



**Michael's
Place**

Design and Access Statement

Masterplan & Hybrid Planning Application



**Figure 0.1: St Michael's Place
Masterplan Illustration**

St. Michael's Place - the characterful heart of Huyton

This document sets out an illustrative vision for the future of Huyton underpinned by a series of key design principles. It clearly identifies those aspects of the proposed development for which outline and detailed planning permission is sought.

Overleaf is the contents for this document, capturing the work from across a multi-disciplinary design team, working to support Gener8 Kajima Regeneration in partnership with Knowsley Council.

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SMP-LUD-ZZ-ZZ-RP-U-900001 St. Michael's Place Design and Access Statement

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



Figure 0.2: Aerial view of St. Michael's Place



01

Introduction

1.1 Introducing St. Michael’s Place

The Development

St. Michael’s Place is the new name for a redeveloped Civic Quarter within the centre of Huyton. It represents a key brownfield regeneration opportunity that can deliver a high quality mixed use environment and act as a catalyst for further change and investment.

The application is made in hybrid form and seeks planning permission for the following:

“Hybrid planning application comprising: (Part A) Detailed application for the erection of a new Council Headquarters, hotel, public realm, change of use of Cavendish Walk to flexible Class E and/or F1 uses, site-wide enabling and associated works following demolition of existing buildings. (Part B) Outline application for a mixed-use development comprising residential (Classes C2 and C3) uses, commercial and community uses (Classes E and F1), replacement car parking provision at Lathom Road, public realm and associated works, with provision for meanwhile uses.”

Detailed Application

- the demolition of the existing Municipal Tower and Annex, Computer Building, no. 22 Derby Road (Existing ‘Kwik Tan’ and ‘Admiral Casino’ units), associated car parks and removal of trees;
- the demolition of Lathom Road multi-storey car park, former Indoor Market Hall beneath and adjoining ‘Lansdowne Way’ shopping arcade;
- the change of use of Cavendish Walk from retail to flexible uses within Classes E and F1
- the reprofiling of ground levels and installation of sustainable drainage infrastructure across the entire red line boundary;
- The provision of 2 no. highway access locations from Poplar Bank/Civic Way and Westmorland Road;
- the erection of a 5-storey new civic building to serve as headquarters of the Council (plot 1) with 4 no. accessible parking spaces and provision of additional VIP parking spaces to rear of Cavendish Walk;
- the erection of a 6-storey, 130-bed hotel (plot 4) with 2 no. (accessible) parking spaces;

- the laying out of a new public park and associated public realm covering an area of c. 1.4ha including pedestrian and cycle routes on to Archway Road, Derby Road, Civic Way and Westmorland Road;
- the removal of existing trees;
- the relocation of the Cenotaph.

Outline Application (Comprising 6 no. Development Plots)

- Up to 420 no. residential units comprising a range of tenures (Plots 2a, 2b, 3, 5 and 6);
- Up to 5,600 no. sqm of commercial floorspace including active ground floor (Plots 2a, 2b, 3, 5 and 6)
- New surface level and decked car parking at Lathom Road, alongside Active Travel Hub and public realm improvements connecting to Derby Road
- the ability to provide meanwhile uses on plot no. 2a including sport and recreation uses (e.g. padel court), pocket parks, community gardens, events space (e.g. pop-up markets).

The upper development quantum referenced above is not sought in totality, therefore two scenarios which would maximise residential and commercial development are set out below:

- Up to 420 no. residential units and no more than 1,600sqm of commercial floorspace (intended to comprise active ground floor uses); or
- Up to 5,600sqm of commercial floorspace (intended to comprise 4,000sqm of office floorspace and 1,600sqm of active ground floor uses) and up to 370 residential units.

Consultant Team

This client group have assembled a professional team to bring best practice design skills to develop proposals for the St. Michael’s Place development:

- Lucid - Masterplanner & Landscape Architect
- Turley - Planning Consultant
- 5Plus - Council HQ Architect, BSA & CDM Principal Designer
- KKA - Hotel Architect
- Astute - Transport planning & highway design

- Buro Happold - Civil & Structural Engineer - Council HQ, Hotel & Site Wide Infrastructure/Enabling Works
- Ridge - Hotel BSA + CDM Principal Designer
- Hoare Lea - Building Services & Sustainability Engineer, Council HQ/ Site Wide Utilities
- Arcadis - Cost Consultant
- Hannans - Hotel MEP & Sustainability Engineer
- Jensen Hughes - Hotel Fire Engineer
- AEC Acoustics - Hotel Acoustic Engineer
- RDPR - PR & Comms
- Fusion21 - Social Value
- CloudNine - Social Impact Consultant
- Devon Management - Client CDM Advisor



Figure 1.1: Huyton With Roby War Memorial

1.2 The Purpose of this Document

Design & Access Statement

This Design and Access Statement (DAS) has been prepared by the consultant team on behalf of Knowsley MBC and GKRL. It details the masterplanning process and key design and access requirements, in support of a hybrid planning application for the proposed development of land in central Huyton. The DAS articulates the key design principles and parameters of the proposed development.

This document will form a part of a planning application which will be submitted to Knowsley Metropolitan Borough Council for the St Michael's Place development. It will outline:

- The existing site context, its materiality and colour palette, analysis of its character and heritage assets, opportunities and constraints;
- Overall vision and objectives for the masterplan, development goals and targets as well as design intent;
- The evolution of the design from its initial concept stage to the final design;
- The illustrative masterplan with details about plots, layout, scale, massing and form;
- A series of site-wide strategies and parameter plans which outline the design intent for the masterplan; and
- Plot-by-plot guidance information which outlines a variety of Urban Design principles, including frontages, entrances, environments, height and design features which should be considered in the architectural resolution of the building.

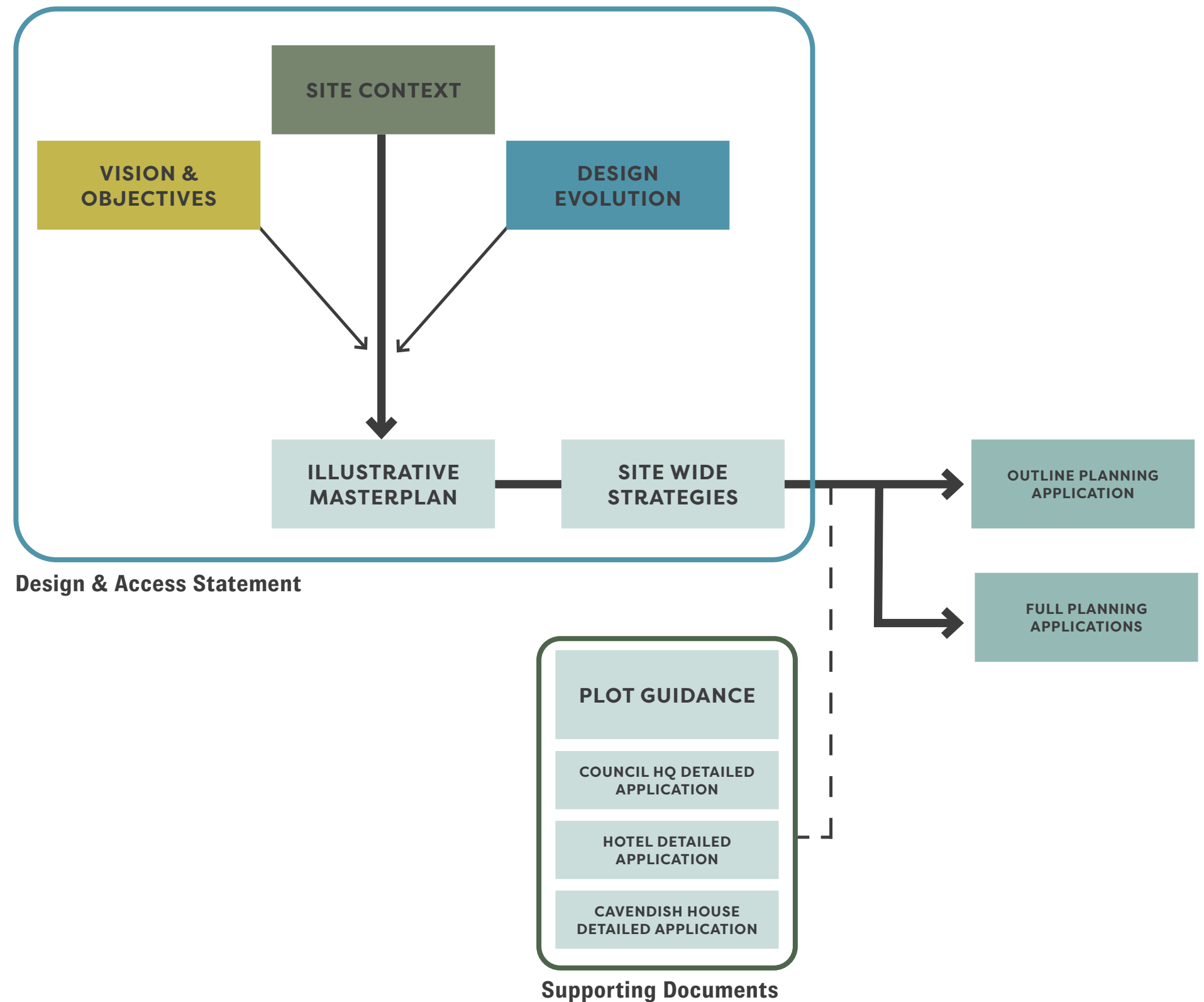


Figure 1.2: Proposed Document Structure

1.3 The Sites Today

The site covers approximately 3.8ha of central Huyton. It is bounded to the north by Archway Road, to the west by Poplar Bank, to the east it connects with Derby Road.

The site is currently characterised by a series of isolated civic buildings set within surface car parks and backed onto by the open service areas of retail units along Derby Road. The site is dominated by tarmac surfacing, punctuated by some mature tree planting and hedgerows.

Within the site and beyond the block facing directly onto Cavendish Walk the area is a quiet spot within the centre of Huyton and has always formed something of a hinterland behind the high street. It has limited relationship to either the commercial uses further along Derby Road or the residential areas to the North of Archway Road.

Pedestrian routes are defined by the edges of parking zones, rather than servicing natural desire lines within the centre. The vehicle dominated feel is accentuated by the open aspect to Archway Road drawing traffic noise into the site.

The west site is bounded to the north by Archway Road, to the West by Poplar Bank, to the East it connects with Derby Road and Cavendish Walk. There is an existing electrical substation present on the site.

To the east the site borders Lathom Road with the plot is currently occupied by a multi-storey car park which connects with the retail environment along Derby Road.

The Huyton with Roby Cenotaph is located within the western site boundary on the roadside of Civic Way situated opposite a surface car park, surrounded by trees. It is not celebrated as much as it could be and there is an opportunity to make it a focal point.

Cavendish House is situated to the north east of the site, and is being retained and refurbished as a part of the proposals. The office building on Huyton Hey Road to the south east of the site opposite the bus station was demolished in 2024.

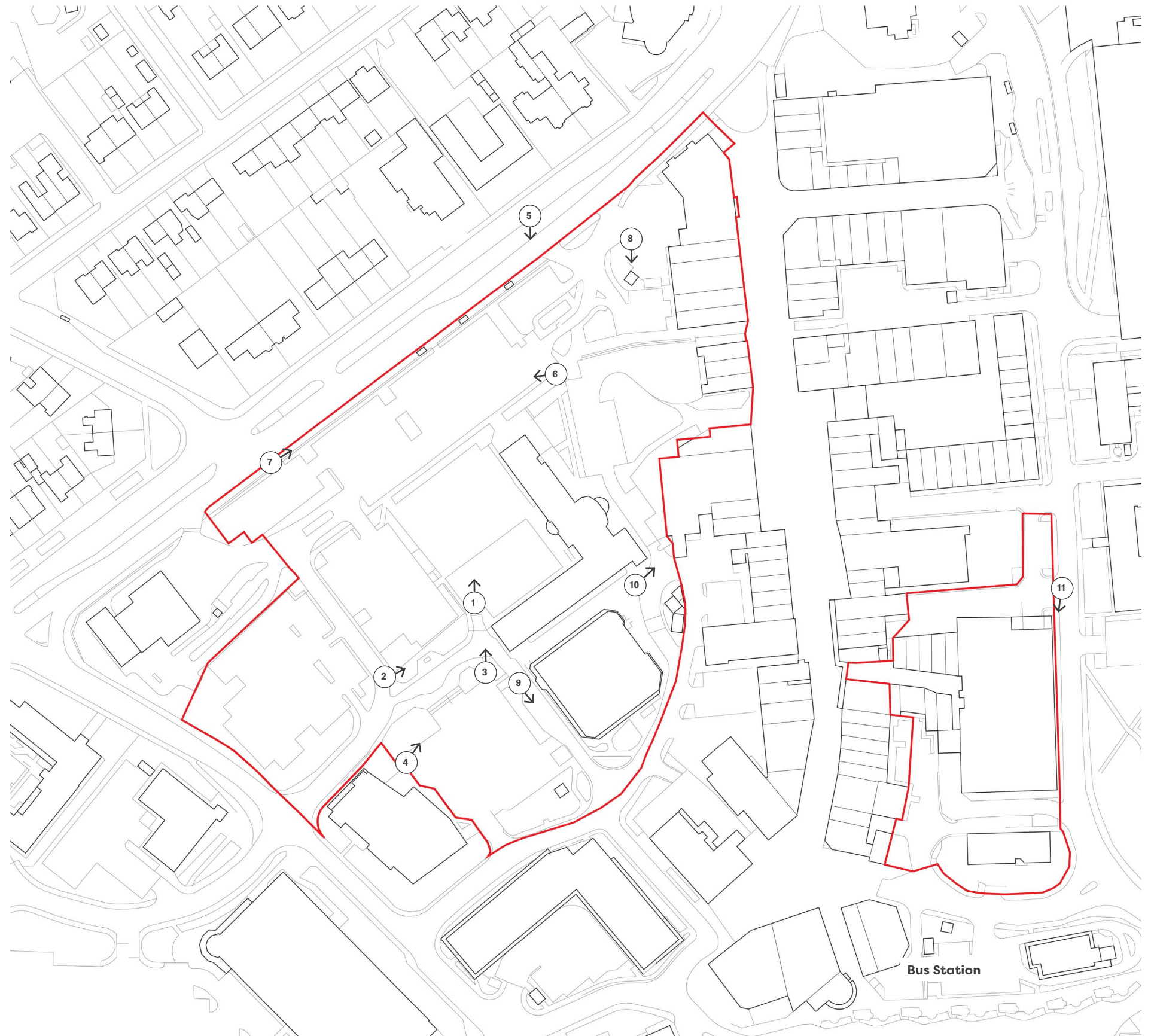


Figure 1.3: Site boundary





Figure 1.4: 1 | View into Civic buildings and associated surface car park



Figure 1.5: 2 | Cenotaph and existing vegetation on Civic Way



Figure 1.6: 3 | Elevated view from surface car park on site of now demol-



Figure 1.7: 4 | View from Huyton Library car park towards the Civic buildings



Figure 1.8: 5 | View from Archway Road



Figure 1.9: 6 | Typical view (looking north) into public car park



Figure 1.10: 7 | Relationship to Archway Road with small set back, hedgerow and level change



