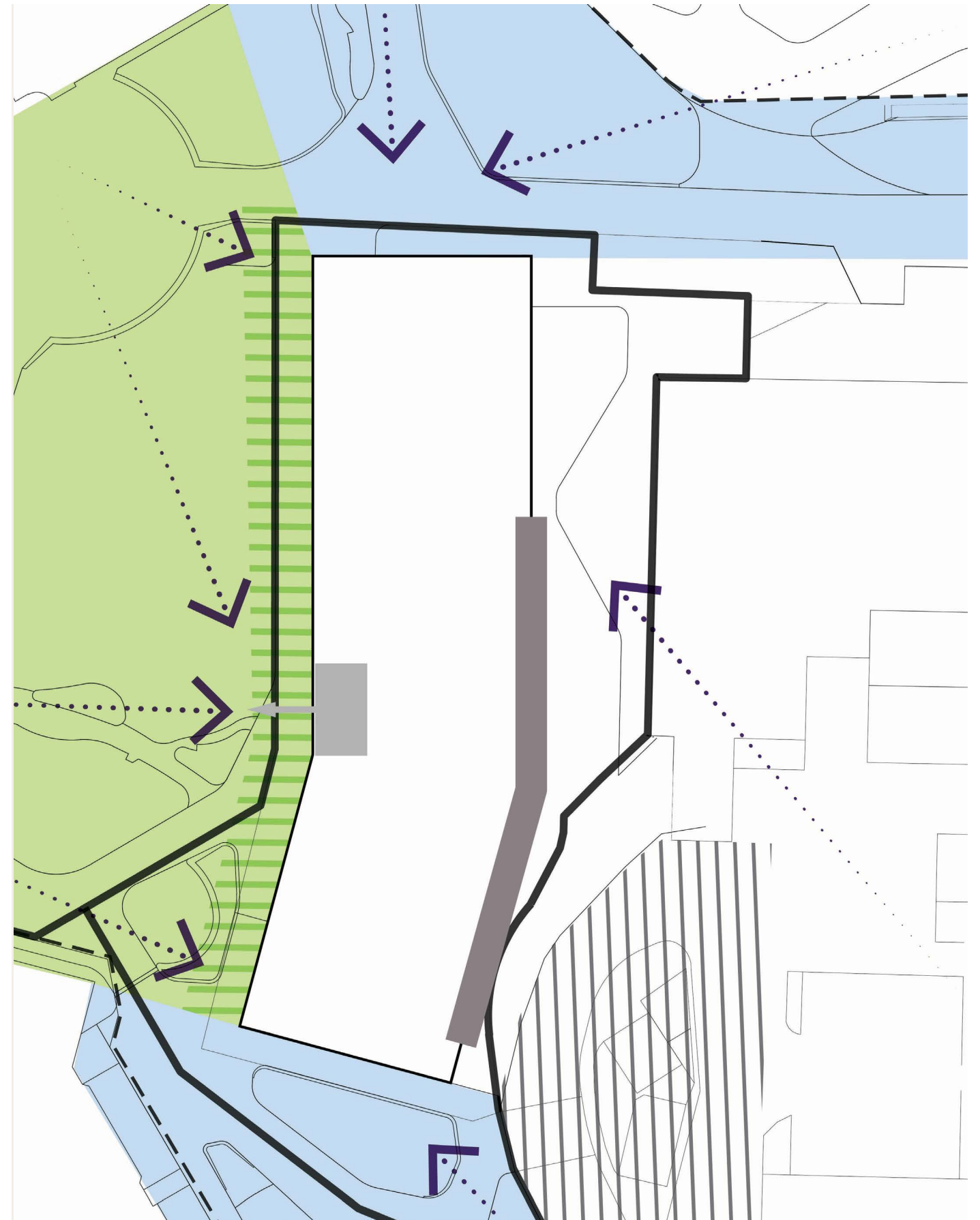


Figure 2.6: Servicing and Vehicular Access Parameter Plan



2.7 Scale, Massing & Form

Plot 2a will act as the landmark for the development, standing at 12 storeys in height. Its southernmost elevation will be pushed down to match the height of the neighbouring Plot 2b, ensuring the scale increase is gradual.

Where the majority of the ground floor will be amenity and back of house uses for the residential complex, the southern edge shall contain 2no. Duplex units, mirroring the duplexes on the ground floor of Plot 2b.

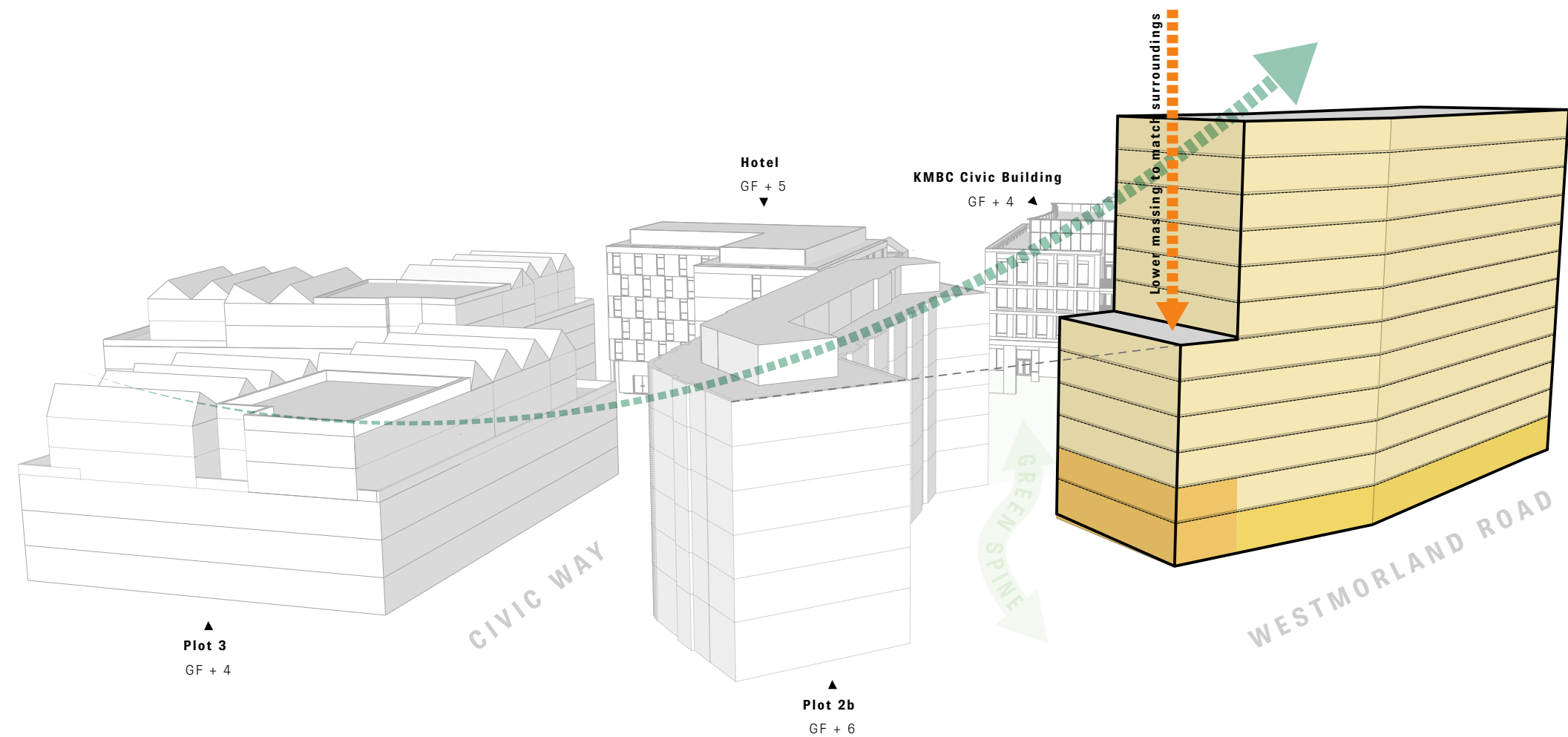


Figure 2.7: Plot 2a Scale, Massing and Form Concept Diagram

03

Plot 2B



3.1 Plot Description

In this section we consider the role of Plot 2b in placemaking and functional terms, setting out key guidance to influence the more detailed design of any buildings coming forward on the plot in the future.

The plot sits in a key position between the new Village Green and the existing high street environment along Derby Road. It plays a key role in securing attractive and safe connectivity between the two areas whilst also helping to frame the Village Green as a key public space for the town centre. The extents of Plot 2b are set out below and its position within the wider plan illustrated in the plan to the right.



Figure 31: Plot 2b in context



3.2 Illustrative Massing Context

Here Plot 2b is shown in an illustrative format as part of the wider illustrative masterplan. This helps to bring the nature of spaces and frontages to life.

The detailed design of the block may vary as new schemes come forward but the guidance on the following pages must be adhered to in any final scheme.



Figure 3.2: Plot 2b shown in the illustrative masterplan

3.3 Key Environments interface

This section places plot 2b in relation to the Key Environments set out earlier in the Design Guidance. Each plot is expected to confirm with the spatial requirements of those areas.

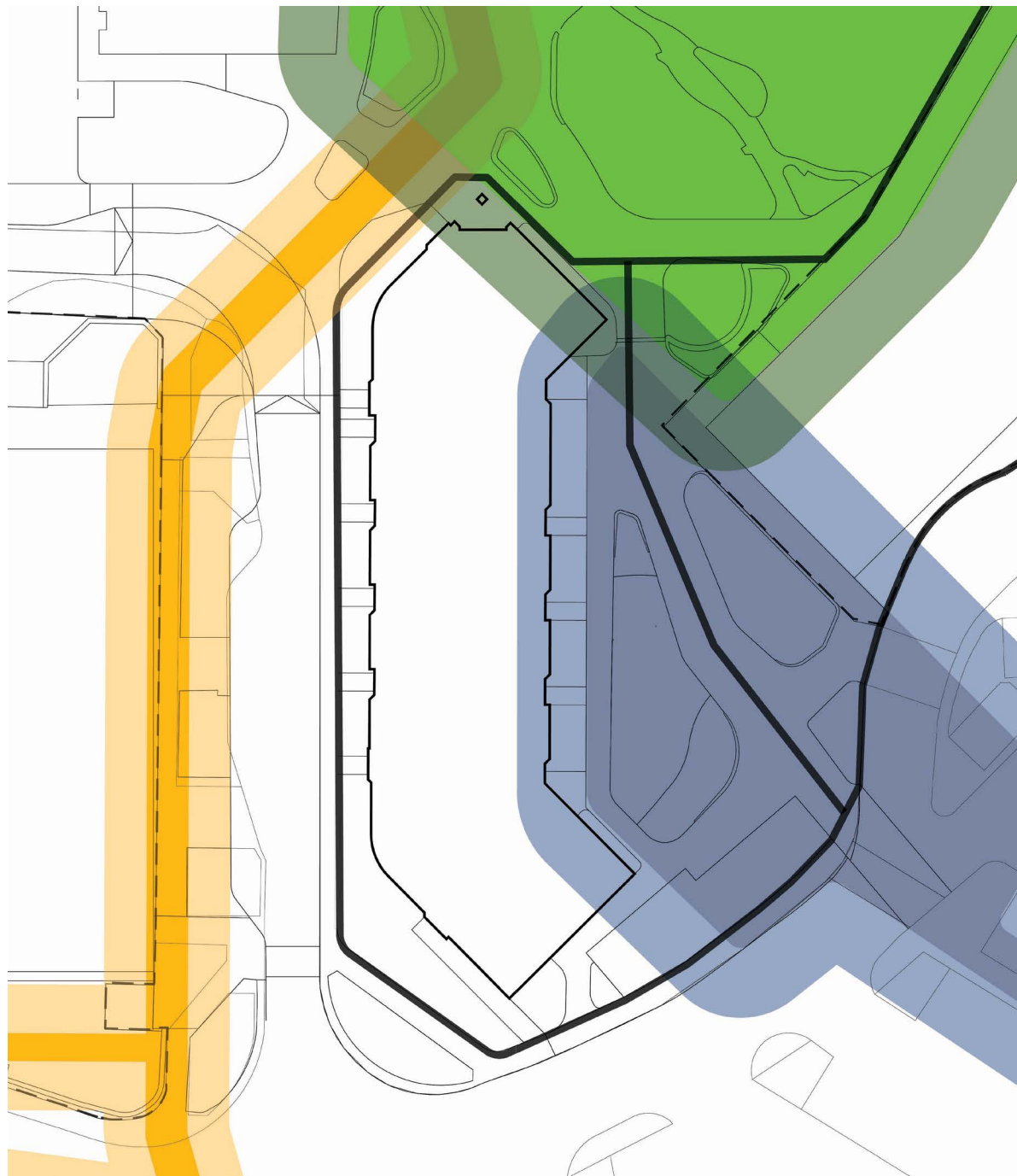


Figure 3.3: Plot 2b Key Environment influences

VILLAGE GREEN

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the space
- Active ground floor uses are encouraged
- Primary direct pedestrian access to buildings should be located around this key space
- Where ground floor private space is present it should be designed to blend seamlessly with the wider public realm
- Functional aspects such as plant or bin stores must not be located around this space
- Pedestrian priority should be maintained throughout this space
- No servicing or deliveries with provision only for direct property maintenance and emergency vehicular access

STATION APPROACH

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route.
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- New low level and tree planting can help to define the route and provide a comfortable walking environment
- Functional aspects such as plant or bin stores must not be located along this route
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

HIGH STREET CONNECTOR

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- Planting can help to define the route but should retain a sense of openness to create a safe and comfortable walking environment
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

3.4 Building Frontages

The Plot is anticipated to provide strong active and overlooking frontages to key environments, with consideration around the positioning of building entrance points to animate key locations. Servicing and accesses to be handled discreetly with minimal impact on key pedestrian spaces.

Plot 2b is expected to provide a key interface with the Village Green, presenting its primary access point to help animate the space.

Beyond this strong overlooking frontages are to be presented to key walking routes in Civic Way and the enhanced high street connection to the South East through to Derby Road and proposed parking at Lathom Road.