Figure 1.11: 8 | Service yard and sub station to rear of Cavendish Walk



Figure 1.12: 9 | View south along Civic Way towards Train Station



Figure 1.13: 10 | View across service road to rear of Derby Road



Figure 1.14: 11 | Multi-storey car park on Lathom Road

Hello Huyton Village



Huyton Village is, like many other retail centres, experiencing a significant change with shopping habits evolving and an increasing presence of leisure and community uses. St. Michael's offers a real opportunity to support existing uses through a new resident population, day-round activity and increased footfall.

Figure 1.15: Shopfronts on Derby Road



02 Context

2.1 The Purpose of this Section

This section provides a background analysis to Huyton Town Centre and its existing built form, landscape and character.

It will also outline the Planning Context for the site, reviewing previous allocations and applications made in the immediate area. It will provide an insight into the existing condition of Huyton from a variety of Urban Design, Architectural and Landscape viewpoints. It will review the historical regression of the town and analyse the rapid development in the 1960s.

By better understanding what is already present on site, we are able to form a number of conclusions and summaries that will identify key areas and themes that the masterplan will address.



Figure 2.1: Aerial photograph of Huyton © Alamy

2.2 Planning Context

- For the purposes of this application, the adopted Development Plan comprises:
- Knowsley Local Plan Core Strategy (“LPCS”);
 - Saved policies of the Unitary Development Plan (“UDP”); and
 - Merseyside and Halton Joint Waste Local Plan.

A summary of the relevant policies from the development plan are set out below.

Knowsley Local Plan Core Strategy

The Knowsley Local Plan Core Strategy, adopted in January 2016, sets out the overall spatial strategy for the borough and the objectives and strategies that will help achieve the vision for the area:

“By 2028, Knowsley Borough will be known for its successful suburban townships that promote a sense of place and community, having sustainable, diverse, more prosperous and healthy populations.”

The need to balance Knowsley’s own growth with the strong relationship with Liverpool mean Knowsley aims to complement the growth of the wider city region through providing skills training and economic growth.

In particular, Huyton Village was identified as requiring investment to meet its full potential as a town centre. The key identified strategic objectives include:

- Strategic Objective 2: promoting “a well-balanced housing market” by delivering “high quality sustainable housing in appropriate locations to meet needs and demand”.
- Strategic Objective 3: to “regenerate and transform areas of social and economic deprivation” to, in part, generate “more cohesive communities”.
- Strategic Objective 4: to “promote [a] distinctive, viable and sustainable town centre in Huyton”, in order to “develop in a manner which supports local communities”.

- The key core strategies which apply to the Proposed Development include:
- Policy CS3 – Housing Supply, Delivery and Distribution: “Provision will be made for 8,100 new dwellings to be delivered in Knowsley between 2010 and 2028, at an annual average of 450 dwellings per annum”.
 - Policy CS4 – Economy and Employment: to support sustainable economic growth, in part through improving “accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate’ and ‘support the development of tourism facilities”.
 - Policy CS6 – Town Centres and Retail Strategy: Huyton town centre will ‘enhance’ its role in providing comparison and convenience shopping, which ought to be supplemented by a “complementary mix of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night-time uses”

Saved Policies of the Unitary Development Plan

The Knowsley Replacement Unitary Development Plan, adopted in June 2006, was updated with the adoption of the Local Plan Core Strategy, which replaced several policies. Below are some of the key policies that continue to be saved and apply to the proposed development.

- EC6: Tourism and Cultural Development
- S2: Diversification of Uses within existing Centres
- T7: New Development and Walking & Cycling Routes

2.3 Other Material Considerations

The Framework and Planning Practice Guidance

The National Planning Policy Framework ("the Framework") is a material consideration to be afforded substantial weight in the determination of the application. The national Planning Practice Guidance ("PPG") also provides relevant guidance and is referred to within the foregoing analysis and in other supporting reports where applicable. The following parts are considered of particular relevance:

Delivering a Sufficient Supply of Homes

Chapter 5 of the Framework seeks to promote the delivery of a sufficient supply of homes.

Paragraph 77 sets out how "the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities".

Building a Strong, Competitive Economy

Chapter 6 of the Framework states that planning policies and decisions should contribute to creating conditions which businesses can invest, expand, and adapt.

Paragraph 87 states that planning policies and decisions should acknowledge and deliver the particular locational requirements of different sectors, this includes 'clusters or networks of knowledge and data-driven, creative or high technology industries'.

Ensuring the Vitality of Town Centres

Chapter 7 of the Framework states that planning policies and guidance should support the role that town centres play at the heart of local communities.

Of particular relevance, paragraph 90 states that planning policies should:

"a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters..."

Supplementary Planning Documents

The Council has adopted a number of Supplementary Planning Documents ("SPDs") which expand upon the policies within the LPCS. This includes the Huyton Village Masterplan SPD in April 2017. Covering the period to 2028, it outlines the planned development for Huyton Village, the town centre. It focuses on the civic role of Huyton within the borough of Knowsley as the focus for development:

"In 2028 Huyton Village will be a thriving attractive destination providing new commercial, retail and residential opportunities that will be at the heart of the local community."

Within the masterplan, aim for improvement of retail spaces is targeted, alongside a plan for the development of housing in order to benefit from public transport improvements and support the development of an evening economy. The Masterplan also identifies that an existing strength of Huyton is the large amount of footfall from local office employees during office hours as a result of existing Council offices as well as other offices used by private businesses. New buildings within Huyton are anticipated to further expand the Council offices.



Figure 2.2: Huyton Planning Context © Knowsley Metropolitan Borough Council

2.4 A Strategic Location

Huyton is located within the Metropolitan Borough of Knowsley on the eastern edge of Liverpool.

It is strategically connected to key regional centres via regional rail and road links including the nearby M62 and M57 motorways.

Liverpool City Centre can be reached within 15 minutes, Central Manchester within 42 minutes, and Preston within 40 minutes by train.

It is in close proximity to the Grade II listed Knowsley Park and Croxteth Hall Park as well as other large open green spaces such as Stadt Moers Park, Childwall Golf Course and Bowring Park.

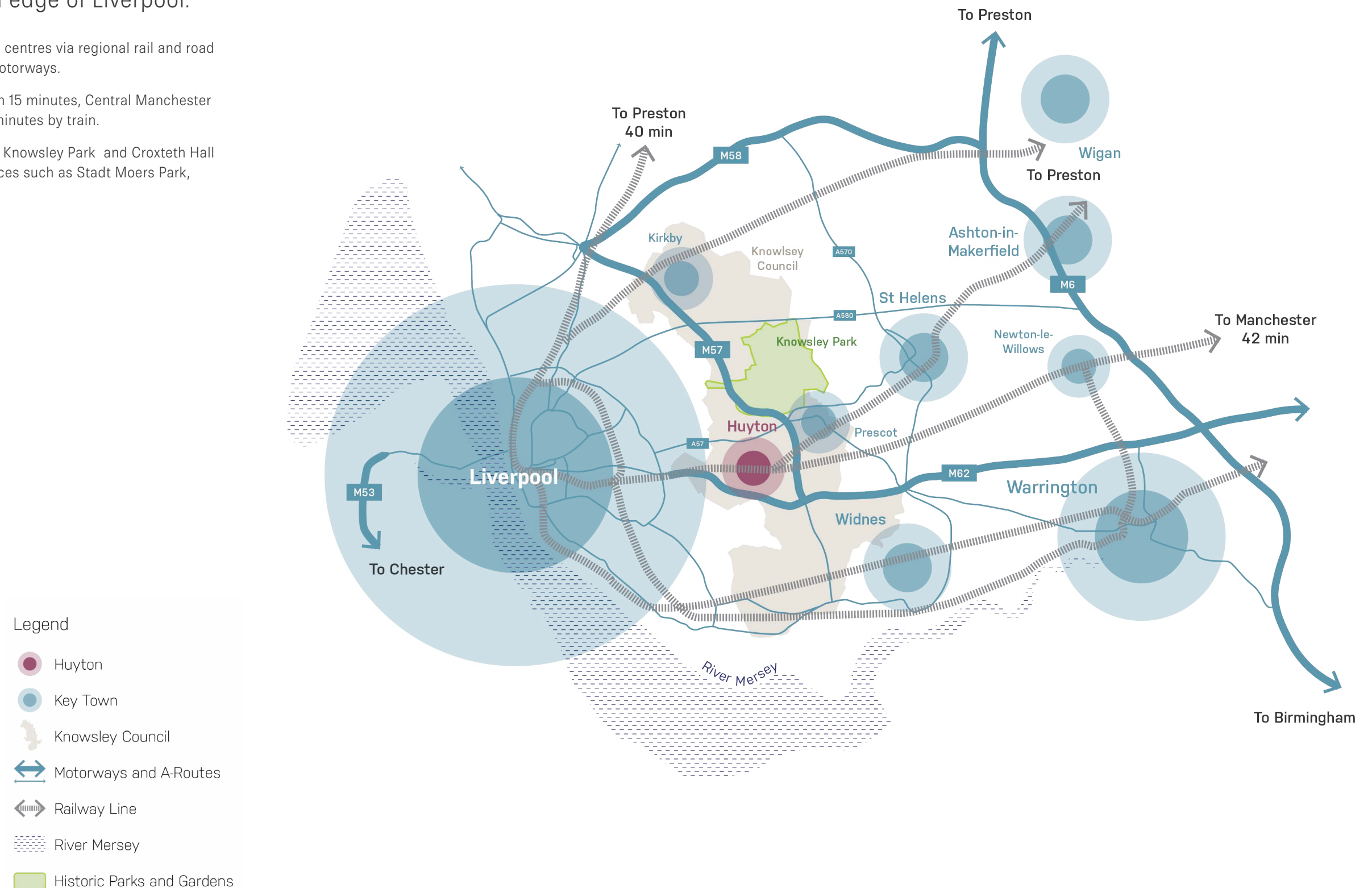


Figure 2.3: The immediate context of Huyton

2.5 A Well Connected Town Centre

Huyton Train Station and Huyton Bus Station are accessible from the site within a five-minute walk.

The bus network connects the site to local destinations and the train station provides links to central Liverpool, central Manchester, John Lennon Airport and Preston. Consequently, Huyton and the site are strategically connected to the wider region.

The site's proximity to both mobility hubs makes it a vital town centre site, and should provide a strong core to the town centre's function to reflect its important central location.