Servicing and back of house functions handled from the south via Westmorland Road.

-  Required active frontage
-  Desirable active frontage
-  Desire lines
-  Entrance Core
-  High Street Connector Zone
-  Village Green Zone
-  Station Approach Zone

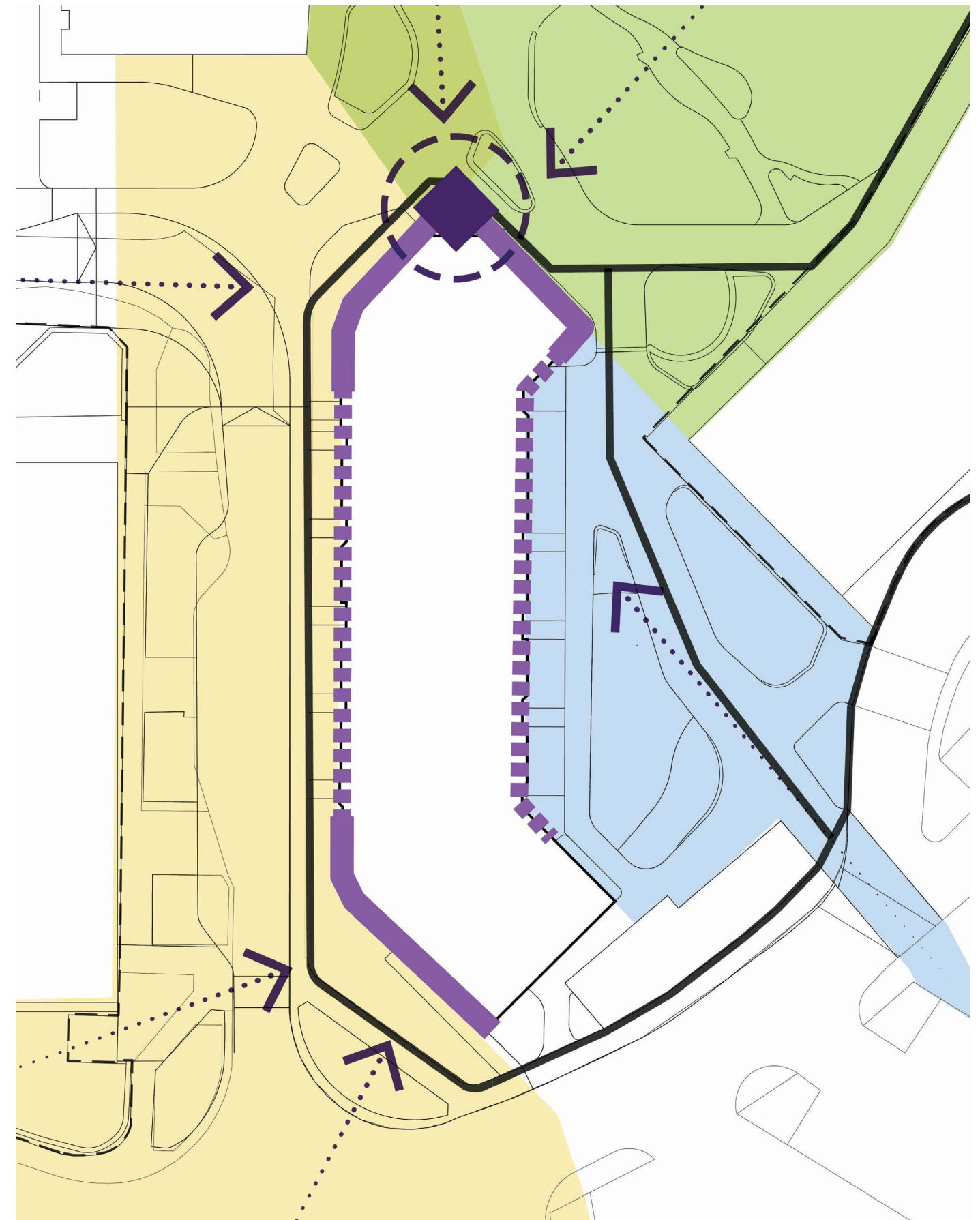


Figure 3.4: Plot 2b Building Frontages Parameter Plan



3.5 Entrances, Privacy & Thresholds

Here we set out the key consideration around how users of the building interact with it at the ground plain. The guidance here ensure the right level of pedestrian activity and prominence is accorded to key areas of the masterplan whilst also respecting the need for privacy within ground floor spaces.

The primary building entrance should be located on the interface with the Village Green in recognition of its primacy within the masterplan and wider public realm.

Opportunities for direct access to the property are also indicated along Civic Way western frontage and the eastern frontage which opens out onto a calmer green space and accessible parking area.

-  Entrance Core
-  Large Scale Entrances
-  Domestic Scale Entrances
-  High Street Connector Zone
-  Village Green Zone
-  Station Approach Zone

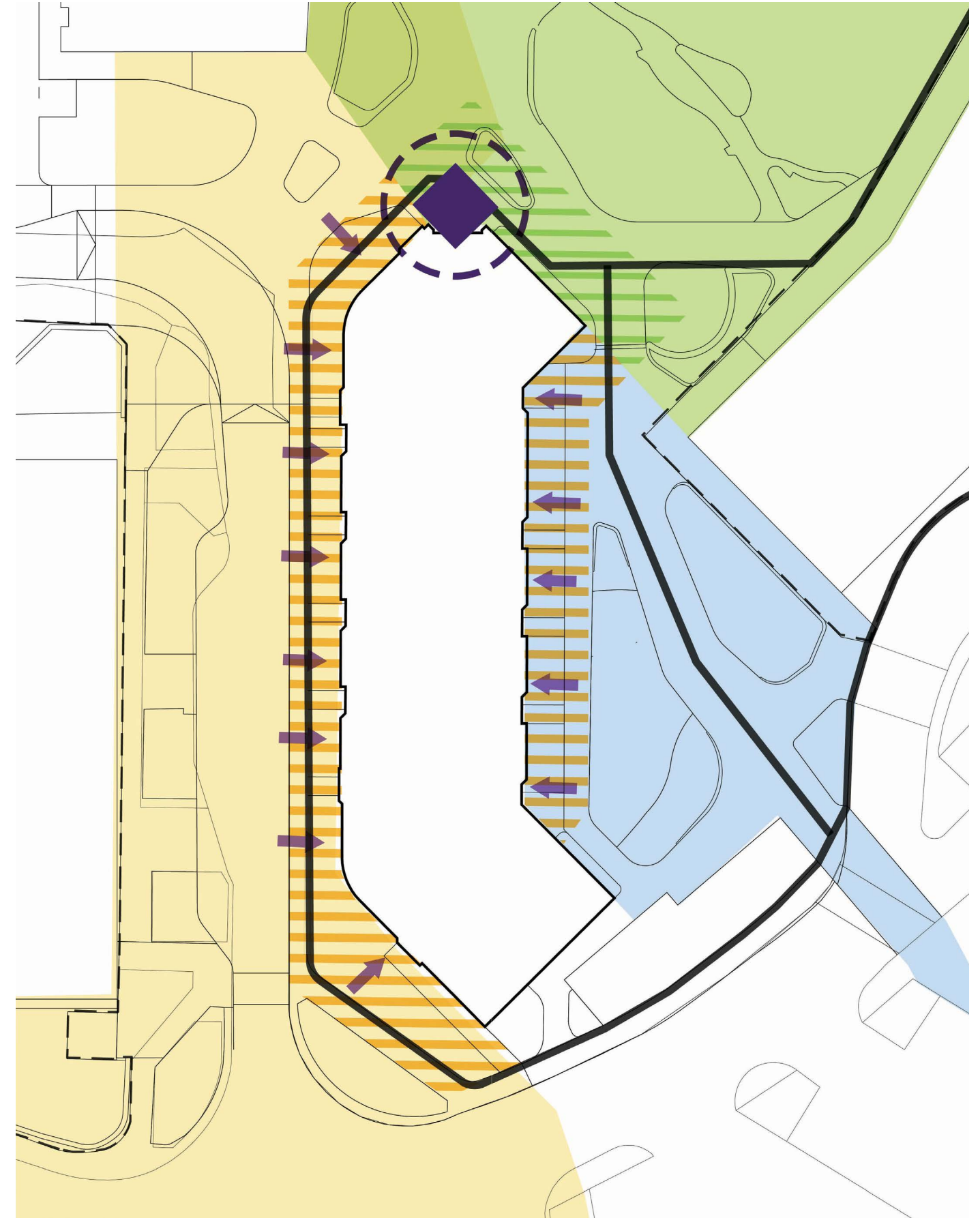


Figure 3.5: Entrances, Privacy and Thresholds Parameter Plan

3.6 Servicing & Vehicular Access

This plan sets out the access strategy for the plot in regard to vehicular access and service vehicles.

The turning head on Westmorland Road is retained and will provide a vehicular access route to the rear of the building, which is where the plant room should ideally be situated. The frontage highlighted in the plan indicates the suggested location of plant and servicing access.

Subject to detailed design additional service and cycling access may be required. These should be located in a discreet position with refuse collection in particular managed as far as possible from the gateway into the Village Green

Provision of disabled parking is envisaged on Westmorland Road. Refer to the Design & Access Statement for more details regarding parking strategies.

-  Service/BoH frontage
-  Desire lines
-  Service Area
-  High Street Connector Zone
-  Village Green Zone
-  Station Approach Zone

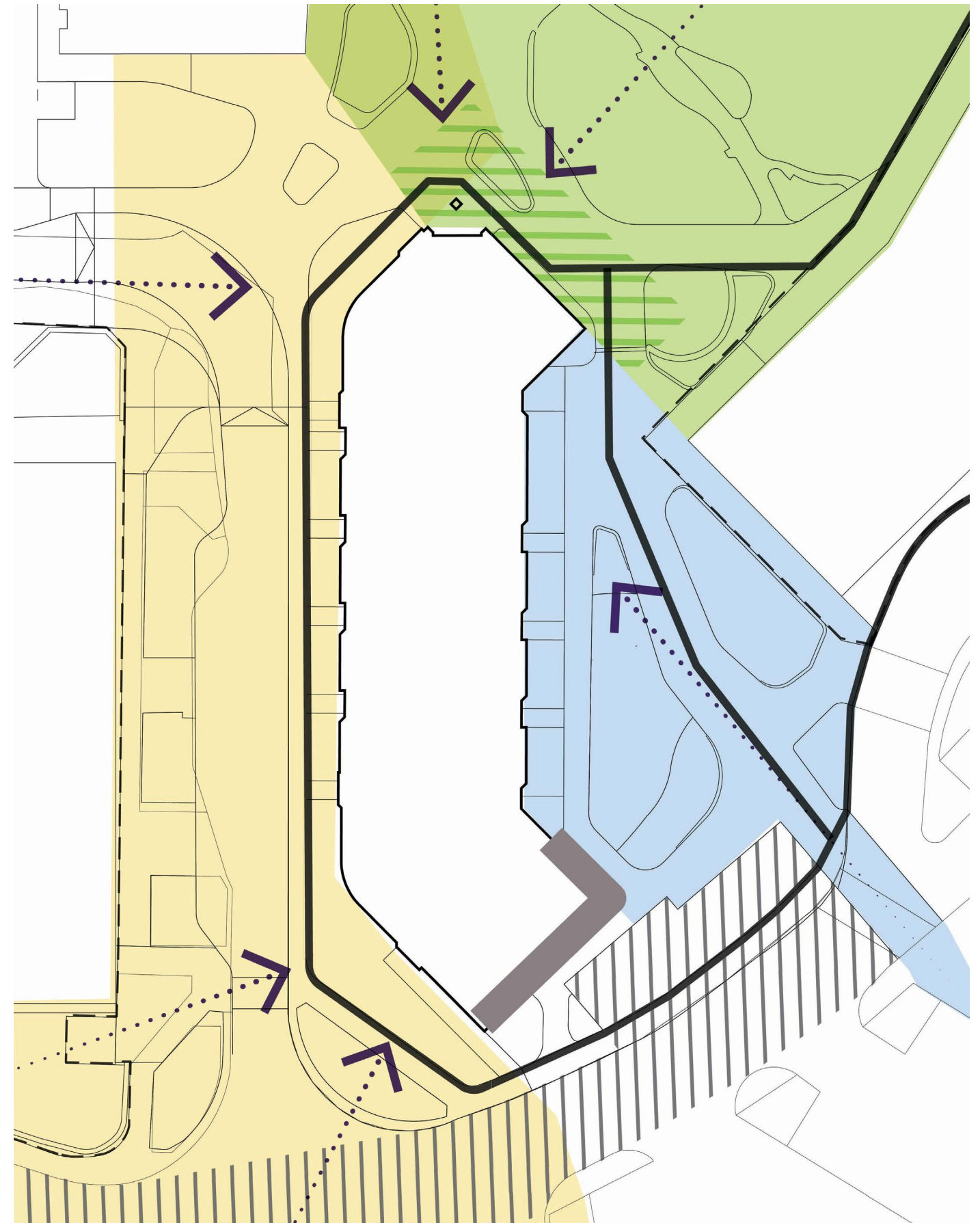


Figure 3.6: Servicing and Vehicular Access Parameter Plan

3.7 Scale, Massing & Form

Plot 2b plays a key role in the stepping of scale across the site - mediating a general step up in intensity from Derby Road through to the wider masterplan whilst also relating to the proposed landmark taller element in Plot 2a.

The top floor of apartments should be stepped back from the building line, both to provide external amenity terrace space and so as not to dominate the streetscape.