Legend

- The Site
- Huyton Town Centre
- Primary Road
- Secondary Road
- Tertiary Road
- Trainline
- Bus Station
- Bus Route
- Walking and Cycling Route

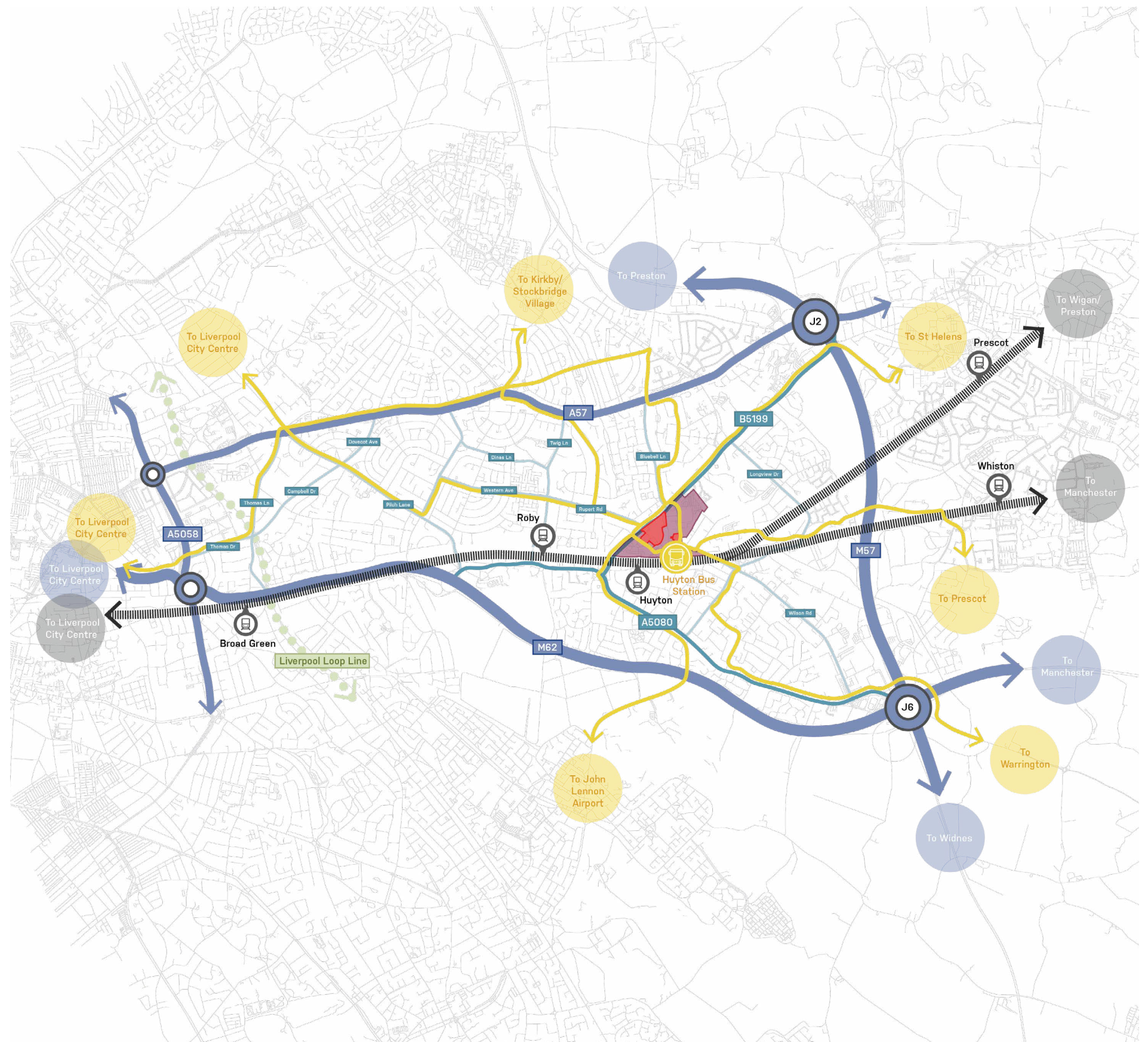


Figure 2.4: Key connections to Huyton



2.6 Local Character

Huyton is a town rich with character and history, but that has suffered due to its ad-hoc approach to urban planning and town centre regeneration.

Rapid town centre expansion in the 1960s and 70s, combined with a nationwide trend of catering to the automobile instead of pedestrians; led to the town centre becoming larger but more isolated, dominated by surface car parking.

Despite the railway station's close proximity to the town centre, there is no access to the station from the north, resulting in a fragmented urban grain and a lack of flow between the station and the town centre. Derby Road is home to a mid-20th century shopping precinct, of which a number of units are now closed or in need of repair; but a majority are well-kept and looked after.

The Grade II* listed Church of St Michael is situated on a hill approximately 100m north of the site, and is the origin of the name of the development.

The site, despite its constraints, represents a real opportunity to create a successful, attractive and desirable town centre and a place where people will want to stay, not just pass through.



Figure 2.5: The Grade II* listed St Michael's Church



Figure 2.6: View of houses along Blue Bell Lane

The wider area retains traces of a more agricultural setting with pockets of density and focal green spaces and remnant hedgerows. These are extended by more recent but now well established tree lined streets to give a generous green feel.

2.7 A Green Town

The site is located within a network of varied open spaces. Several parks with children's play areas, playing fields and cemeteries can be accessed within one kilometre of the site.

Within 2 kilometres of the site, the provision of large pieces of green infrastructure increases further, providing access to two large parks, golf courses, playing fields, allotments and a community garden and woodlands. Knowsley Park, which is designated as a historic park and garden, is located in the northern part of Huyton.

The nearest public open space is Huyton Parish Church Cemetery, less than 200m from the northern edge of the site. Huyton Wetlands is less than 500m north of the site, which is a large open green space suitable for more activities. The closest green space with a designated play space is 300m south of the site, located within McGoldrick Park.

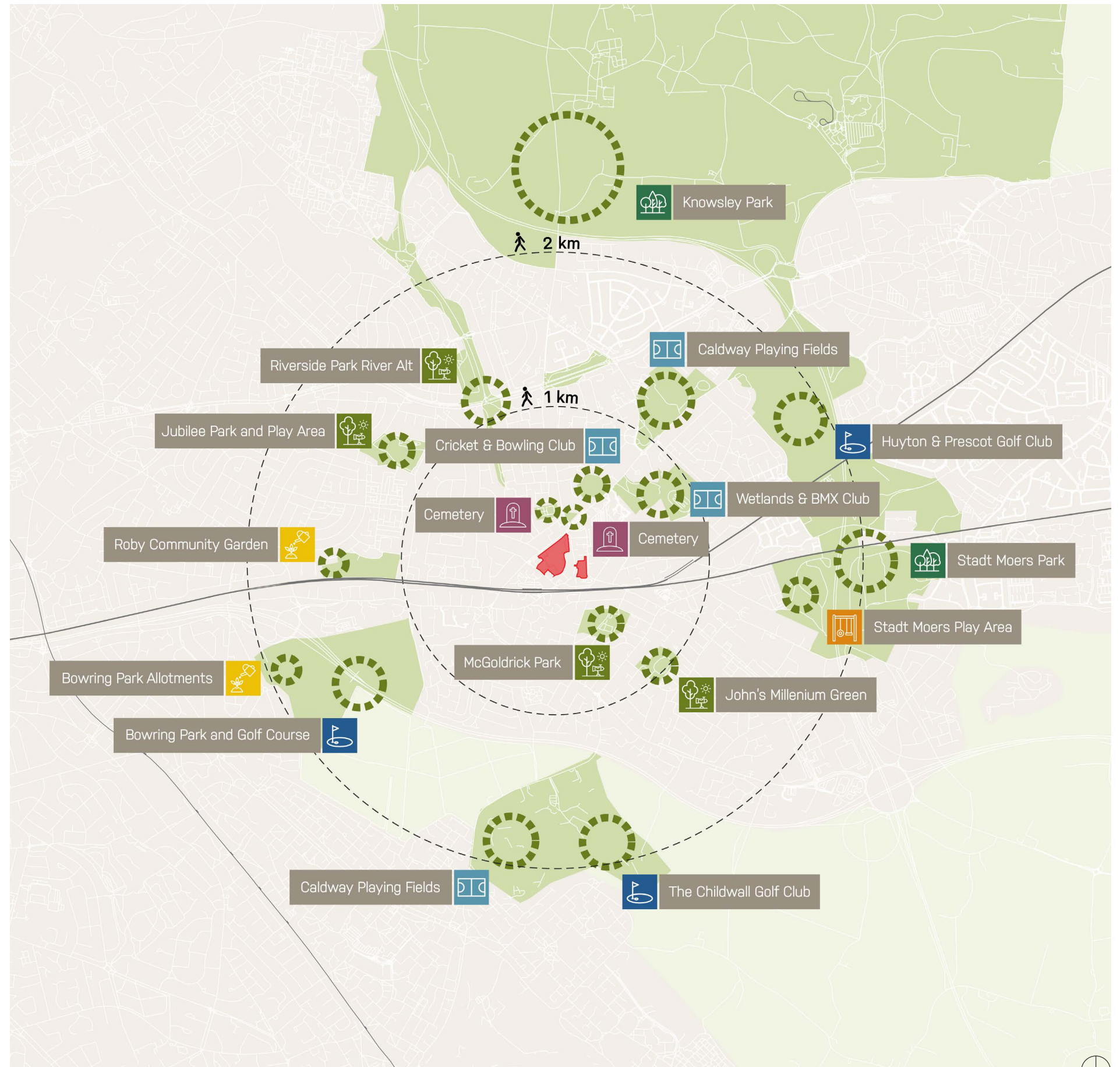


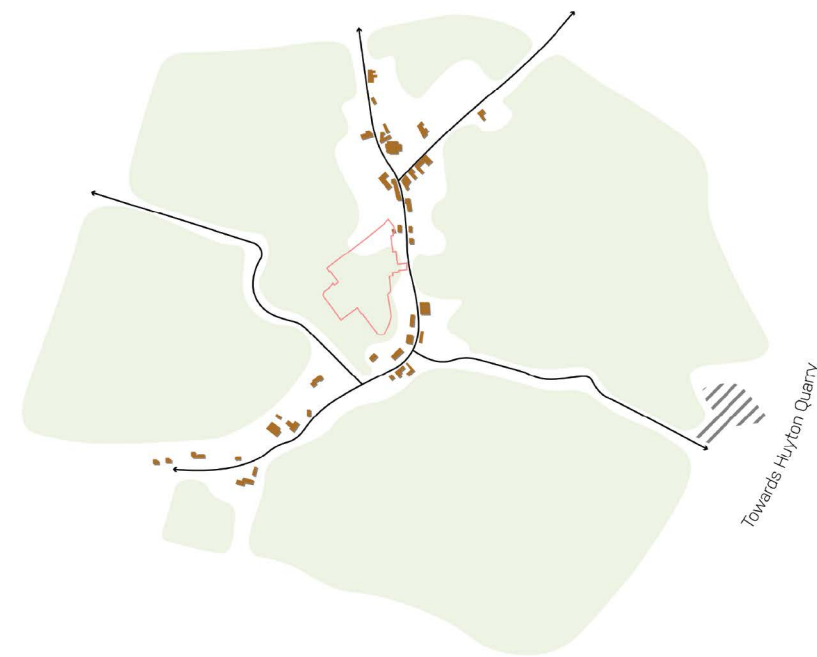
Figure 2.7: Green Space provision within Huyton

2.8 Wider Urban Evolution

Historic form (Origins to early 1800s)

The village on the high ground. Huyton's origins were as a natural settlement point on localised high ground within a low lying marshy setting.

Derby Road formed a linear high street linking surrounding activities and culminating with St. Michael's Church and the Village Green to the north. It became a focal point for the agricultural community linking to Roby to the West.



Infrastructure & expansion (1850s to 1950s)

The arrival of the railways, mining and quarrying saw Huyton expand with an increasing population and a growing residential hinterland. The role of the high street diversified and agricultural areas in-filled.

This process accelerated in the mid C20th with new road infrastructure enabling more suburban expansion.



A larger but more isolated centre (1970s onwards)

Increasing emphasis on buses and cars to get around saw encircling routes widened. New civic functions were located off main roads with significant areas given over to surface car parking for staff and visitors to the centre. Larger format retail distorted the traditional high street and the area saw a shift away from living within the centre.



Figure 2.8: Urban form development between the 1800s and 1970s

2.9 A Rural Village at Heart

Huyton has seen transformational change over the 150 years with quarrying and mining along with the arrival of the railways kick-starting a period of expansion from its traditional rural settlement. Over the C20th suburban expansion has enveloped the centre and traffic infrastructure severed some relationships but despite this the traditional village heart of the area can still be seen today.



Figure 2.9: Views along Derby Road

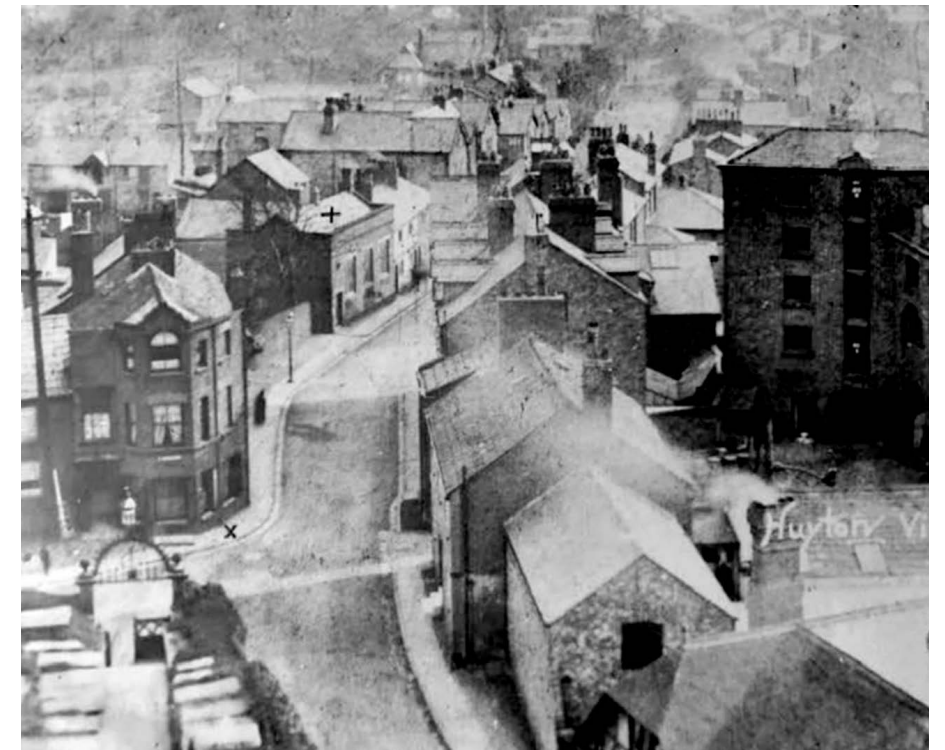


Figure 2.10: View from Derby Road/Cavendish Walks location towards St. Michael's Church



Figure 2.11: A changing relationship - the links between St. Michael's and the centre have been affected by traffic over time.



Figure 2.12: View of St Michael's Church from Archway Road

Huyton has a series of fine buildings and spaces which tie the centre back to its village origins. The St. Michael's Place development can help to celebrate this heritage in a modern form, amplifying its positive impact.

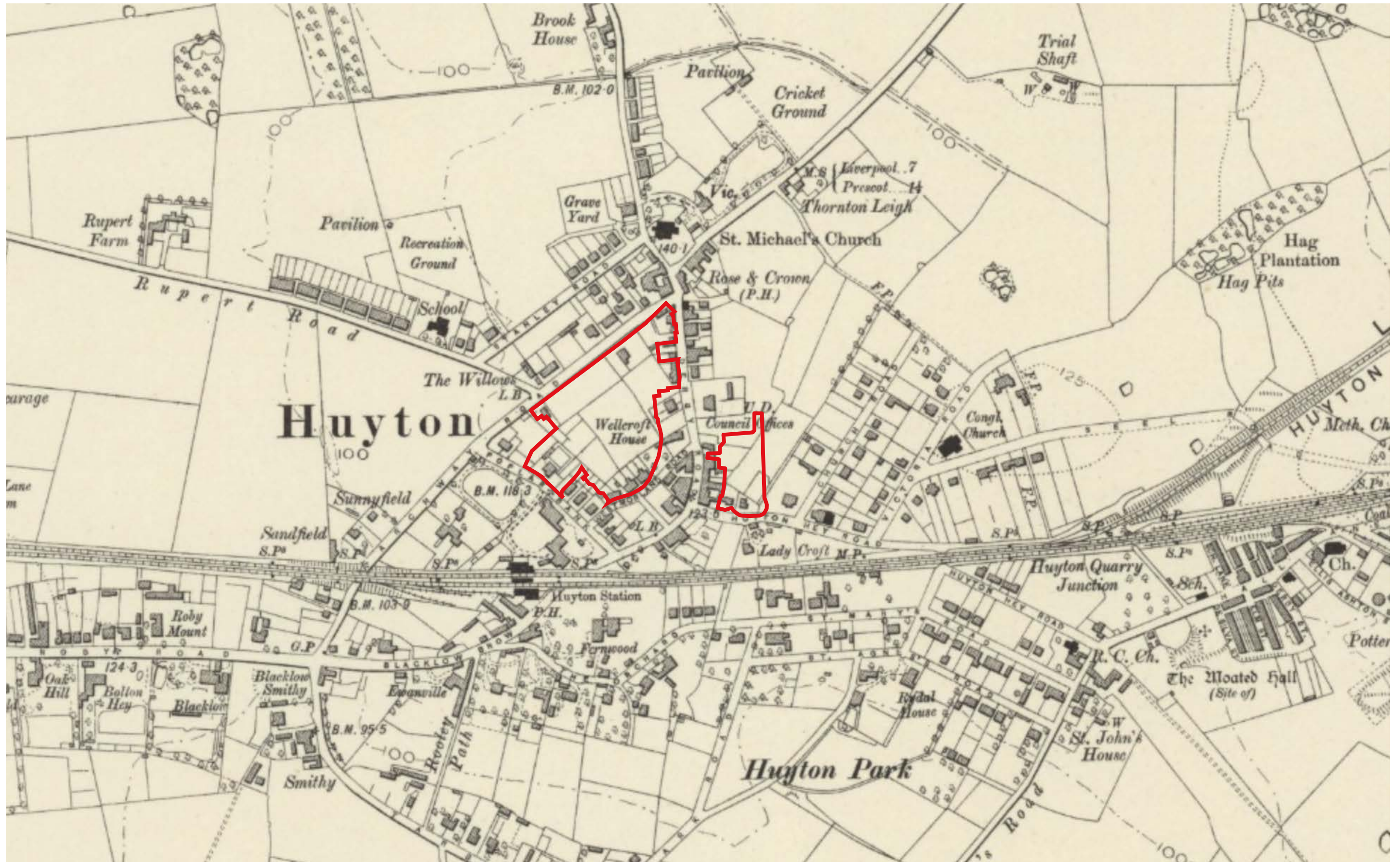


Figure 2.13: Historic map of Huyton c1908 showing the traditional village pattern now affected and expanding following the introduction of the railway. Reproduced with the permission of the National Library of Scotland.

2.10 Townscape

The site's townscape is dominated by surface car parks, post-modern public service buildings and a multi-storey car park. Along the High Street, there are retail units which back onto the central area of the site. The back of house elevation of Cavendish House is exposed to the north of the site, and the site fronts onto a number of service areas.

The site's boundary condition to Archway Road is fragmented and eroded with large voids across the area, providing no real presence to the main road.

Knowsley Council



Knowsley Council



Retail Units - Rear



Multi-Storey Car Park



Surface Car Park



Huyton Library

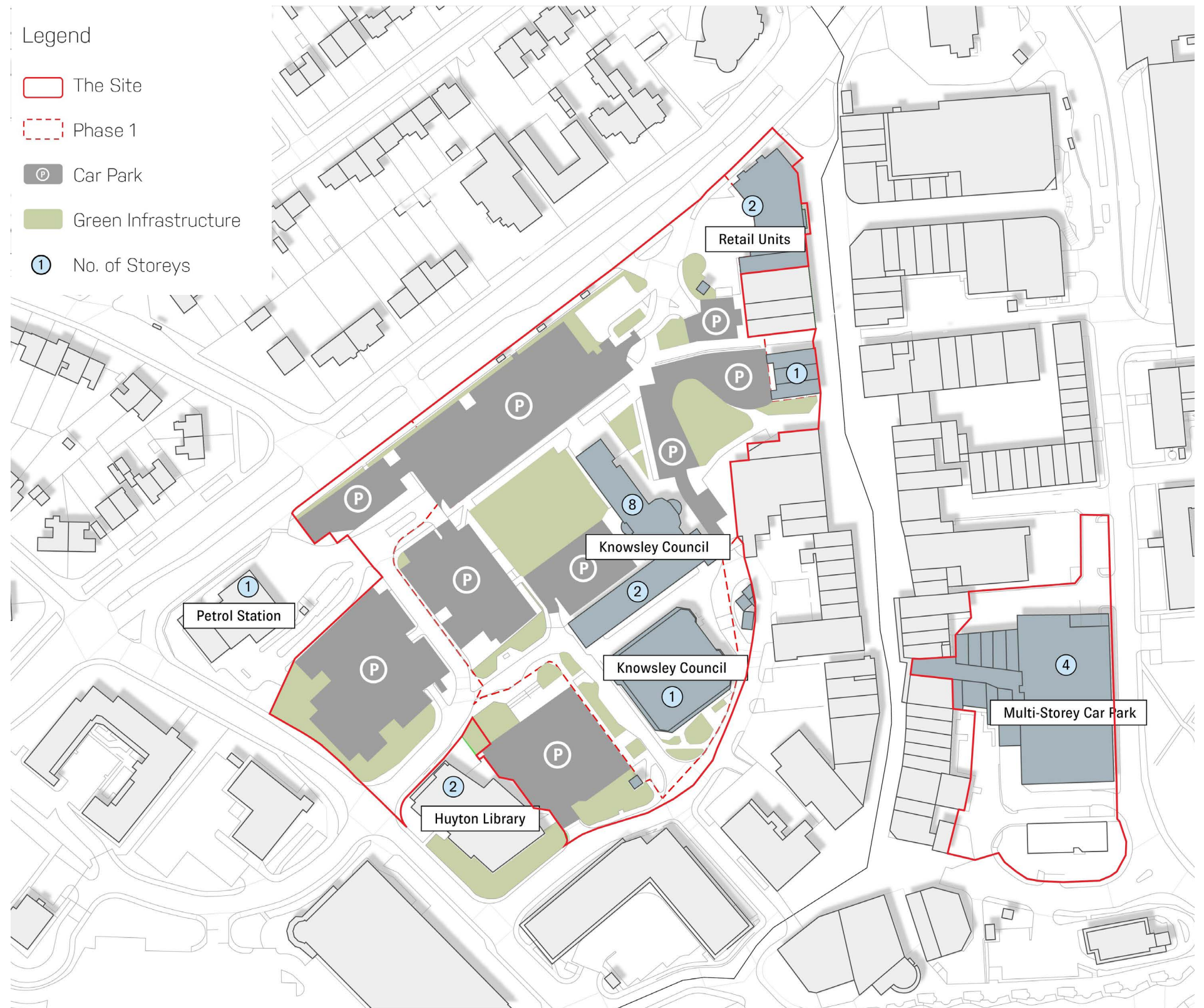


Figure 2.14: Townscape Analysis Plan



2.11 Surrounding Character Areas

As Huyton has evolved over time, the town centre has seen a number of character areas emerge. The site is mostly characterised by large public service and retail buildings. Surrounding the site, there are more traditional buildings in the conservation areas to the north, west and south, and key public transport hubs.

The retail centre predominantly consists of mid 20th century low-rise retail unit which face on to a pedestrianised street with strong building lines. A lack of street furniture or public art leaves large barren expanses of hardscaped surface with little planting or foliage. Shop fronts generally face inward and do not activate or engage with the space.