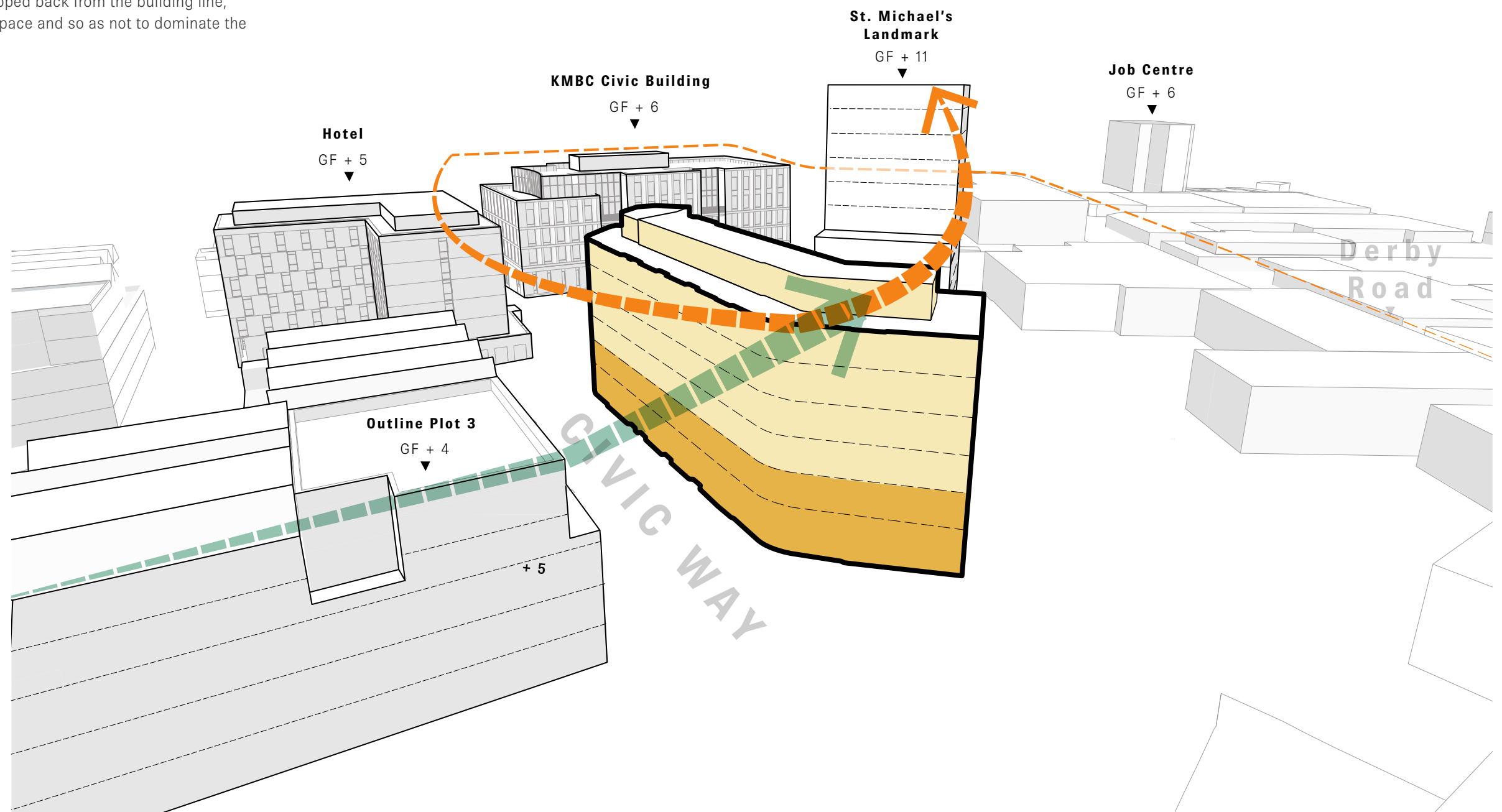


Figure 3.7: Plot 2b Scale, Massing and Form Concept Diagram

04 Plot 3



4.1 Plot Description

In this section we consider the role of Plot 3 in placemaking and functional terms, setting out key guidance to influence the more detailed design of any buildings coming forward on the plot in the future.

This plot sits between Plot 2b and Huyton Library, forming a key transitional space between existing and proposed. Its L-shape form creates a small civic square which fronts the Library, improving the public realm and access. It also fronts Civic Way to the north east, creating a strong streetscape in conjunction with Plot 2b.



Figure 4.1: Plot 3 in context

4.2 Illustrative Massing Context

Here Plot 3 is shown in an illustrative format as part of the wider illustrative masterplan. This helps to bring the nature of spaces and frontages to life.

The detailed design of the block may vary as new schemes come forward but the guidance on the following pages must be adhered to in any final scheme.



Figure 4.2: Plot 3 shown in the illustrative masterplan

4.3 Key Environments interface

This section places plot 3 in relation to the Key Environments set out earlier in the Design Guidance. Each plot is expected to confirm with the spatial requirements of those areas.

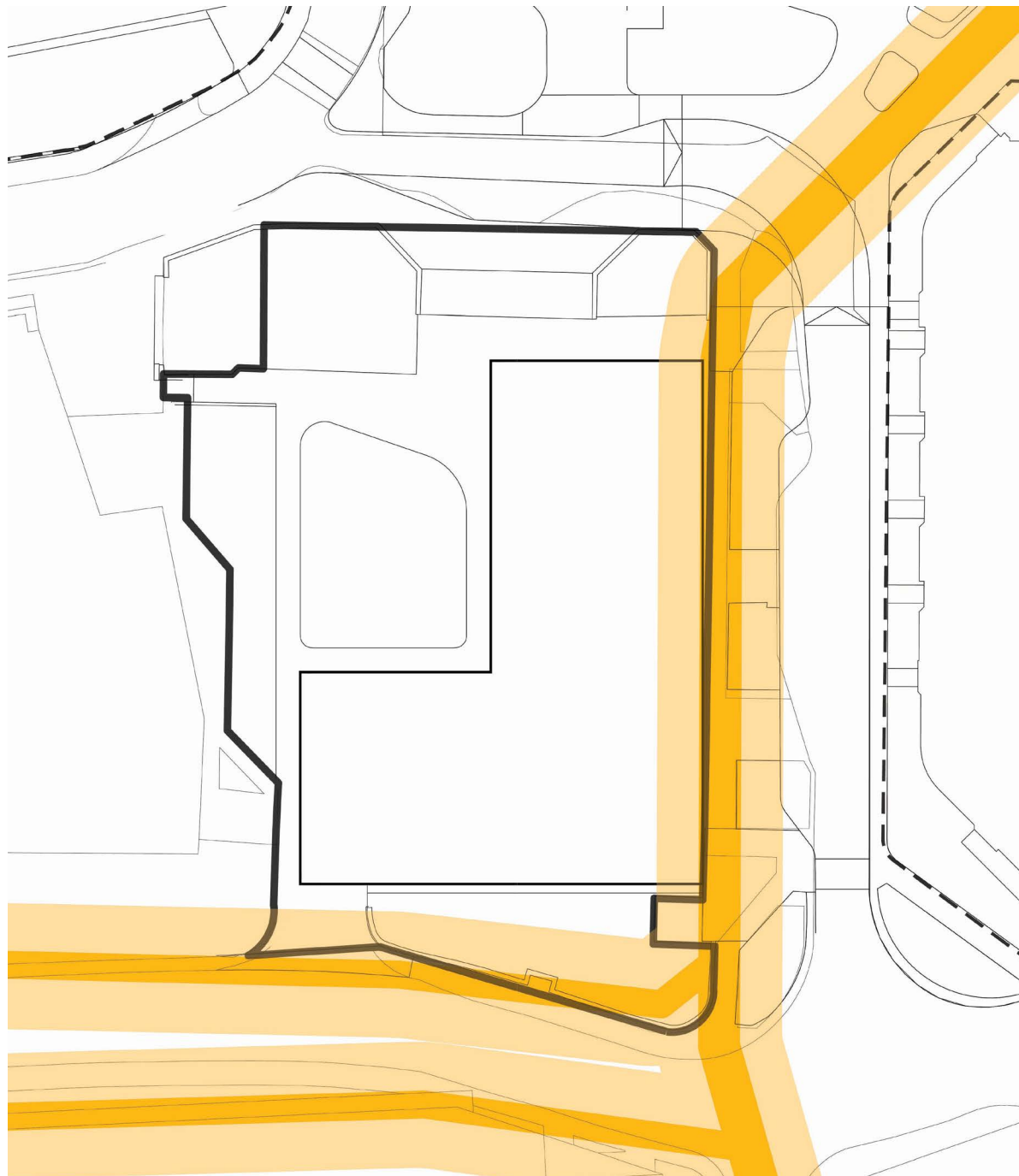


Figure 4.3: Plot 3 Key Environment influences

VILLAGE GREEN

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the space
- Active ground floor uses are encouraged
- Primary direct pedestrian access to buildings should be located around this key space
- Where ground floor private space is present it should be designed to blend seamlessly with the wider public realm
- Functional aspects such as plant or bin stores must not be located around this space
- Pedestrian priority should be maintained throughout this space
- No servicing or deliveries with provision only for direct property maintenance and emergency vehicular access

STATION APPROACH

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route.
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- New low level and tree planting can help to define the route and provide a comfortable walking environment
- Functional aspects such as plant or bin stores must not be located along this route
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

HIGH STREET CONNECTOR

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route
- Planting can help to define the route but should retain a sense of openness to create a safe and comfortable walking environment
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

4.4 Building Frontages

The plot needs to create engaging frontages on all sides, due to its location.

The primary access should be situated on the corner of the new Civic Square created, drawing footfall through a new green space which addresses the elevation of Huyton Library.

The plot should contain a number of duplex units to the ground floor, which would be accessed from Civic Way to the north east and its opposite elevation. This would mirror the duplex units on the lower floors of Plot 2b, creating a new streetscape with domestic scale frontages.

Servicing and back of house functions should be positioned on the Westmorland Road frontage where possible.

-  Required active frontage
-  Desirable active frontage
-  Desire lines
-  Entrance Core
-  Station Approach Zone

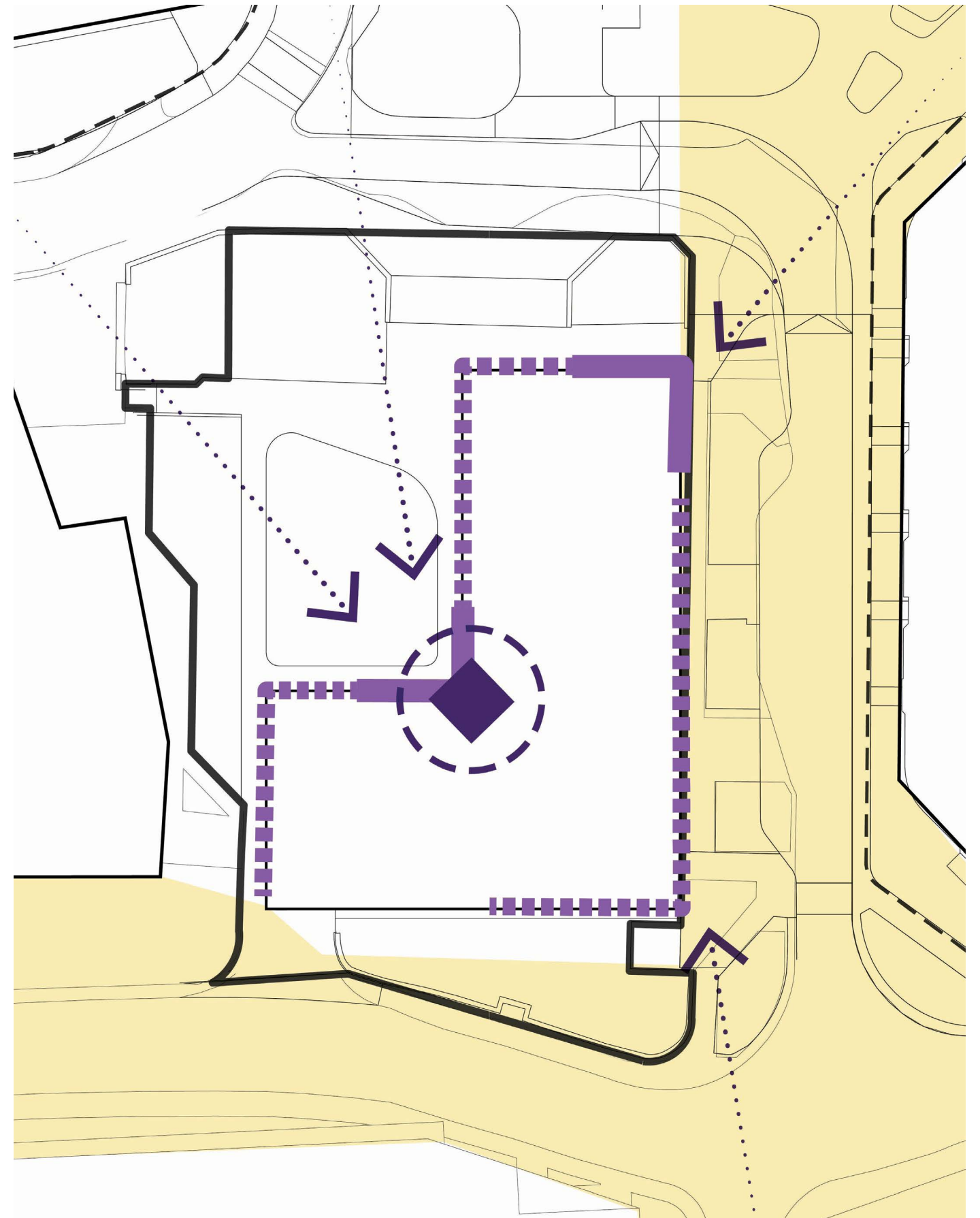


Figure 4.4: Plot 3 Building Frontages Parameter Plan

4.5 Entrances, Privacy & Thresholds

Thresholds to Plot 3 are key to creating a strong sense of place to a key corner site.

Consideration should be given to the positioning of windows to ensure privacy is maintained, but there should not be blank gables present on any building elevations.

Ground floor thresholds to duplex units should be recessed in order to provide a sheltered entrance space, in line with healthy homes standards and regulations.

-  Entrance Core
-  Domestic Scale Entrances
-  Station Approach Zone

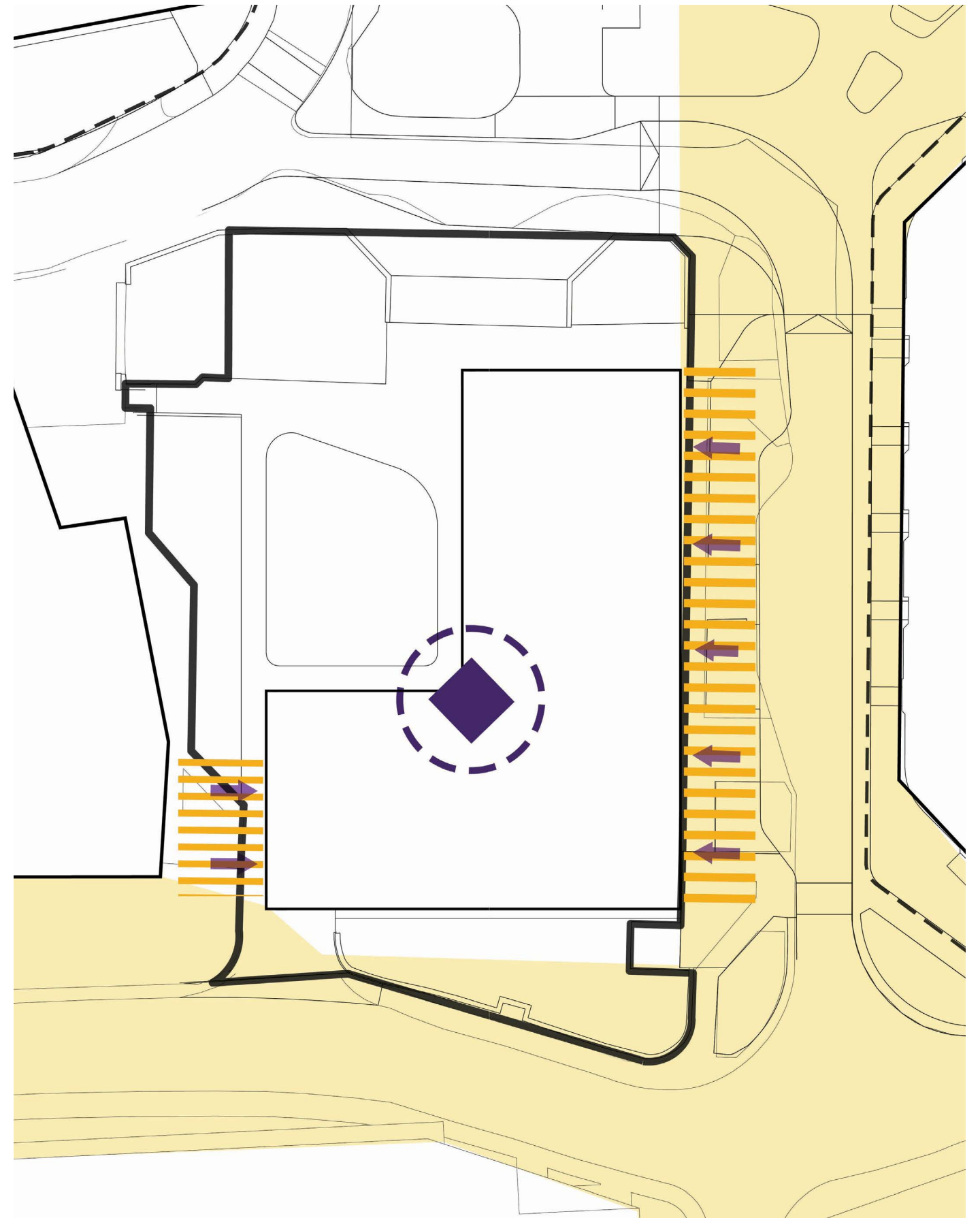


Figure 4.5: Entrances, Privacy and Thresholds Parameter Plan

4.6 Servicing & Vehicular Access

This section details the layout for the servicing and vehicular access strategy for the plot.

The services access for the building should be located on the Westmorland Road elevation, as the corner of the building aligns with an existing road junction which previously served as the entrance to the library car park.

-  Service/BoH frontage
-  Desire lines
-  Service Area
-  Station Approach Zone

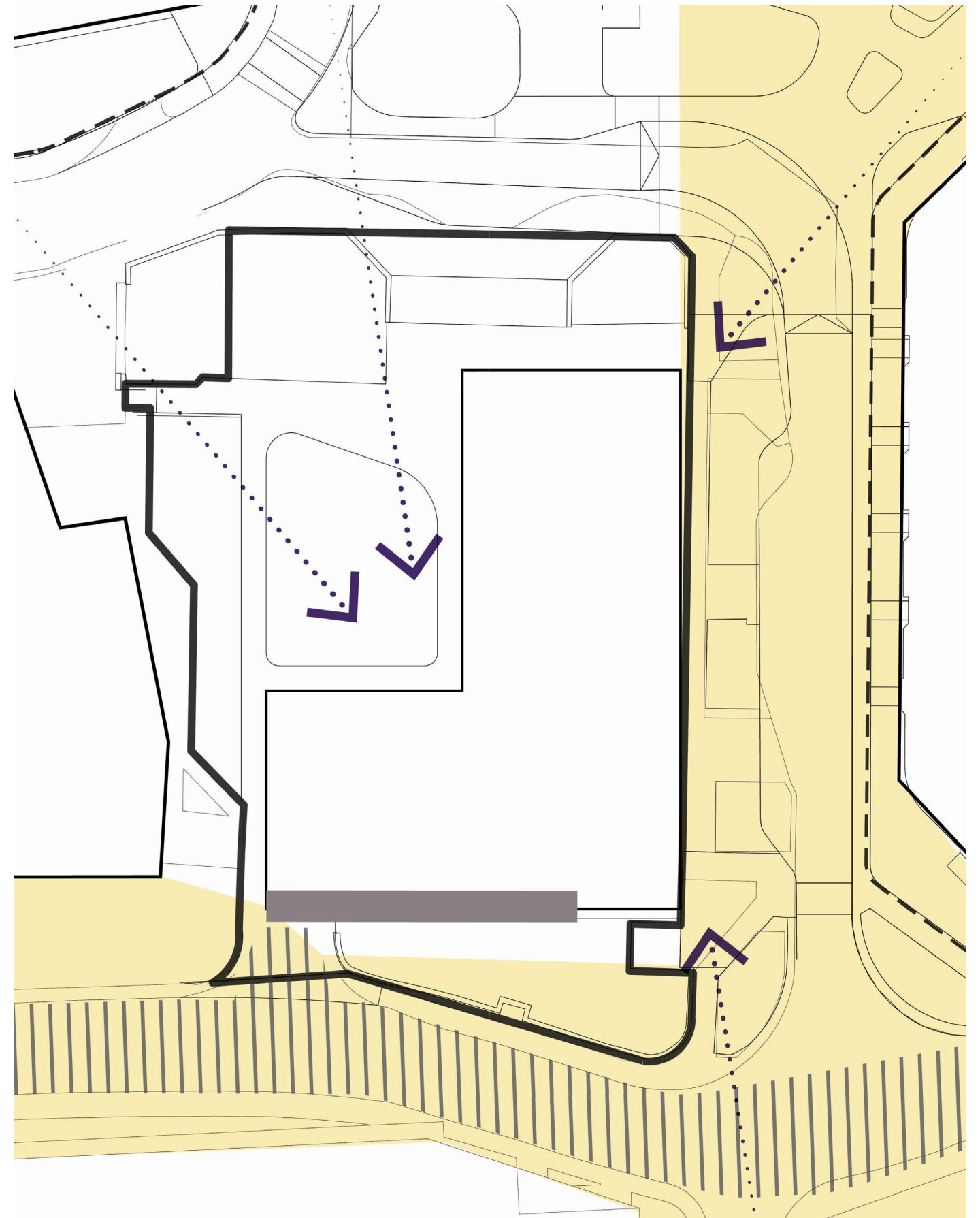


Figure 4.6: Servicing and Vehicular Access Parameter Plan

4.7 Scale, Massing & Form

Plot 3 is the southernmost block of the masterplan and as such, acts as a boundary treatment to the south.

The lower floors form the footprint of the block, with a number of duplex units on top which are set back from the building line. These will be adorned with a pitched sawtooth style roof line, to provide visual distinctiveness and reduce the perceived height of the building when viewed from Civic Way.

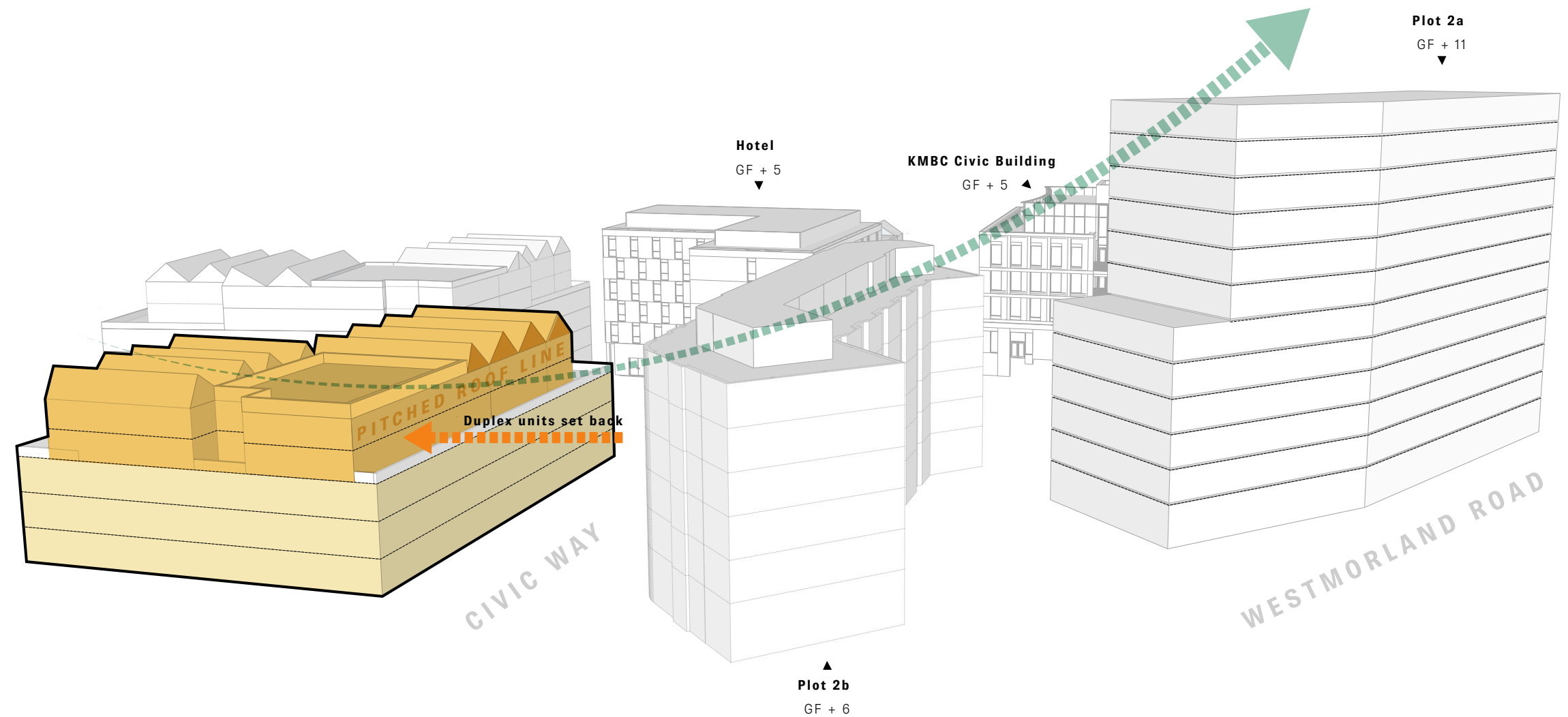


Figure 4.7: Plot 3 Scale, Massing and Form Concept Diagram



05

Plot 5

5.1 Plot Description

This plot acts as a key gateway to St Michael's Place, and will be the first building many people see due to its proximity to and prominence on Archway Road.

It should be complimentary to the Council HQ building, and not overshadow or dominate the streetscape; while still being architecturally distinct in its own right.