Public Services



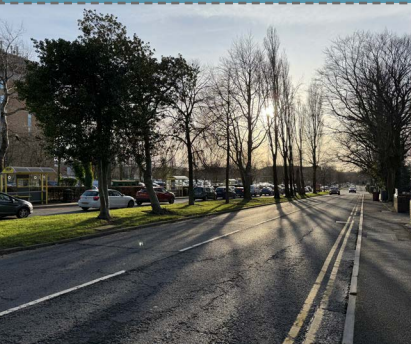
Public Transport Hubs



Retail Centre



Archway Road



Residential Areas

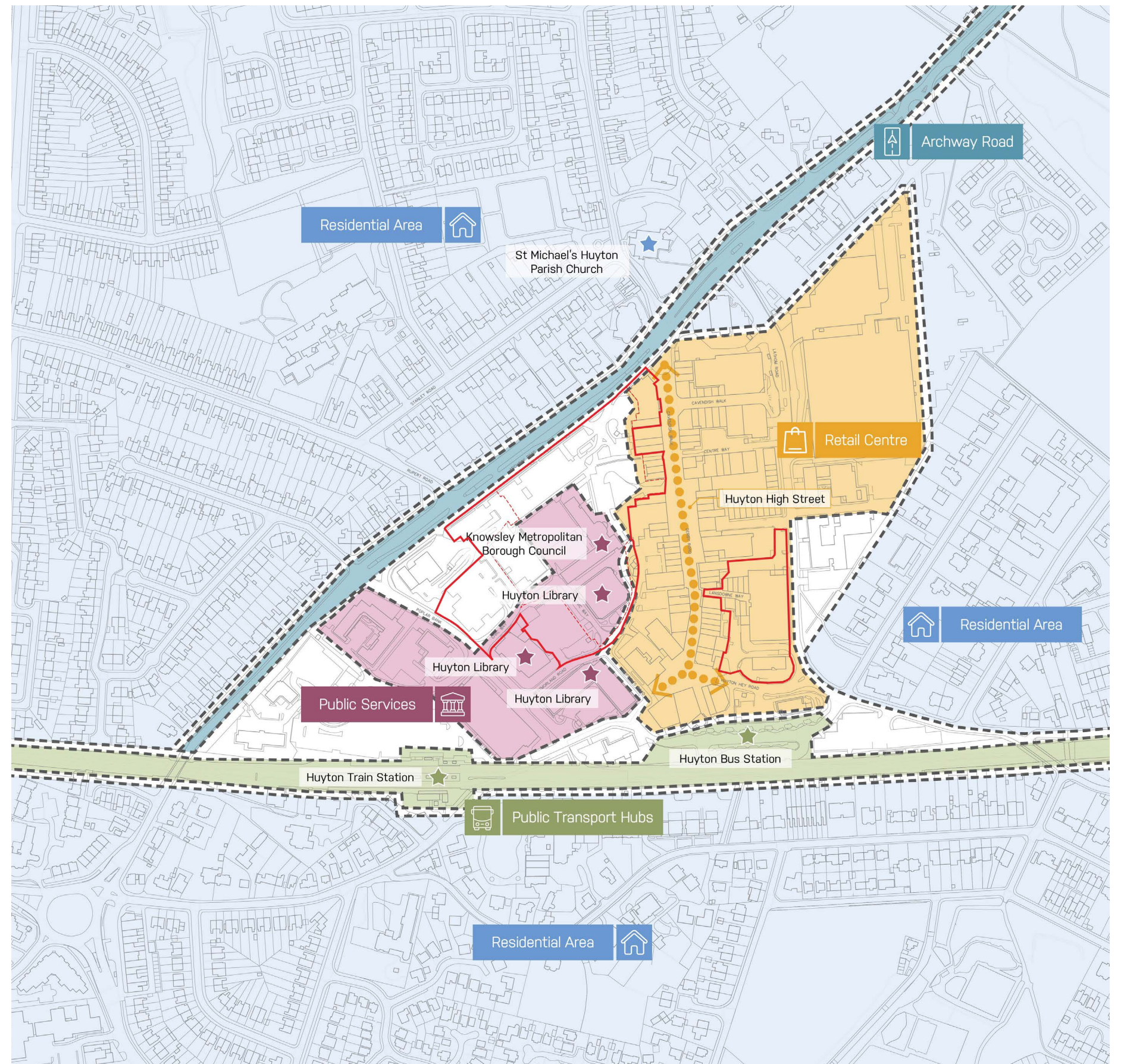


Figure 2.15: Existing Character Areas Plan

2.12 Heritage and Conservation

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



Figure 2.17: The Orchard

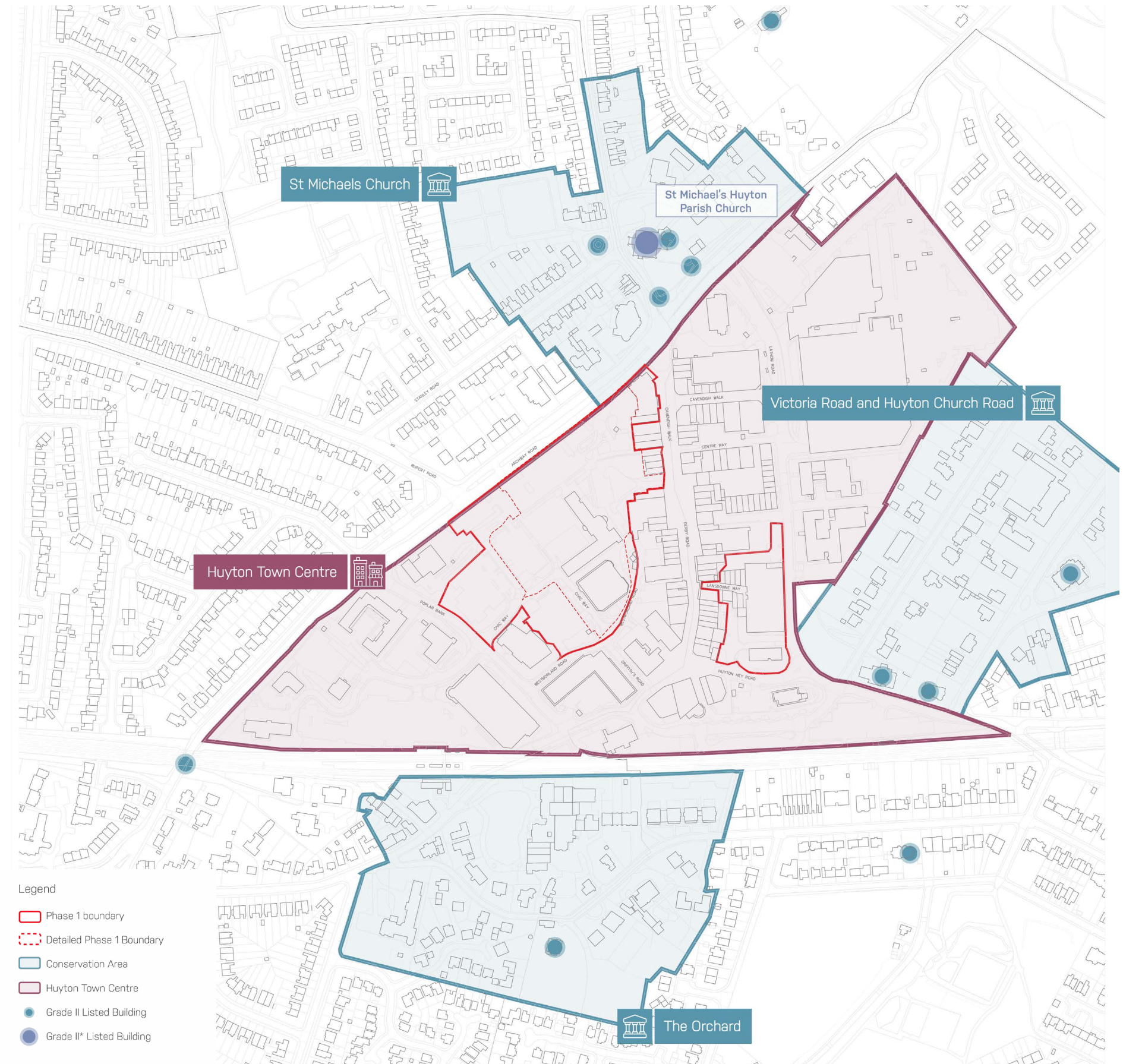


Figure 2.18: Heritage Baseline Plan





Figure 2.19: View within St Michael's Church Conservation Area

2.13 Façades & Features



Figure 2.20: Shopping precinct in Derby Road

Expressed structure.

Here, in strongly contrasting materials, we can read the structural frame of the building and this is also used to divide different uses and relationships to the public realm.



Figure 2.21: Lathom Road Multi-storey as seen from Lathom Road

Banding & articulation - modern.

Here we see shifts in materials and textures being used to define a plinth with shift in paving material reinforcing this effect.



Figure 2.22: Expressive architecture on Derby Road

Variety within a structure.

The structural grid here is expressed through a change in materiality, with strong vertical and horizontal axes communicated through the elevation design and a tall smoke stack.



Figure 2.23: Brickwork banding and lintels to houses in the area

Banding & articulation - traditional.

Here we see darker elements and contrast within brickwork to emphasise faced features and introduce horizontal rhythm.

The traditional areas of Huyton offer a series of cues for the design of public space that can integrate well with its surroundings



Figure 2.24: Obelisk mark entrance to Huyton Parish Church Cemetery

Paths & markers.

Huyton Village Green and Cross provide a strong precedent for shared open space with clear pathways and markers.

Routes punctuate open lawned areas with strong boundary features and steps/level changes offering protection and opportunities for informal seating.

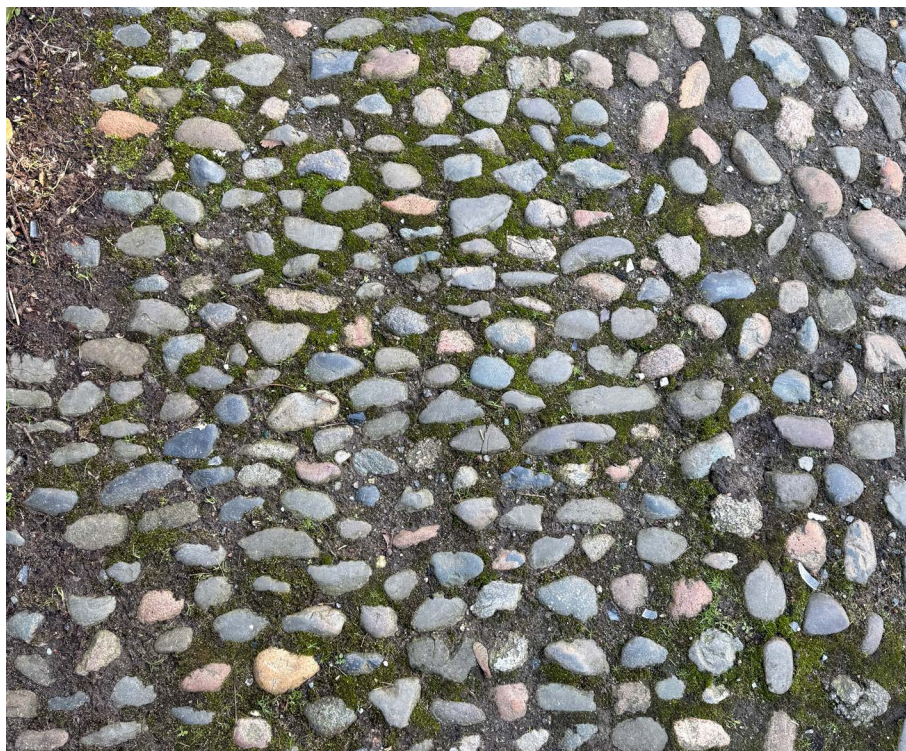


Figure 2.26: Traditional cobbled paving surface

Use of texture.

Within the St. Michael's conservation area we see use of pebbles in paving.

This shift in texture defining different areas for comfortable walking and those intended as subtle privacy strips or areas to allow access but gently discourage walking/gathering.

Cues from surrounding historic environments that can be used to introduce depth of interest & character



Figure 2.25: Corner plots do not leave exposed blank gables

Expressed corners - traditional.

Feature window, curvature and termination of eaves detailing accentuate the building corner here.

Framing of elements.

Here subtle shifts in tone and use of decorative brickwork emphasise windows and entrances and introduce banding to highlight storey shifts & break up the facade.



Figure 2.27: Wayfinding and signage on key corners

Expressed corners - modern.

Here we see a modern take on the expressed corner with window openings and material shifts 'turning the corner' in a restrained but noticeable way. More recent signage has picked up on this and reinforced the impact.

2.14 Thresholds & Boundaries



Figure 2.28: Existing hedgerows as boundary treatments

Hedgerows.

Traces of the historic plot boundaries can be read in the existing vegetation across the centre. Use of hedges as boundaries help to maintain a green character, support local wildlife and help to tie the area back to its pre-industrial village form.



Figure 2.29: Bluebell Lane, opposite St Michael's Church

Setbacks & projections.

Building forms projecting to optimise plot efficiency whilst setting back at street level to increase comfort in the pedestrian realm, offer shelter and define semi-private spaces that manage access to individual properties.



Figure 2.30: Layers of planting provide visual screening

Layering of vegetation.

As above but here we see the layering of mature trees, hedgerows and more recent planting which provide layers of visual and physical separation - effectively screening areas of car parking from the setting of the war memorial.



Figure 2.31: Entrance to St Michael's Church from Archway Road

Here & there.

Use of changes in level, strong boundary edges and framing features provide a clear sense of 'here & there' - suggesting different levels of access & subtle control of movement.

Cues from surrounding historic environments that can be used to manage privacy & movement



Figure 2.32: Boundary walls to St Michael's Church

Rhythm & variation.

Interplay between a restricted palette of materials and vegetation are seen to provide a sense of rhythm and variation within boundaries & building forms.



Figure 2.33: Houses on Bluebell Lane

Clear distinction.

Individual residential properties are typically well defined with boundaries walls offering a clear separation from the public realm.



Figure 2.34: House typologies on Stanley Road

Inter-visibility.

As above in terms of materials but here the use of railings and hedges allow for a blend of visibility and screening to manage aspect of privacy and varying use of space around building entrances.



Figure 2.35: Surface treatment to Bluebell Lane

Implied control.

Within more central locations or areas of grouped access changes in colour, texture and material orientation provide clues to guide movement, define ownership or access and maintain a sense of privacy around window locations.



Figure 2.36: View of existing Council facilities within the site

2.15 Existing Uses

The site's primary use is surface car parking for a number of Council buildings which includes offices, their Municipal building and a data centre. Huyton Library and an ASDA Petrol Station sit just outside of the red line boundary to the south and west, respectively.

Cavendish House forms the north-eastern edge of the site, whose back of house facilities face into the key elevations of the site.

The eastern portion of the site contains the Lathom Road multi-storey car park and a covered arcade of retail units which lead to Derby Road.

The masterplan proposes to demolish all buildings within the red line boundary, save for Cavendish House and the MSCP.



Figure 2.37: Aerial plan of Huyton Town Centre



Figure 2.38: Plan highlighting existing land uses and buildings



2.16 Site Movement

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.

Wide pavements,
reduced car access,
strong frontages,
cycle infrastructure

Adequate pavement
provision, some
natural surveillance
through buildings

Narrow pavements, lack
of legibility, lack of natural
surveillance through
the lack of frontages
overlooking streets

No pedestrian
infrastructure, no buildings
with strong frontages
for natural surveillance

Legend

The Site

Phase 1

Vehicular Route
(colour coding adjacent)

Pedestrian Route
(colour coding adjacent)

Vehicular Access Point

Pedestrian Access Point

High Noise & Traffic Levels

Bus Stop / Station



Figure 2.39: Site Movement and Route Quality

2.17 Streetscape

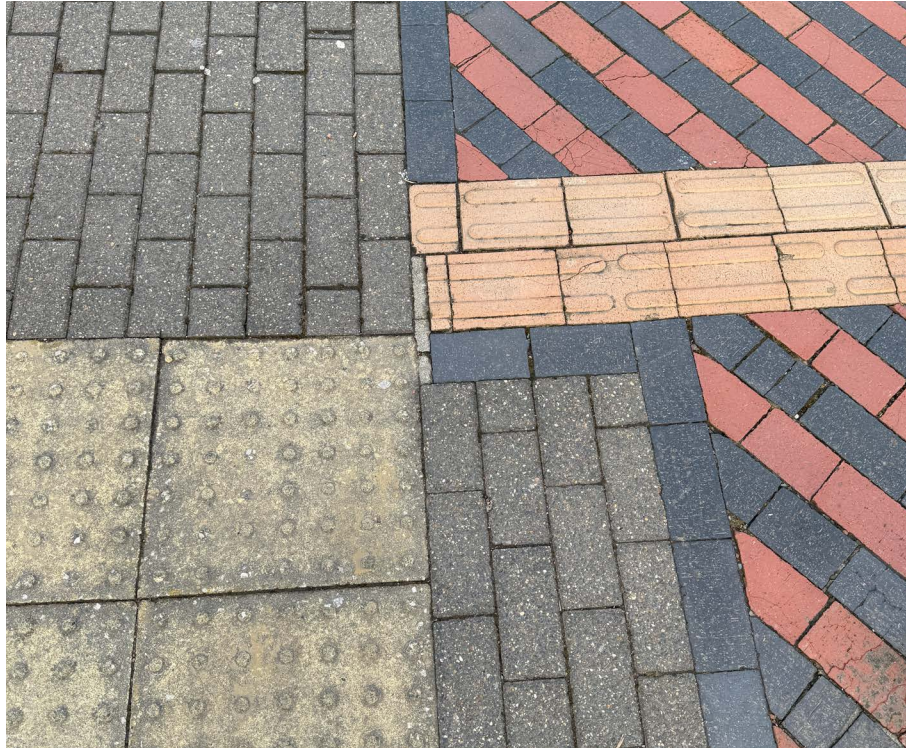


Figure 2.40: Clashing materiality to surfaces near Huyton Bus Station

Discordant materials & bonding.