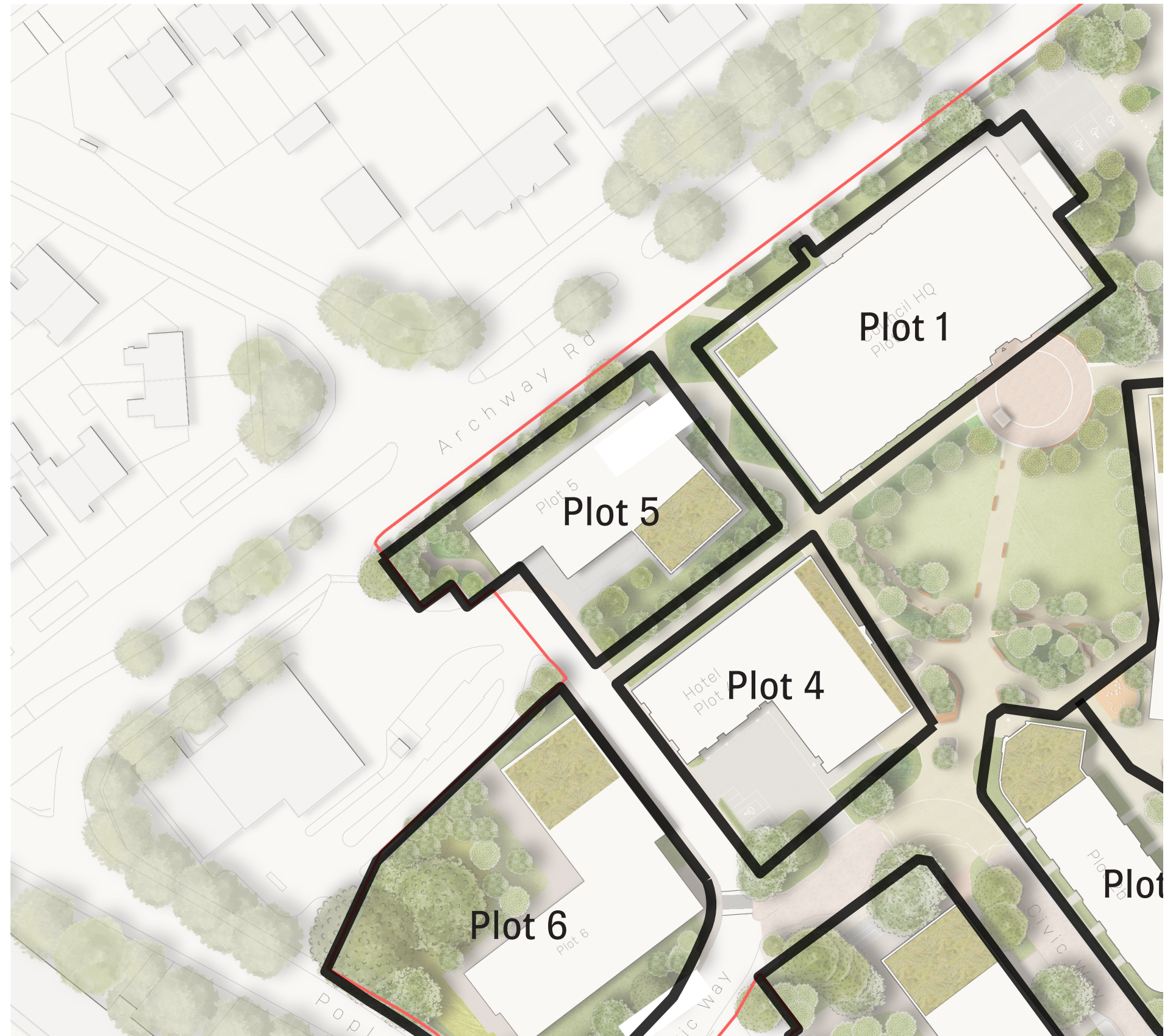


Figure 51: Plot 5 in context

5.2 Illustrative Massing Context

Here Plot 5 is shown in an illustrative format as part of the wider illustrative masterplan. This helps to bring the nature of spaces and frontages to life.

The detailed design of the block may vary as new schemes come forward but the guidance on the following pages must be adhered to in any final scheme.



Figure 5.2: Plot 5 shown in the illustrative masterplan

5.3 Key Environments interface

This section places Plot 5 in relation to the Key Environments set out earlier in the Design Guidance. Each plot is expected to confirm with the spatial requirements of those areas.

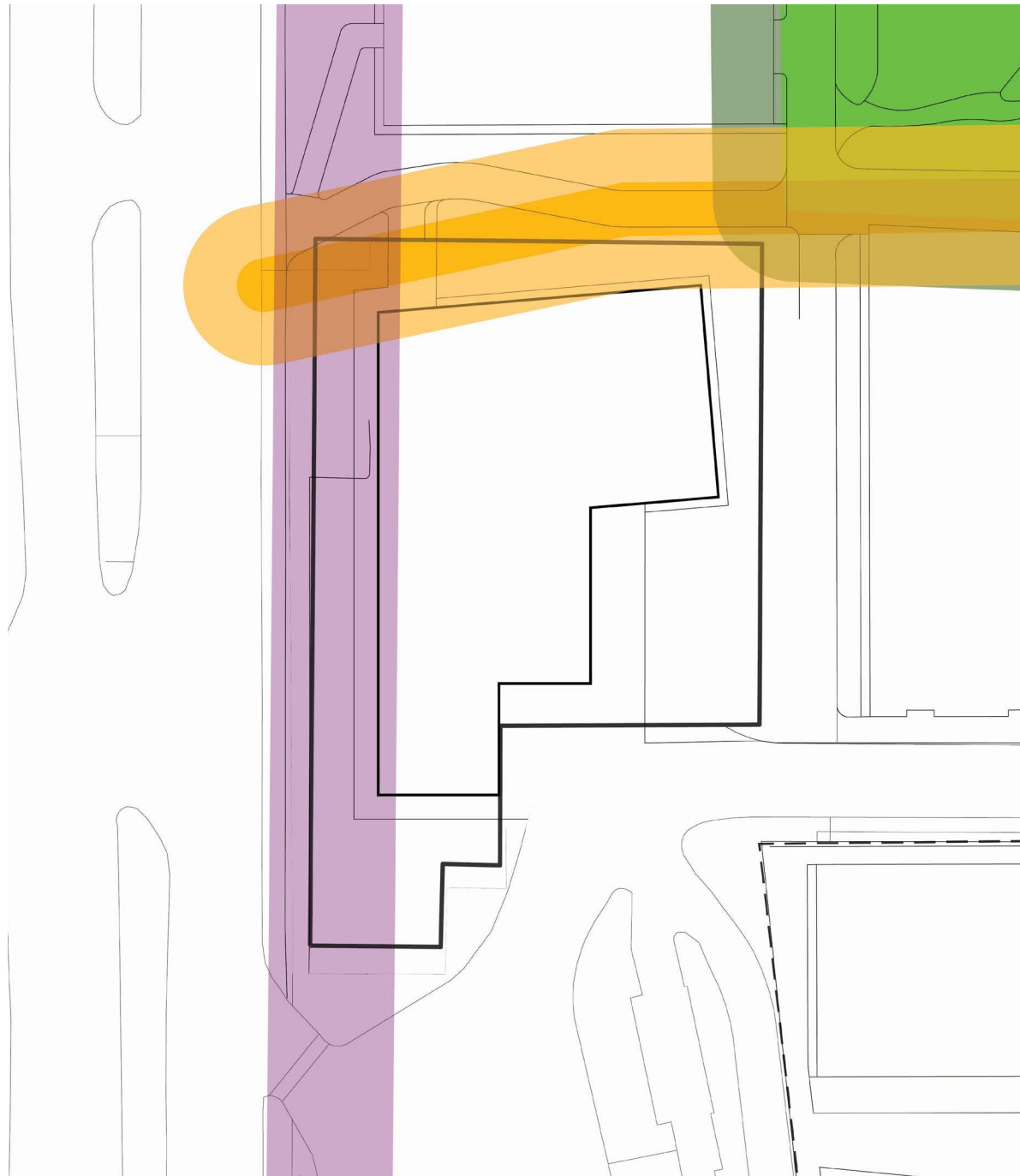


Figure 5.3: Plot 5 Key Environment influences

VILLAGE GREEN

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the space
- Active ground floor uses are encouraged
- Primary direct pedestrian access to buildings should be located around this key space
- Where ground floor private space is present it should be designed to blend seamlessly with the wider public realm
- Functional aspects such as plant or bin stores must not be located around this space
- Pedestrian priority should be maintained throughout this space
- No servicing or deliveries with provision only for direct property maintenance and emergency vehicular access

STATION APPROACH

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route.
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route.
- New low level and tree planting can help to define the route and provide a comfortable walking environment
- Functional aspects such as plant or bin stores must not be located along this route
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

ARCHWAY ROAD FRONTAGE

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the Street wherever possible.
- Mature trees are to be retained and worked into schemes wherever possible
- Direct vehicular access is not appropriate in this location and a landscape offset will be required
- On plot planting should contribute to the verdant feel of the street
- Functional aspects such as plant or bin stores must be carefully designed to contribute to a sense of ground floor activity
- External amenity spaces should be sheltered by planting

5.4 Building Frontages

The building will provide a significant frontage to Archway Road, and should be an attractive landmark in its own right.

The principal elevation to Archway Road should provide a level of architectural detail which sets it apart from the existing context and creates an attractive welcoming gateway to St Michael's Place. Ground floor amenity spaces within the building should face Archway Road to activate the streetscape.

A combination of recessed and protruding balconies, large windows and distinctive rooflines can add architectural character and uniqueness and create a strong sense of place.

- Required active frontage
- Desirable active frontage
- Desire lines
- Entrance Core
- Archway Road Frontage Zone
- Station Approach Zone
- Village Green Zone

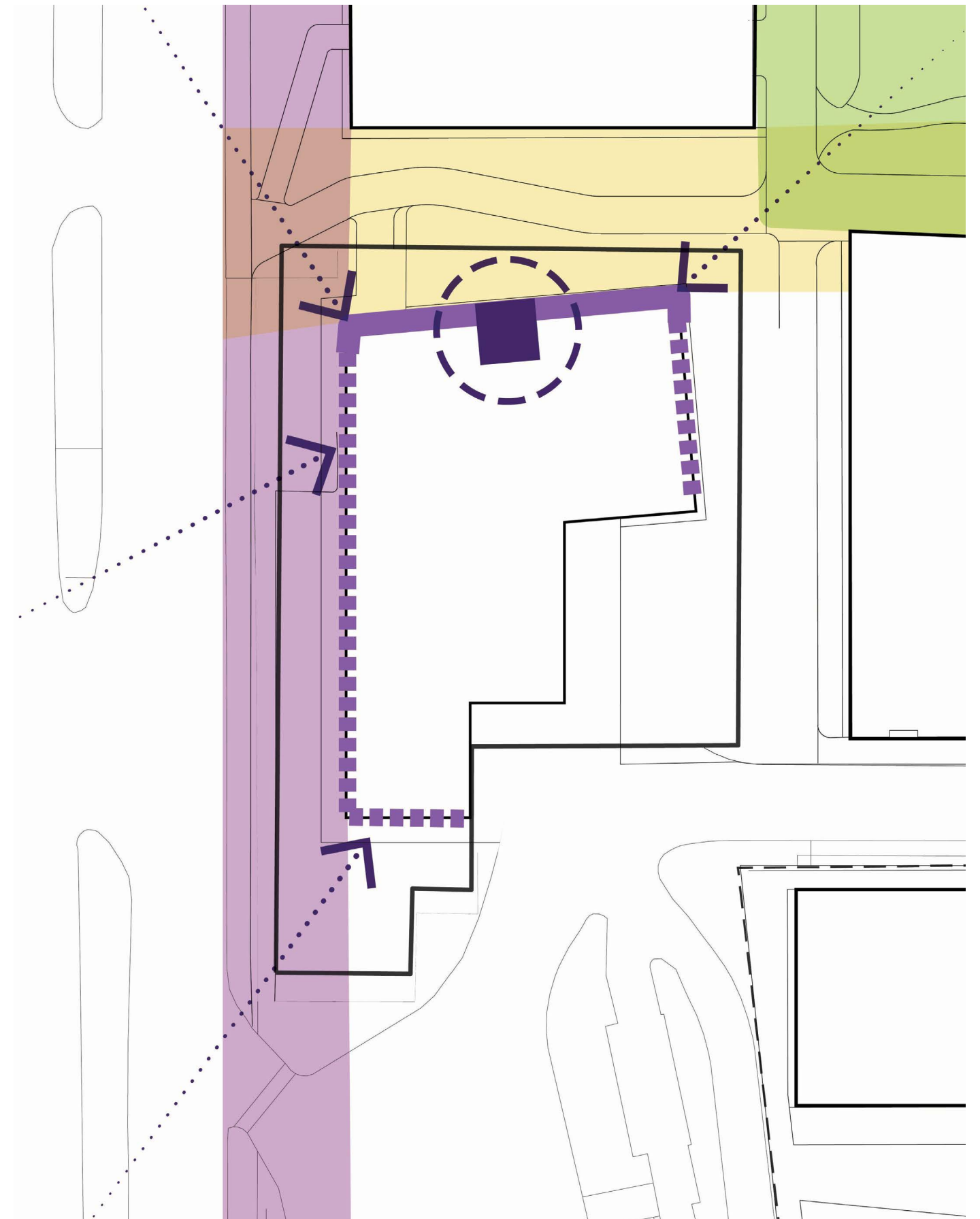


Figure 5.4: Plot 5 Building Frontages Parameter Plan

5.5 Entrances, Privacy & Thresholds

Despite the significance of the elevation on Archway Road, the primary entrance should not be located on this side.

The primary building entrance should be located on the northern edge where the building faces the Council HQ, to create a threshold to the building on a domestic pedestrianised street, as opposed to a dual carriageway.

Ground floor duplex units or individual residences can be accessed from Archway Road and the parallel unnamed road, creating a smaller scale domestic streetscape.