The tactile paving does not align, which could lead to blind people being unable to properly navigate the space. The misalignment of the striped brickwork setts with the grey paving is jarring and suggests poor workmanship.



Figure 2.41: Surface treatment to Derby Road

Strongly contrasting colours

Here the colour palette of paving contrasts sharply, which can cause issues for people who are visually impaired. Several bricks appear to have discoloured or been replaced with bricks of different colours, suggesting a lack of maintenance.



Figure 2.42: Cavendish Walk surface treatment differs significantly

Public realm in competition with built form.

Here we see overly fussy patterns giving the impression of a pedestrian space that is still formed by the geometry of vehicular access. By creating a series of decorative patterns and features the public realm compete with surrounding uses and buildings for attention, creating an inconsistent and disorienting impact.



Figure 2.43: Sherborne Square surface treatment

Dominant patterns within featureless space.

The red and black diamond pattern dominates the streetscape but does not add much in the way of value or intrigue.

2.18 Arboriculture

An Arboricultural Survey has been prepared by Arbtech Consulting Limited.

A total of 110 individual trees, 15 tree groups and 25 hedges were surveyed. In addition, multiple small trees and shrubs occupy the site, none of which met the minimum diameter requirements to be considered for the Arboricultural Survey. The majority of trees fall into category B and C, a small number of trees has been classed as category U and A.



Figure 2.44: Existing site trees

Legend

- T01 Tree Nos.
- Category 'U' trees
- Category 'A' trees
- Category 'B' trees
- Category 'B' groups
- Category 'C' trees
- Category 'C' groups



Figure 2.45: Existing trees survey plan and classifications under BS5837





Figure 2.46: View of existing trees within the site

2.19 Ecology and Habitats

A Preliminary Ecological Appraisal and Roost Assessment has been prepared by Arbtech Consulting Limited.

Although there are ecological features on site, including native hedgerows and trees, the majority of it is of lower ecological distinctiveness and value, predominantly sealed surface (car parking and pavements).

The assessment has found that the site contains native hedgerow which is listed as a habitat of principal importance under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006). The site also contains scattered and lines of trees which are of good quality and could be of value to local wildlife populations. Other habitats within the site are common and widespread and have low ecological value. Further notable habitats are present within 2km.

Legend

-  Site Boundary
-  Bramble Shrub [h2d]
-  Building [u1b5]
-  Developed land, sealed surface [u1b]
-  Introduced shrubs [u1-847]
-  Modified grassland [g4]
-  Scattered tree [u1b-32]
-  Native hedgerow [h2a]
-  Line of trees [u1b-33]



Figure 2.47: PEA Map



2.20 Topography

The site falls generally from east to west, towards Archway Road. The fall of 6m across 180m creates an average slope gradient of 1:30..

Due to the shallow gradient across the site, there are no significant challenges posed by the topography that may affect future development, but it should be noted in the drainage and SuDS strategies that the site falls in this direction.



Figure 2.48: Spot heights indicate a fall to the west of the site

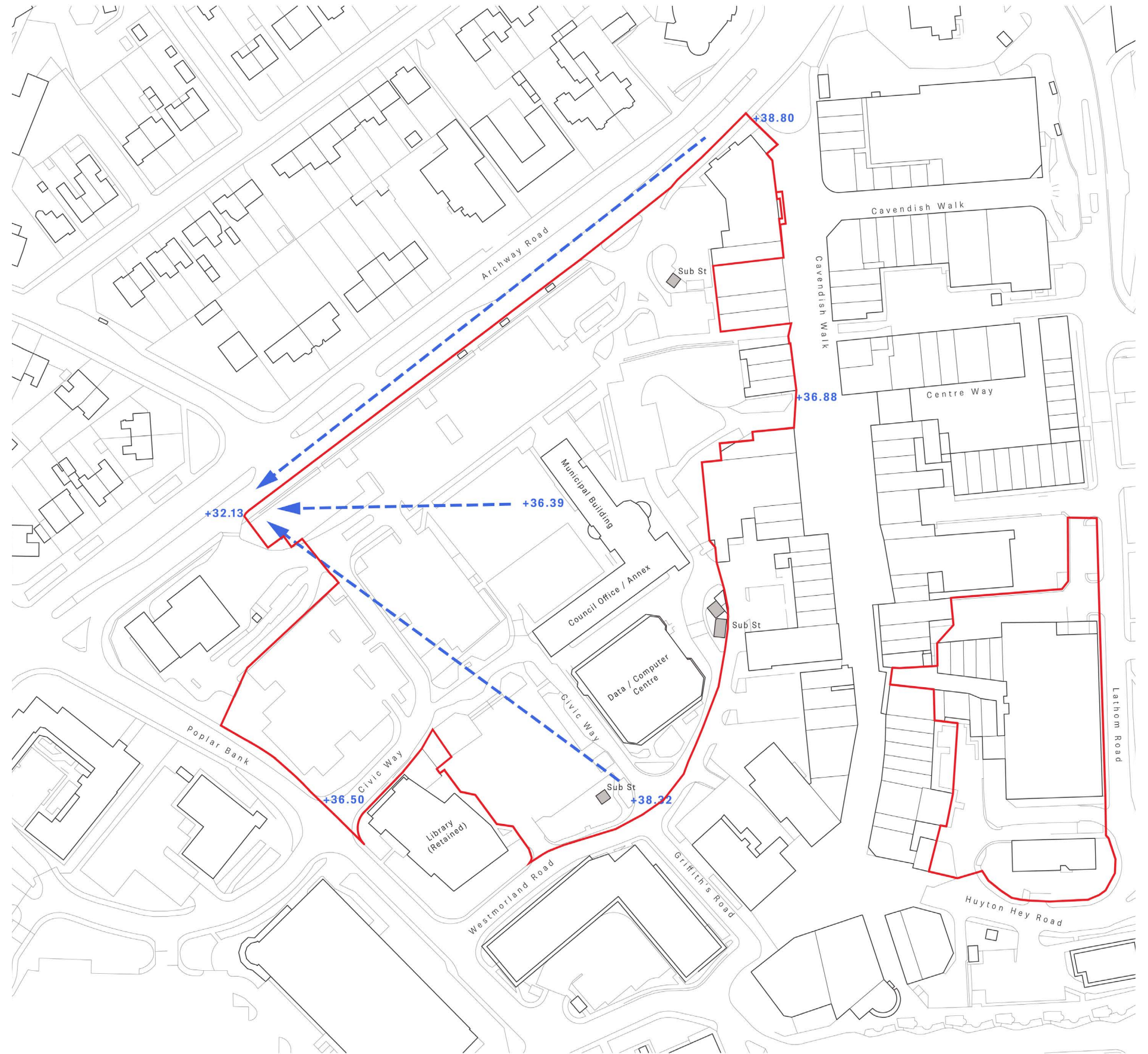


Figure 2.49: Spot heights indicate a fall to the west of the site



2.21 Utilities

A comprehensive utilities survey was carried out on site, highlighting infrastructure such as gas, water, electric and telecommunications.

There are 4no. electrical substations present on the site, all of which are to be retained. There are a number of electrical cables, storm sewers and gas mains which cross the site, but which only serve the existing buildings on site. These can be removed or rerouted to the new buildings.

None of these utilities pose significant problems to the overall development of the site.

Legend

- SW— Storm Water Sewers
- FW— Foul Water Sewers
- WM— Water Main
- GM— Gas Main
- EL— Electric Cables
- DUCT— Cable Ducting
- BT— BT (Underground)
- CTV— Cable TV
- cctv— Closed Circuit TV
- UP— Unidentified Pipe
- UC— Unidentified Cable
- Electrical Substation



Figure 2.50: Utilities Plan





Figure 2.51: View of existing utility features on Westmorland Road

2.22 Highways

1.1 Huyton benefits from good road links, with easy access to both the M62 and M57 with the B5199 Archway Road providing the primary link to both motorways via the A5080 Cronton Road and the B5199 Huyton Lane respectively.

1.2 Lying to the north of the site location is Archway Road, which connects Prescott with Huyton. There are street lit footways on both sides of the carriageway with controlled crossings provided at key junctions and at Cavendish Walk (northern end of the pedestrianised high street). The existing highway network consists of the following junctions on Archway Road in the immediate vicinity of the development site:

- Archway Road / Poplar Bank / Briar Drive four-arm signalised junction.
- Archway Road / Rupert Road three-arm signalised junction.
- Archway Road / Asda Petrol Station priority access.
- Archway Road / Lyndhurst Way left in / left out priority junction.
- Archway Road / Blue Bell Lane (priority) and Archway Road / Lathom Road (signalised) junctions.

1.3 Lathom Road runs in a north-south alignment to the east of the site and provides access to the multi-storey car park (MSCP), which is located around 300m to the south of the Archway Road / Lathom Road signalised junction.

1.4 Poplar Bank lies to the west of the site and is the southern arm of the signalised junction with Archway Road and Briar Drive. Poplar Bank runs in a northwest to southeast alignment, and it forms a four-arm mini roundabout junction with Civic Way and Ellison Grove. Civic Way (east arm) provides a vehicular connection to the mini roundabout with the petrol station entrance / exit and the surface car parks (Archway Road Short Stay and Brown Zone, and Yorkon Green Zone), and it also provides access to the Library Red Zone car park via separate entry and exit priority junctions. There is a one-way section of Civic Way in a north and westbound direction that connects Westmorland Road with the Civic Way two-way carriageway routing along the eastern and northern boundaries of the Venue car park, and the Municipal Offices Members car park is also accessed from this part of the highway network.

1.5 Poplar Bank forms a priority T-junction with Westmorland Road to the south of the mini roundabout junction with Ellison Grove and Civic Way. To the south of the Westmorland Road junction is the Poplar Bank / Derby Road / NHS Nutgrove Villa car park mini-roundabout, and then Derby Road forms a priority T-junction with Griffith's Road and is a one-way entry route for buses and taxis into Huyton Bus Station.

1.6 Westmorland Road runs in a southwest to northeast alignment providing access to the Venue car park, and the Civic Way and Griffiths's Road one-way routes. To the east of the Civic Way junction, Westmorland Road provides access to a number of rear parking and servicing areas for retail and

commercial units and it has a turning area at its northern end. The turning area provides access to the KMBC Front Visitors car park and the servicing area to the rear of the retail unit which is currently occupied by Admiral Casino and Kwik Tan.

1.7 Huyton is well served by car parks that provide a range of different options for users, and they are located throughout the town centre. The application site contains circa 418 surface parking spaces, as well as the existing Lathom Road MSCP. Parking surveys undertaken in March and April 2025 showed that the surface car parks within the application site are generally well utilised on weekdays, with significant demand attributed to Knowsley Council staff and visitors, users of NHS Nutgrove Villa and Huyton Library, and parking occupancy levels were much lower at weekends. The existing Lathom Road MSCP is in a very poor state of repair, and this is reflected in the minimal parking utilisation that was observed.

1.8 A review of traffic collision data for the most recent five-year period available of the study area in the vicinity of proposed development site has shown that the adjacent road network generally has a good safety record, and there are no underlying accident trends that would be worsened by the development proposals.

1.9 In terms of pedestrian access, the site is located within an existing town centre and benefits from a high level of accessibility to a range of local amenities. The roads within and adjacent to the site benefit from street lighting and generally have footways on both sides of carriageways that are paved and well-maintained, with dropped kerbs provided at side road junctions and access points. Controlled crossings are provided at three of the signalised junctions with Archway Road to the north of the site, with an additional controlled crossing provided at the northern end of Cavendish Walk and one on Lathom Road that provides a link between Cavendish Walk and Asda. Collectively these crossings provide pedestrian connectivity to surrounding areas to the north, east and west of the site.

1.10 The priority junctions on Poplar Bank with Civic Way, Westmorland Road and Derby Road consist of dropped kerbs and tactile paving providing pedestrian connectivity between the development site and Huyton Rail Station a short walk to the southwest. The footways on Griffith's Road and the pedestrianised section of Derby Road provide the most direct route for pedestrians between the development site and Huyton Bus Station a short walk to the south. There are three pedestrian walkways that link between the proposed development site and the pedestrianised high street of Cavendish Walk / Derby Road a short walk to the east. Existing access to the Lathom Road MSCP site is via the adjoining Lansdowne Way Shopping Arcade, and the footways on Lathom Road and Huyton Hey Road also provide pedestrian routes to this site. The proposed development site is well located in relation to local facilities within convenient walk times served by a good standard of existing infrastructure.