-  Entrance Core
-  Domestic Scale Entrances
-  Archway Road Frontage Zone
-  Station Approach Zone
-  Village Green Zone

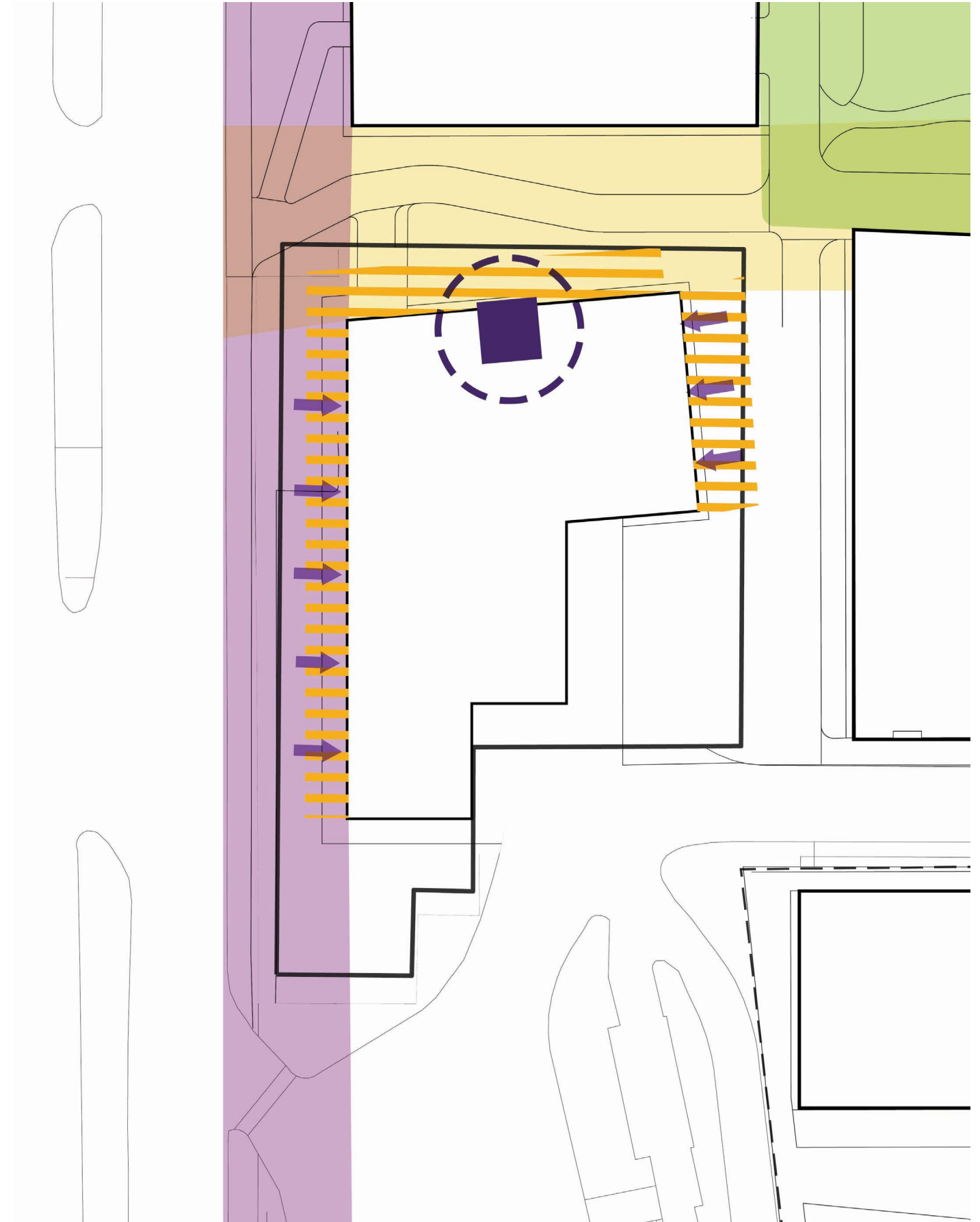


Figure 5.5: Entrances, Privacy and Thresholds Parameter Plan

5.6 Servicing & Vehicular Access

Back of House and servicing access points should be located away from the primary frontages of the building, instead facing inwards towards the existing road alignment present on site at the junction with the petrol station.

This will transform this street into a service road and focus pedestrian and cycling activity towards the central green space, ensuring that there is little crossover between these two use cases.

-  Service/BoH frontage
-  Desire lines
-  Service Area
-  Archway Road Frontage Zone
-  Station Approach Zone
-  Village Green Zone

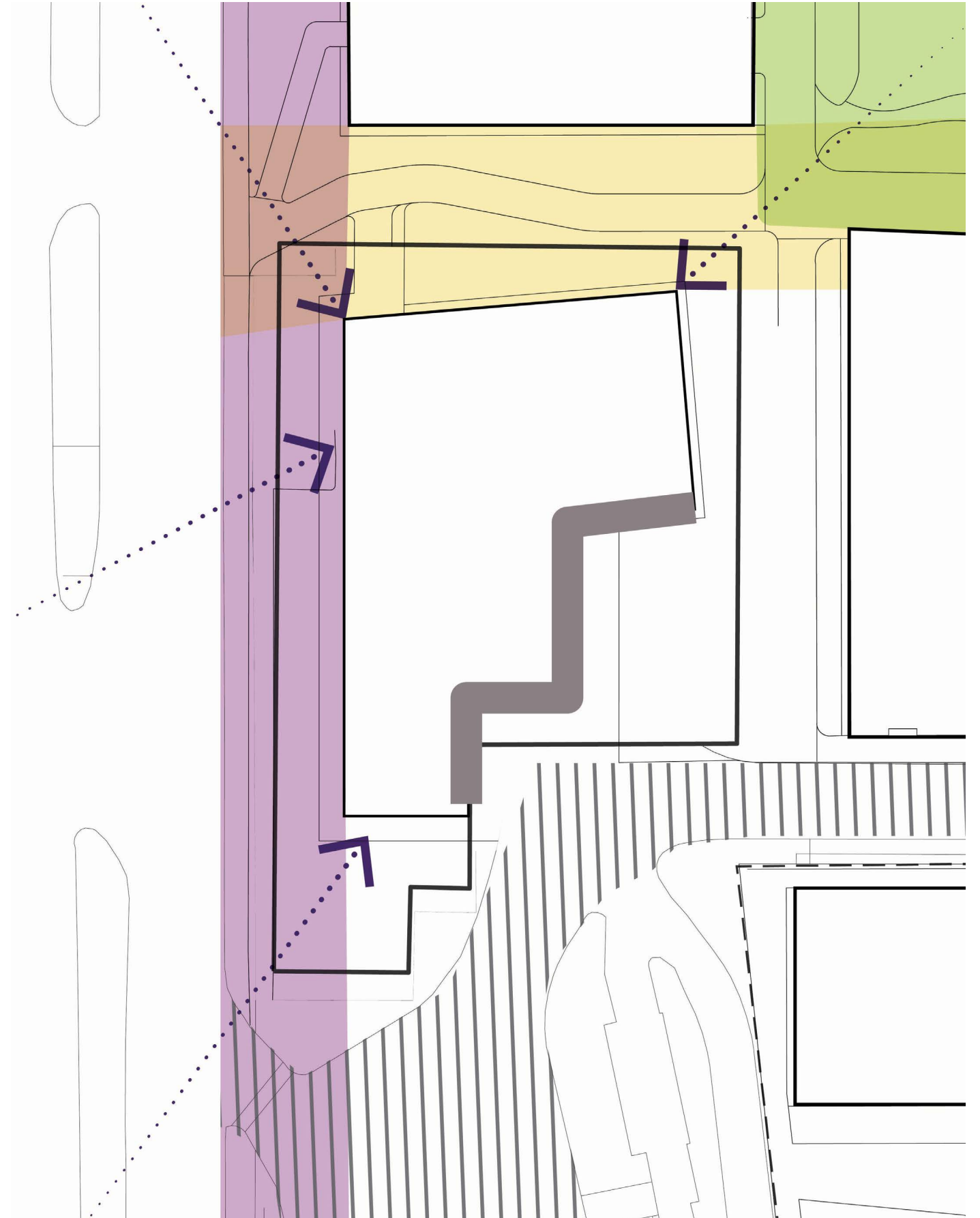


Figure 5.6: Servicing and Vehicular Access Parameter Plan

5.7 Scale, Massing & Form

Plot 5 forms part of the principal elevation to Archway Road, and will act as a gateway block to the development.

The ground floor should incorporate the main entrance to the residences above, as well as active frontages for residential amenity and community spaces. This should be set back to increase the available public realm space outside.

The upper floors, similarly to Plot 3, should have a pitched roof line for the duplex units, and should be expressed differently through material or other design features. These should also be set back from the Council HQ building, to provide privacy.

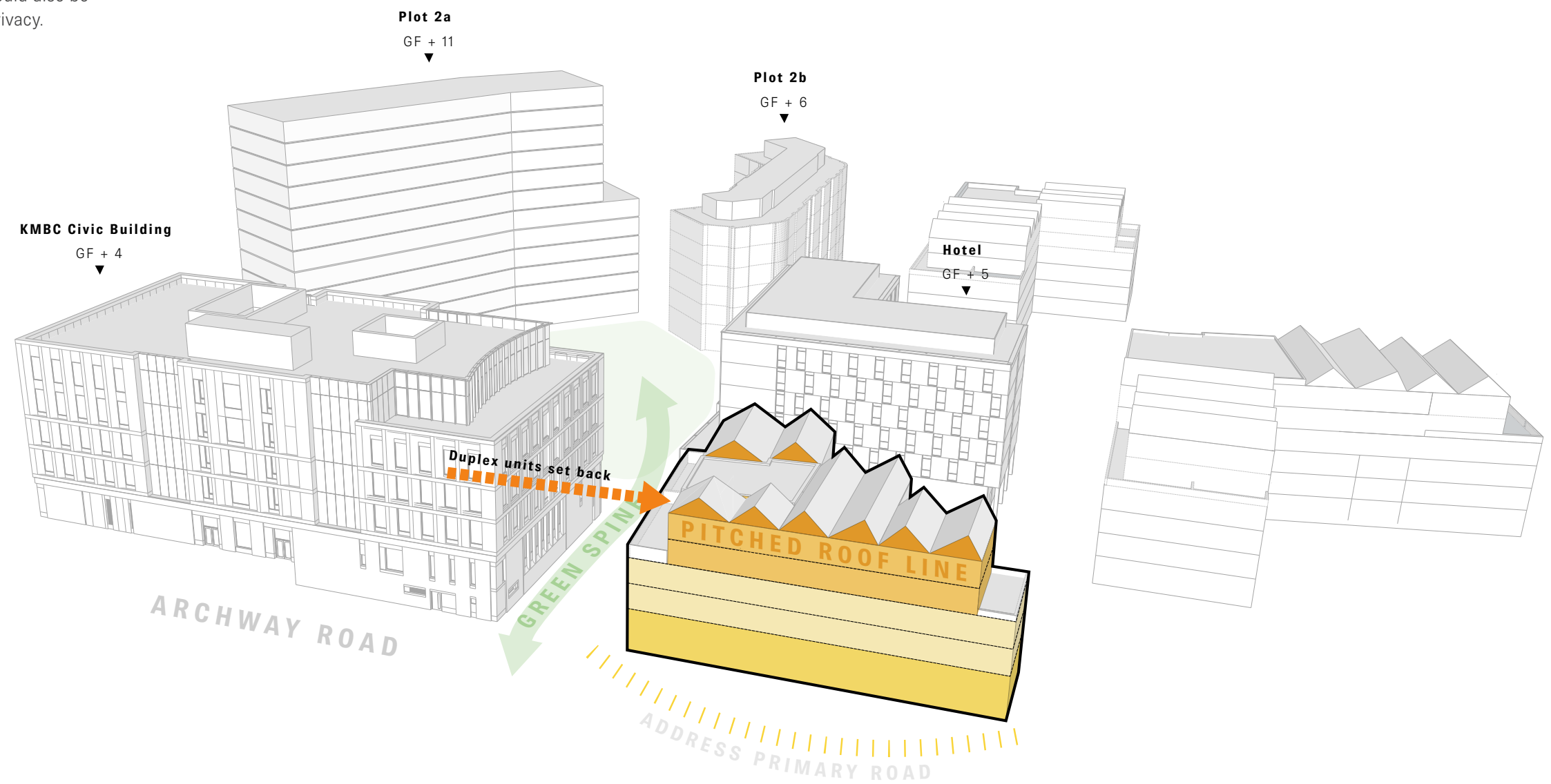


Figure 5.7: Plot 5 Scale, Massing and Form Concept Diagram



06 Plot 6

6.1 Plot Description

Plot 6 completes the development with a new residential block to the corner of Civic Way and Poplar Bank.

It is surrounded by roads on 3 sides and creates its own self-contained civic square on its western edge. Its height, materiality and design should compliment the Library building opposite and avoid overshadowing it, and it should form a part of the increasing height gradient across the site.



Figure 6.2: Plot 3 in context

6.2 Illustrative Massing Context

Here Plot 6 is shown in an illustrative format as part of the wider illustrative masterplan. This helps to bring the nature of spaces and frontages to life.

The detailed design of the block may vary as new schemes come forward but the guidance on the following pages must be adhered to in any final scheme.



Figure 6.3: Plot 3 shown in the illustrative masterplan

6.3 Key Environments interface

This section places Plot 6 in relation to the Key Environments set out earlier in the Design Guidance. Each plot is expected to confirm with the spatial requirements of those areas.

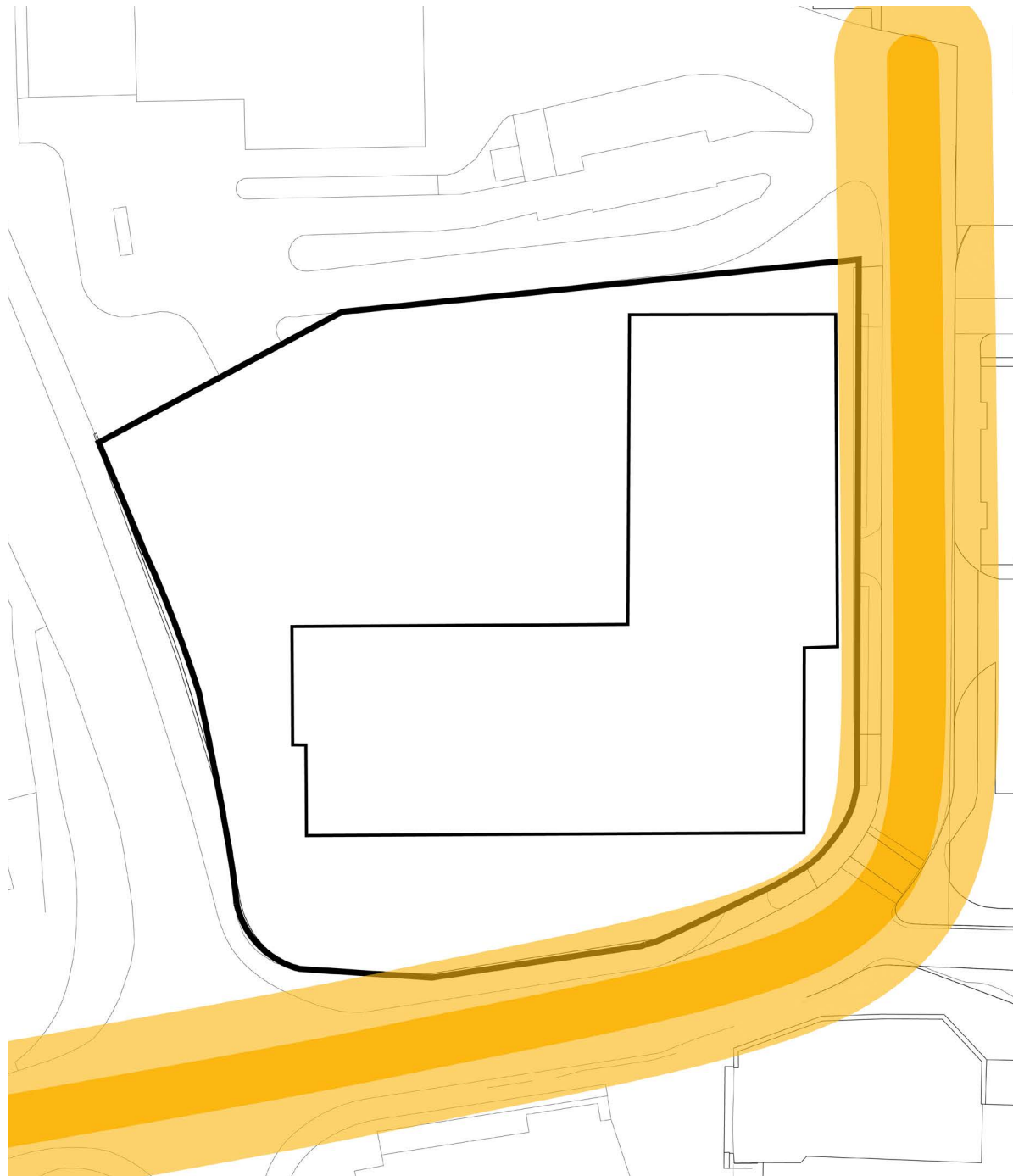


Figure 6.4: Plot 5 Key Environment influences

STATION APPROACH

Key placemaking considerations:

- Buildings should provide strong overlooking frontages to the pedestrian route.
- Active ground floor uses and direct pedestrian access to residential properties are to be encouraged to animate the route.
- New low level and tree planting can help to define the route and provide a comfortable walking environment
- Functional aspects such as plant or bin stores must not be located along this route
- External private spaces should be well defined by planting and boundary features
- Pedestrian priority should be maintained along this route with comfortable crossing points and limited vehicular traffic

6.4 Building Frontages

The plot occupies a key corner gateway location within the masterplan and as such, should reflect this in its architectural resolution.

The southernmost aspect will be the first glimpse of the development when travelling from the station, and the Civic Way elevation must be of an appropriate scale and design quality to create a welcoming and inviting environment along the Station Link connection.

The primary entrance should be located on the corner of the development, framing the small public square created across the road by the Huyton Library and Plot 3.

- Required active frontage
- Desirable active frontage
- Desire lines
- Entrance Core

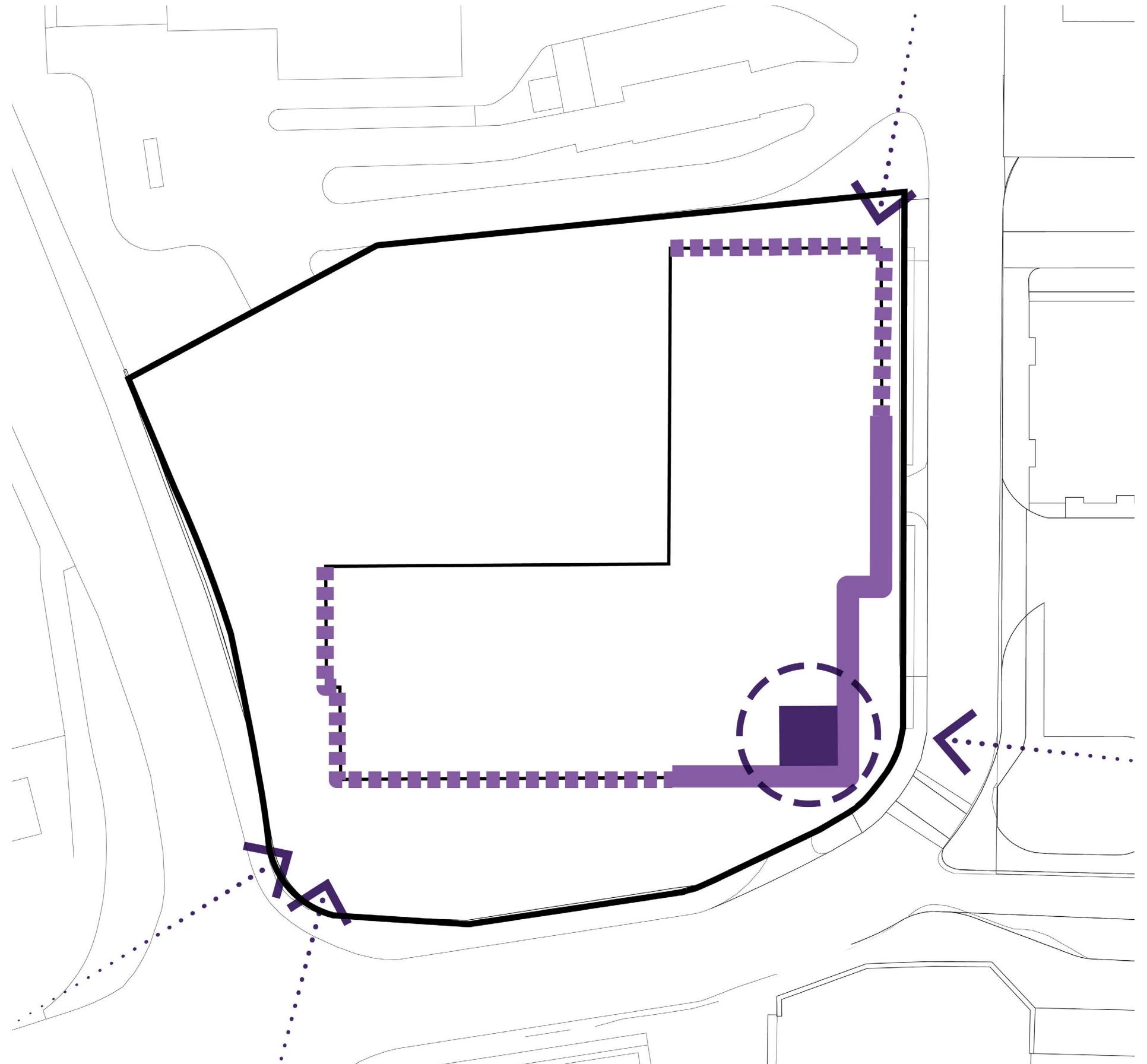


Figure 6.5: Plot 5 Building Frontages Parameter Plan

6.5 Entrances, Privacy & Thresholds

The two principal elevations to Civic Way should provide the primary access points to the building, including any ground floor duplex units.

By positioning the primary residential entrance on the corner, equal emphasis is placed on both adjacent elevations to be inviting and welcoming. The remaining ground floor level will be used for private entrances to duplexes and ground floor apartments at a suitable domestic scale.

Consideration should be given to the positioning and angles of windows where 20m privacy distances may not be able to be provided, and to avoid having windows from habitable rooms too close to windows of adjacent buildings, be they existing or proposed.

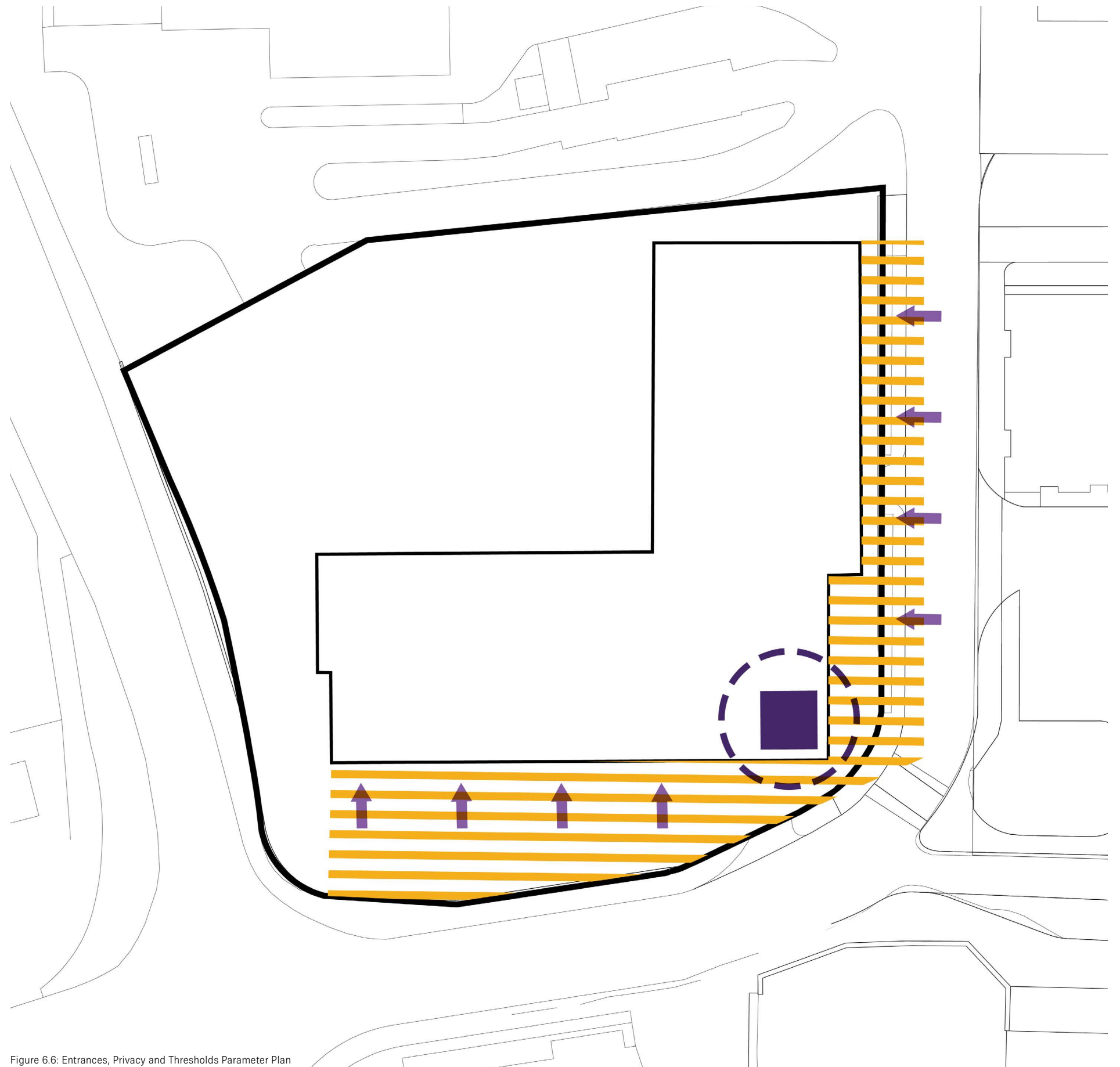
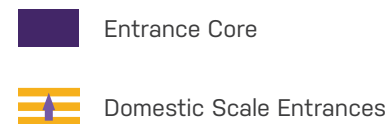


Figure 6.6: Entrances, Privacy and Thresholds Parameter Plan

6.6 Servicing & Vehicular Access

As with Plot 5, Back of House and servicing access points should be located away from the primary frontages of the building, instead facing inwards towards a new junction with the petrol station.

The existing road coming from the petrol station to the car wash is one way, so consideration should be given to the potential impact of additional traffic. As this is not a parking access, vehicles using this route should be fairly uncommon.

-  Service/BoH frontage
-  Desire lines
-  Service Area

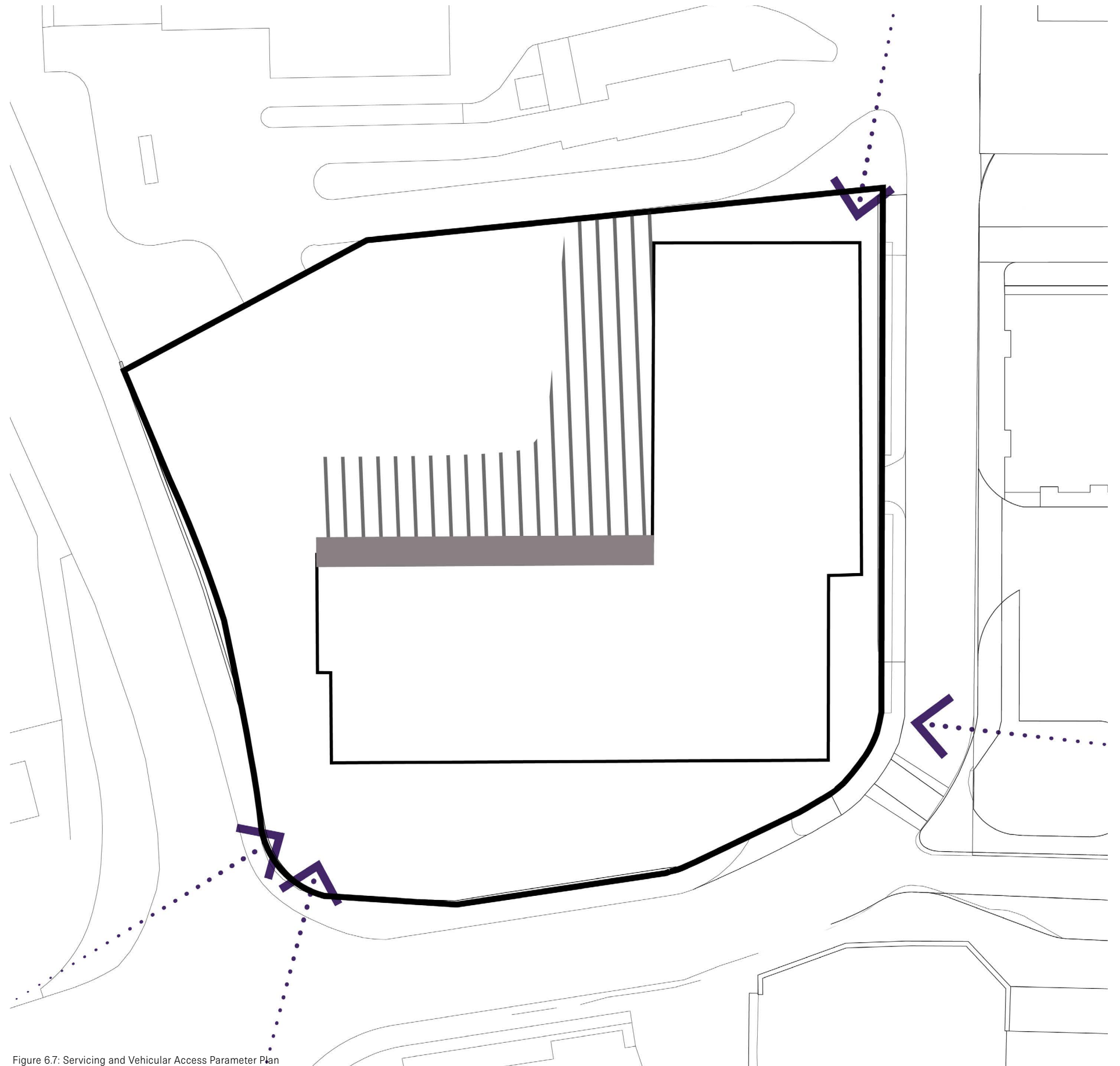


Figure 6.7: Servicing and Vehicular Access Parameter Plan

6.7 Scale, Massing & Form

Plot 6 occupies a critical corner plot within St Michael's Place and forms two small civic squares with the adjacent plots.