1.11 There is limited dedicated cycling infrastructure within Huyton Town Centre, however it is considered that the key routes within and adjacent to the site boundary including Poplar Bank, Civic Way, Westmorland Road and Derby Road generally accommodate relatively low traffic speeds and flows, which facilitates a relatively safe environment for cyclists. Huyton Rail Station is located within immediate proximity of the proposed development site, facilitating the possibility of multi modal journeys by bicycle and train. In terms of the cycling catchment of the proposed development site, a 5km catchment covers the entirety of Huyton, Roby, Bowring Park, Dovecot, Page Moss, Stockbridge Village, Prescott, Whiston, Whiston Lane Ends, Belle Vue, Netherley, Swanside, Knotty Ash, and parts of Broad Green and Knowsley Village, demonstrating that cycling to the site is a viable mode for future employees, residents and other site users.

1.12 Both Huyton Rail and Bus Stations are located in very close proximity to the site location to the southwest and south respectively, and the site is highly accessible by public transport modes. There are several bus stops within a 400m walking distance from the main development site, and these can be safely accessed via the high-quality pedestrian infrastructure located within the vicinity of the site. Huyton Bus Station is located circa 300m from the site to the south and provides access to approximately 21 bus and coach services, providing regular bus services to and from a range of destinations across Merseyside and further afield. Huyton Rail Station is the closest train station to the main development site and is located around 300m to the southwest. The station offers up to nine services an hour to destinations such as Wigan North Western, Liverpool Lime Street, Preston, Blackpool North, Manchester Piccadilly and Manchester Airport, as well as serving intermediate stations along the Liverpool-Manchester rail line such as Earlestown and Newton-le-Willows.



Figure 2.52: Huyton Bus Station provides bus links to Liverpool, Knowsley and Stockbridge



Figure 2.53: Archway Road is a major arterial route through the town, linking Huyton with Prescot



Figure 2.54: Huyton is dominated by surface car parks

2.23 Summary & Conclusions

The baseline analysis gives us a number of drivers that will define the proposals and the future masterplan for the site, including:

A Sense of Place

Huyton suffers due to a lack of a real town centre environment. The bus station and train station have no strong connections to each other, the town centre or to St Michael's Church. The expanse of car parking creates an uninviting and unpleasant space, which has led to a drop in footfall and as such, less natural surveillance. The masterplan has to create a strong sense of place to create a new heart for the town.

Stitching into the Urban Fabric

Derby Road and Cavendish Walk turn their back to the site because of its current use as a surface car park. The masterplan needs to address these back of house uses and service areas to avoid undesirable spaces and to stitch the fragmented urban grain back together after years of fractious urban development.

Harmonious Design Language

The site has a number of clashing surface treatments and materials, which make the space feel disjointed and fragmented; contributing to the lack of 'place'. This improved public realm and civic spaces will lead to an increase in footfall, visits and business.

A Huyton for All

The level changes across the site, combined with a lack of suitable and safe crossing points and dropped kerbs, make the site difficult to navigate for persons with mobility impairments. Many crossing points have obstacles including bollards and level changes, and the discordant materiality and lack of clear signage makes wayfinding a challenge. A clear and distinct wayfinding strategy and harmonious materials; combined with play spaces and improved offers for leisure and activity; will make the masterplan more accessible for all ages and abilities.



Figure 2.55: Unassuming spaces contribute to the overall lack of place and character.



Figure 2.56: Retail back of house uses front on to the site, creating unsafe spaces that are not overlooked.



Figure 2.57: Brash materiality distracts from the built form and creates a fragmented character.



Figure 2.58: Level changes with no accessible alternative route and narrow pavements make for a challenging environment to navigate.



03

Vision & Objectives

3.1 The Purpose of this Section

The council is committed to creating a thriving, sustainable, and inclusive Town Centre that meets the needs of residents, businesses, and visitors.

This ambitious £200m project will transform Huyton by delivering new homes, modern commercial space, a hotel and a new village green. It will also create jobs and support local businesses, revitalising the town centre and supporting the needs of the wider residential areas.

In addition, this transformational project includes the creation of a Community Hub in the heart of the Town Centre at Cavendish Walk, which will include a new, modern library and community meeting spaces. The existing Multi-Storey Car Park will be redeveloped into a Sustainable Travel Hub with EV charging points, improved security and parking facilities, including cycle parking.

This transformational and deliverable project will build on the work Knowsley Council has completed to date in Huyton, and will deliver much needed new homes, create new jobs for local people and deliver an economic boost and local business growth for Huyton.

The proposals include:

- the demolition of the existing Municipal Tower and Annex, Computer Building, no. 22 Derby Road (Existing 'Kwik Tan' and 'Admiral Casino' units), associated car parks and removal of trees;
- the demolition of Lathom Road multi-storey car park, former Indoor Market Hall beneath and adjoining 'Lansdowne Way' shopping arcade;
- the erection of a 5-storey new civic building to serve as headquarters of the Council (plot 1) with 4 no. accessible parking spaces and provision of additional VIP parking spaces to rear of Cavendish Walk;
- the erection of a 6-storey, 130-bed hotel (plot 4) with 2 no. (accessible) parking spaces;
- the laying out of a new public park and associated public realm covering an area of c. 1.4ha including pedestrian and cycle routes on to Archway Road, Derby Road, Civic Way and Westmorland Road;
- Up to 420 no. residential units comprising a range of tenures (Plots 2a, 2b, 3, 5 and 6);
- Up to 5,600 no. sqm of commercial floorspace including active ground floor (Plots 2a, 2b, 3, 5 and 6)
- New surface level and decked car parking at Lathom Road, alongside Active Travel Hub and public realm improvements connecting to Derby Road

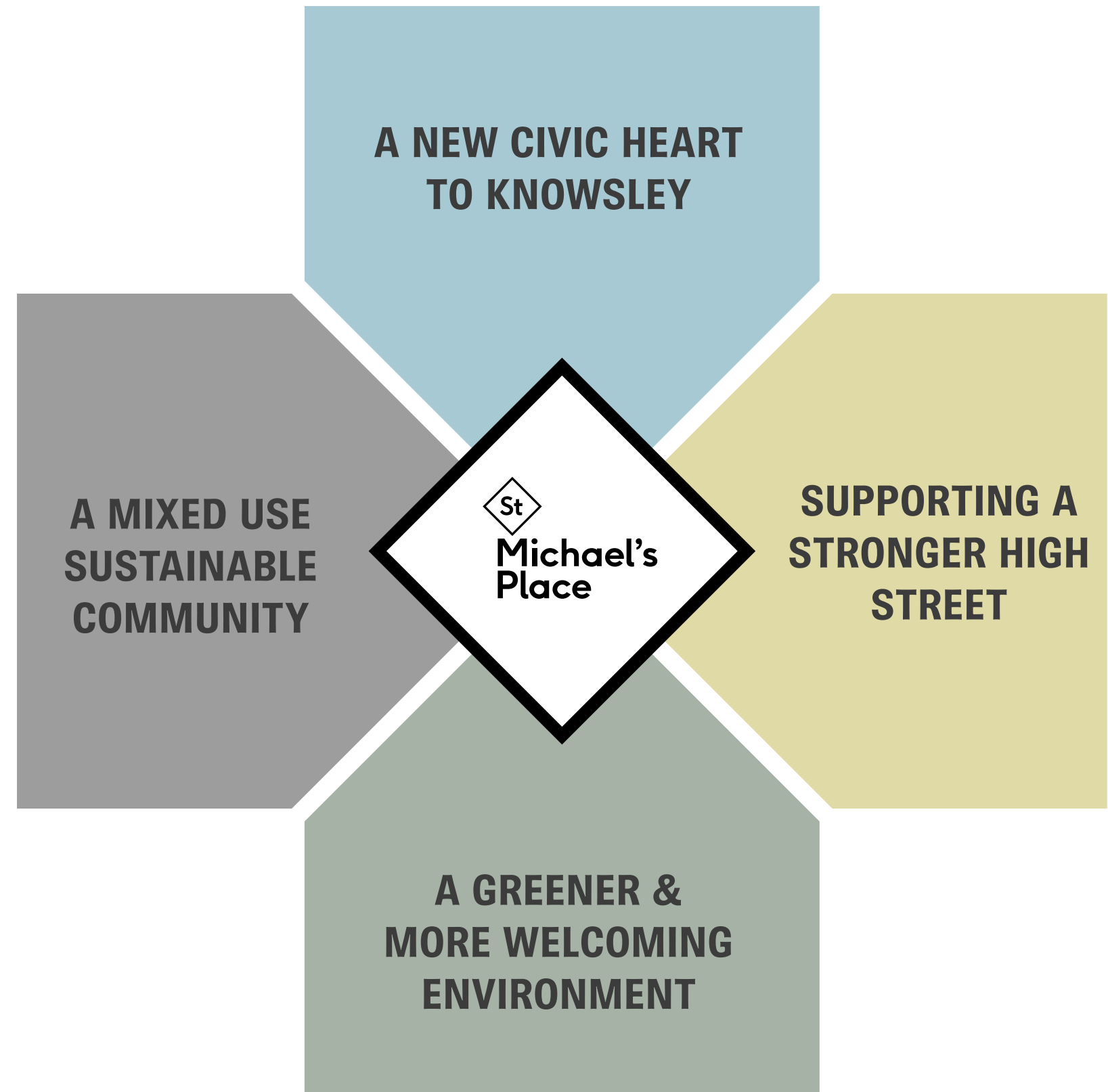


Figure 3.1: A Vision for St Michael's

3.2 A Vision for St Michael's

After decades of use the Civic facilities in central Huyton are no longer fit for purpose or able to support the growth ambitions of the Council and the needs of the local community. The isolated and energy inefficient buildings sit disconnected from the high street and the surrounding surface car parking breaks desire lines through the centre and towards the bus and train stations.

St. Michael's Place will not only create new state of the art working environment and civic facilities for Knowsley; it will also unlock a new mixed use environment that directly connects with and reinforces the high street environment along Derby Road.

Our aim for investment at St. Michael's Place is to reinvigorate Huyton Village with a greener environment, new spaces and comfortable routes that reconnect and a mix of uses that provide animation beyond the working day and a more sustainable balance to the centre.



Figure 3.2: St. Michael's Place Vision Diagram

3.3 Concept Diagram

St Michael's Place will act as the heart of the town, stitching the residential areas back with the Central Retail Area.

It should form a new destination for Huyton and make people want to stay instead of travelling to neighbouring areas. Its proximity to the railway station will make it visible from the train and will help ease wayfinding through the town centre.

The additional footfall will increase passing trade on Derby Road, boosting the local economy and encouraging additional local businesses to open.

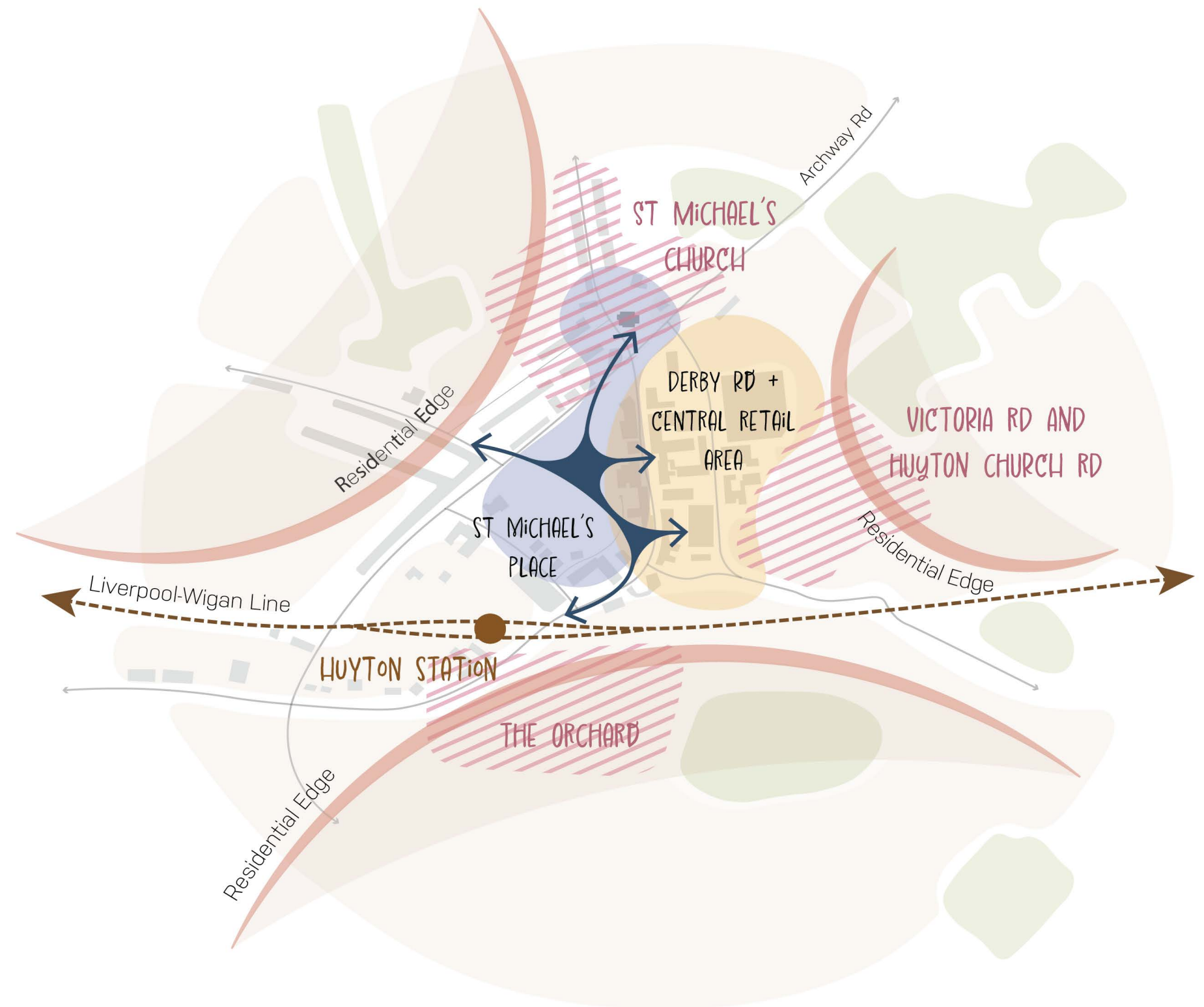


Figure 3.3: Huyton Concept Diagram

3.4 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 3.4: Principles Diagram



**Figure 3.5: Illustrative sketch
of scheme from consultation
process**



04

Design Evolution

4.1 The Purpose of this Section

The masterplan has continued to evolve and improve since the initial bid phase in 2022, but fundamentally maintains the same vision and strategy as before.