Its elevation on Civic Way should create a strong sense of place and activate the streetscape, through a combination of characterful architecture and active frontages. This elevation will form an edge condition to the small public square created by Plot 3 and Huyton Library.

It also forms a small public amenity space within its own L-shape form, sandwiched between itself, the petrol station and Poplar Bank

The pitched sawtooth style roof design language should be carried throughout the design of Plots 3, 5 and 6.

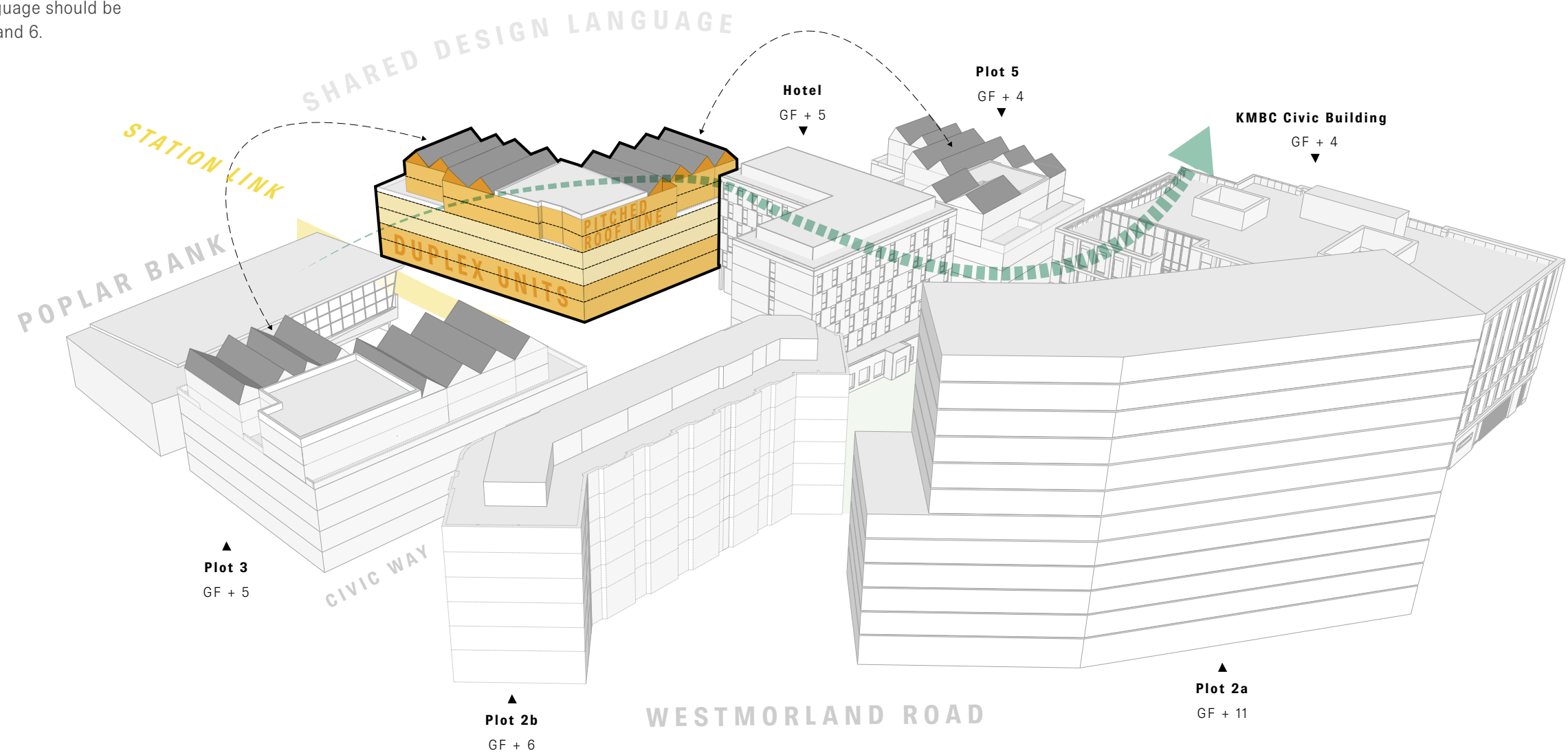


Figure 6.8: Plot 6 Scale, Massing and Form Concept Diagram



07

Plot 9

7.1 Plot Description

Plot 9 will be the location of a new mobility hub, situated on the site of the existing multi-storey car park.

The plot is surrounded by Lathom Road to the east and Huyton Hey Road to the south. Derby Road to the west is a pedestrianised street with a number of retail offerings. Plot 9 contains a covered arcade with vacant retail units.

The Ingeus office building to the south has previously been demolished, and this site is vacant.

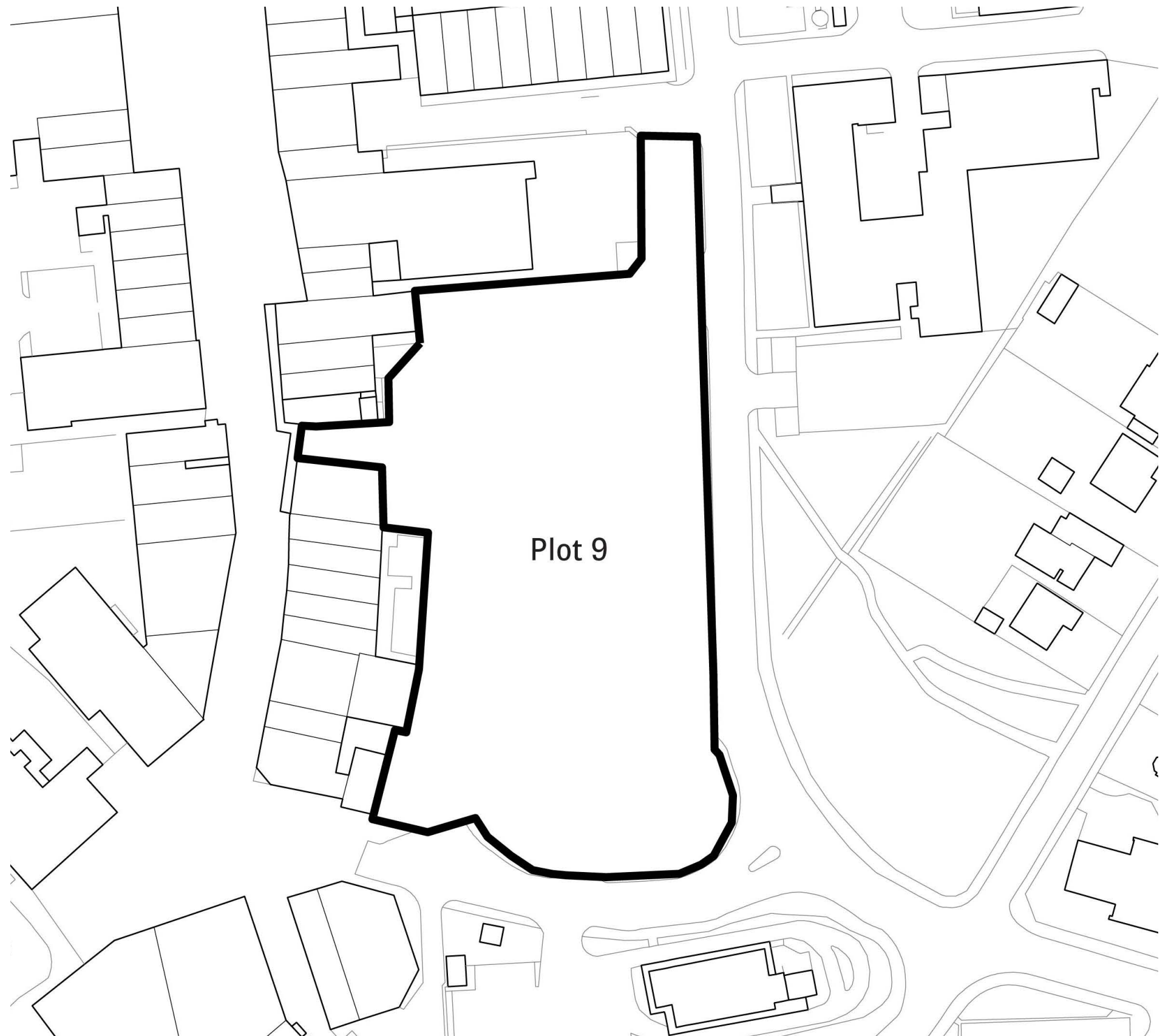


Figure 71: Plot 9 in context

7.2 Illustrative Massing Context

Here Plot 9 is shown in an illustrative format as part of the wider illustrative masterplan.

Vehicular access should be taken from either Lathom Road or Huyton Hey Road, with pedestrian links connecting the development to the western masterplan site via Derby Road.

The building footprint should contain car parking and an active travel hub, with wider public realm and landscape improvements.

-  Illustrative footprint
-  Pedestrian access points to outline development plots
-  Vehicle access points to masterplan areas

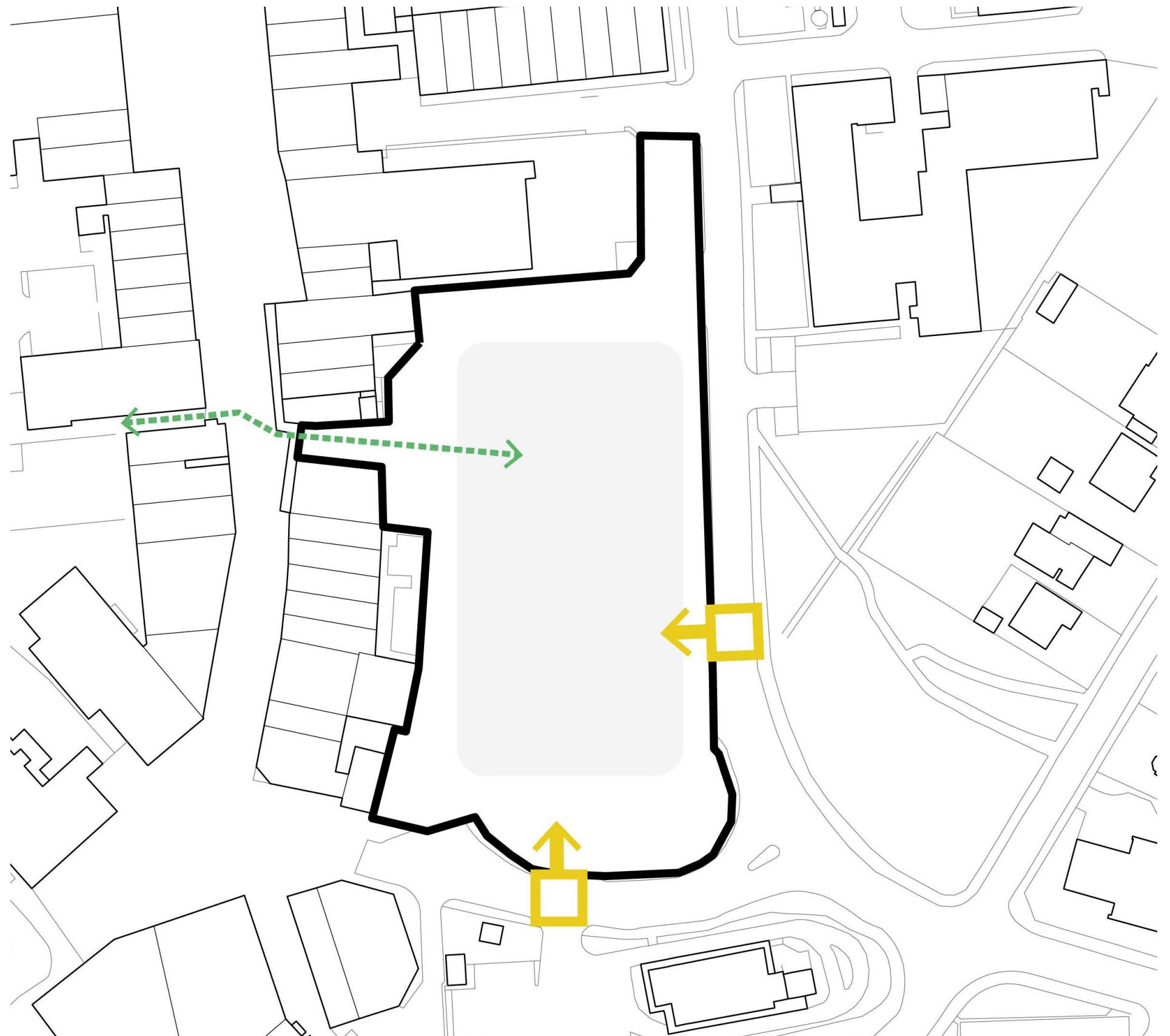


Figure 7.2: Plot 9 shown in the illustrative masterplan



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Manchester, M1 7JR