This section outlines the vision from the previous bid submission and discusses the masterplan evolution following periods of consultation and design iteration.



Figure 4.1: Initial CGI submitted with the Kajima/Genr8 bid

4.2 Initial brief from Knowsley

Known as “the Village”, Huyton Town Centre is the civic heart of Knowsley and is well-used and well-loved by local residents and workers. It has enviable road and rail connectivity, and all the ingredients of a successful place, including a strong and diverse mix of independent businesses and a blossoming foodie scene.”



Figure 4.2: Initial Masterplan



Figure 4.3: View across the Village Green

4.3 Genr8Kajima bid stage

In 2022, Genr8 Kajima Regeneration Ltd (GKRL) were invited to submit a tender for the development and delivery of a masterplan vision for Huyton Village.

A team comprised of Genr8 Kajima, Optimised Environments (OPEN), 5plus Architects, KKA, Hoare Lea and Buro Happold produced the initial masterplan vision, which can be seen in this section. This vision comprised a series of 'Master Steps'; including:

1. Permeable edges but defined thresholds
2. Phased demolition and decant
3. Trees and landscape characters
4. Defined frontages with controlled landmarks

These Master Steps formed the basis for the illustrative Commercial District masterplan (right).

The masterplan proposes a mix of uses and quantum, comprising the following:

- A new 5 storey Council HQ building (approx. 74,500 sqft NIA)
- A 6 storey, 130 room hotel building (approx. 50,200 sqft NIA)
- A new residential development with 186 1-, 2- and 3-bed apartments, between 6 and 9 storeys tall
- Two new 5 storey commercial office buildings (approx. 44,000 & 85,000 sqft NIA)
- Ancillary uses, such as co-working and F&B offers
- A new single storey pavilion, dubbed the Huyton Hive, approx. 1,023 sqft GIA
- A new 400 space multi storey car park and mobility hub, including cycle parking



Figure 4.4: Aerial CGI overlooking the green heart





Figure 4.5: Impression of the Village Green with interventions and landscaping



Figure 4.6: Previous masterplan iteration



Figure 4.7: Axonometric of the initial masterplan

Figure 4.8: Previous Indicative Masterplan



4.4 Development of Masterplan

Following the selection of GKRL as the Council's development partner the submitted masterplan was reviewed across a range of operational requirements, more detailed survey and technical information and increased engagement with a series of stakeholders.

Key areas of change have included:

- Refinement of occupier requirements for Council HQ and Hotel
- Increased provision of open space within the masterplan
- A increase in the proportion of residential within the overall development mix
- Reshaped residential plots to enable a range of different typologies and tenures
- A reduction in retail and leisure uses to avoid drawing commercial activity away from Derby Road
- Incorporation of additional areas of change in the refurbishment of Cavendish House with an associated community garden and the proposed mobility hub at Lathom Road



Figure 4.9: Illustration of the revised Village Green



Figure 4.10: Landscape strategy depicting play spaces and materiality, and the relocated Cenotaph



Figure 4.11: Masterplan development

4.5 Public Consultation

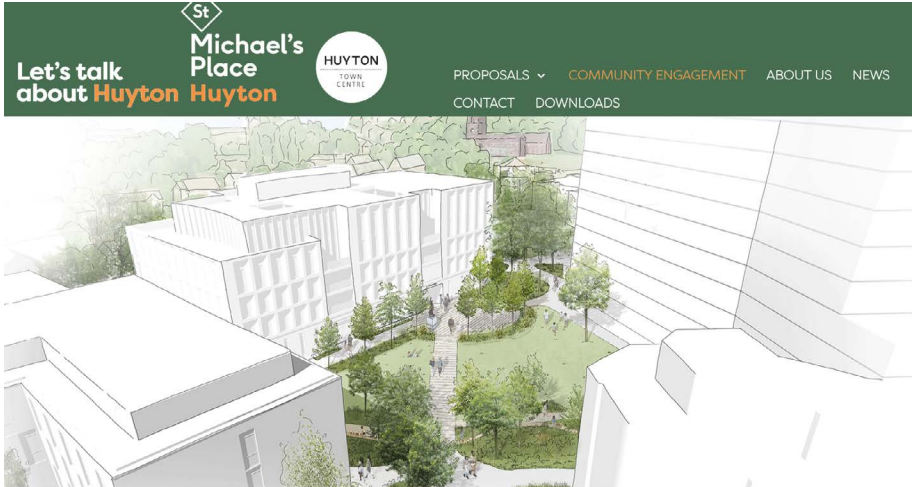
The emerging design proposals were shared and tested with the community of Huyton through a series of drop-in events and all materials were made available online and in print.

Key aspects of feedback received and the ways in which the masterplan addresses them were as follows:

- Green space was well received and widely welcomed, and seen as vital to improve the visual appeal and to support wellbeing. The Village Green is designed to be a welcoming and inclusive space that serves the local community, visitors and workers.
- There was strong support for bringing back the library to the high street as an anchor point. The library is intended as a key community asset and civic hub, whose importance is celebrated by the masterplan. By activating the space throughout the day and evening, the library will help address concerns regarding the vitality of the high street.
- Respondents expressed a desire to see more independent shops, cafés and restaurants to support the new vibrant town centre. The redevelopment of St Michael's Place will play a significant role in supporting the high street, not detracting from it. Improved pedestrian and active travel routes will increase footfall on the high street, but Derby Road falls outside of the red line boundary.
- There was interest in seeing how new development could increase footfall and benefit the local businesses. New homes will bring new residents and footfall. A new hotel will bring workers and visitors, encouraging spending in local restaurants and shops, supporting daytime and evening economies; as well as capturing the overnight demand that is being lost due to a lack of premium accommodation.
- Concerns were raised regarding the existing volume of anti-social behaviour. The masterplan proposes a safer, more welcoming environment with well-lit active travel routes, encouraging footfall and natural surveillance throughout the site.
- Council members expressed concerns about the reduced parking provision, however this was not referenced as frequently by the general public. A parking strategy is being developed by transport engineers at Astute to demonstrate how parking provision can be optimised and managed, balancing the needs of the town, accessibility and sustainable travel objectives.
- Respondents were concerned around the scale and massing of the proposed Council HQ and its impact on Archway Road. A series of verified views and visual assessments will be submitted to illustrate the impact of the proposals.
- The delivery and construction phase concerned local residents, in relation to dust, noise and traffic. A comprehensive Construction Phase Plan will be submitted to minimise disruption, including traffic management and control measures for suppressing polluting materials and restricted working hours for noisy work. The Main Contractor will ensure ongoing consultation with residents.
- There were mixed views on the demand and impact of the hotel. Market analysis has identified unmet demand for high-quality visitor accommodation in the area.
- There was support generally for the residential uses, but questions regarding the tenures, allocation and affordability. KMBC's housing team have input to the masterplan to ensure proposals match the housing needs of the area.
- Housing for elderly and aging residents should be considered. This will be considered as a part of the ongoing housing needs assessment, and the scheme will respond as necessary if an evidence based need is identified.



Figure 4.12: Image from the Public Consultation, hosted at Huyton Village Green



Community engagement.

Knowsley Council, working in partnership with Gen8 Kajima Regeneration Limited (GKRL), has exciting and ambitious plans to transform Huyton Village and St Michael's Place. We'd like to hear your views to help inform and progress these plans.

To ensure the local community and a wide range of stakeholders have the opportunity to comment on these proposals at this early stage, there are lots of ways that you can view the plans and share your views:

- Drop-in events where you can view the plans and speak with the project team are taking place on: Monday 12th May 2025 from 12.00 to 19.00 at Huyton Village Green, Unit 1 Cavendish Walk, Huyton Saturday 17th May 2025 from 10.00 to 15.00 at Huyton Village Green, Unit 1 Cavendish Walk, Huyton
- Pick up a paper copy of the consultation leaflet and feedback form at Huyton Library and Knowsley Leisure and Culture Park

Figure 4.13: Screenshot from the consultation website

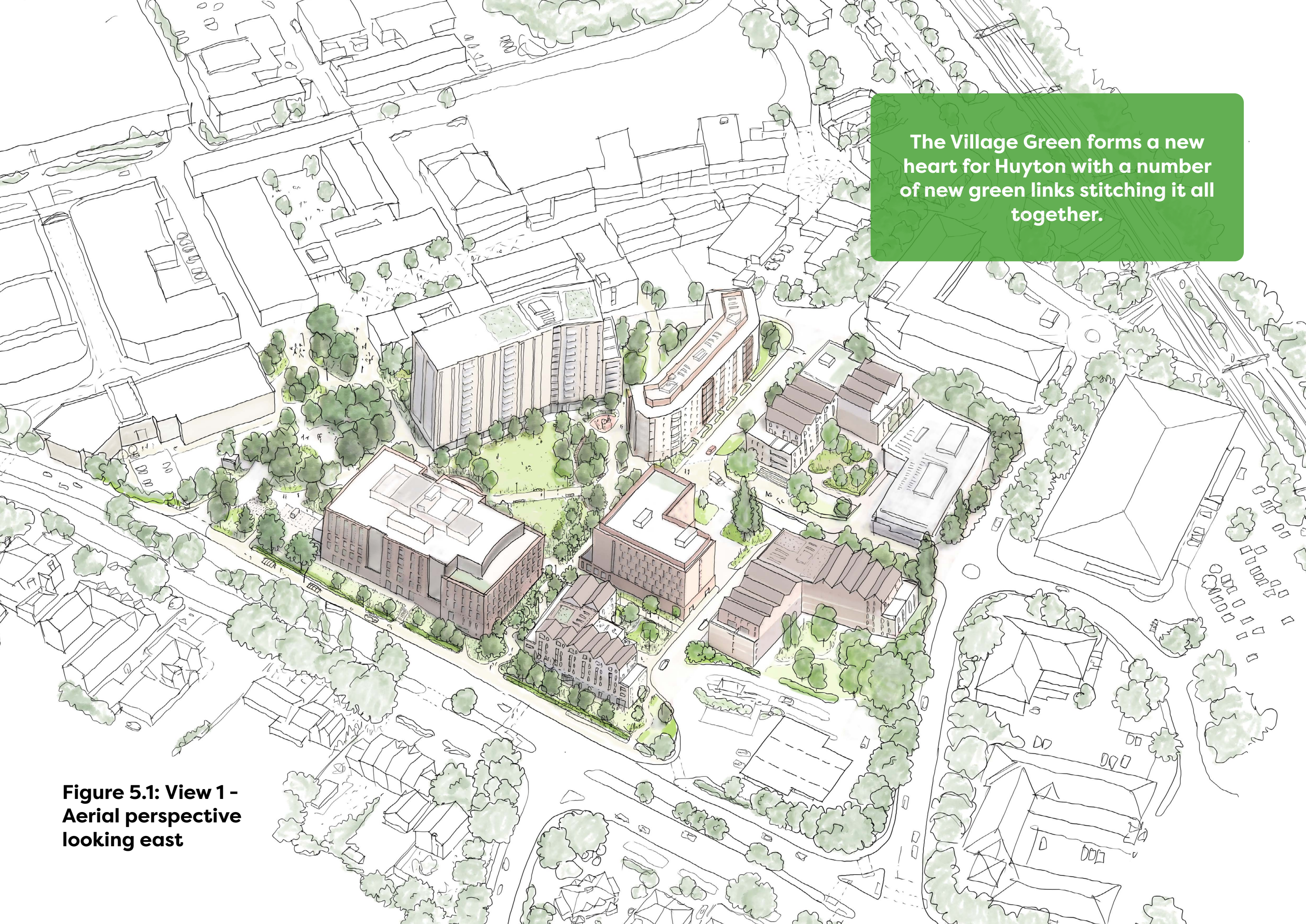


Figure 4.14: Further images from the consultation



05

Illustrative Masterplan



The Village Green forms a new heart for Huyton with a number of new green links stitching it all together.

**Figure 5.1: View 1 -
Aerial perspective
looking east**

5.1 The Purpose of this Section

This section communicates the overall masterplan vision, wider strategies and drivers.

An Illustrative Masterplan has been prepared in accordance with this Development Specification, Parameter Plans and the Design Code for St Michaels Place guided by the Huyton Village Masterplan Supplementary Planning Document adopted by the Council in 2017. This Masterplan demonstrates one form of the development that could come forward within those parameters.

The masterplan aims to:

1. Re-connect the site back into the urban fabric of Huyton;
2. Create a brand new Green Heart;
3. Create a new neighbourhood which compliments the existing neighbourhoods instead of competing against them.



Figure 5.2: Illustrative Masterplan





Figure 5.3: View looking west across the Village Green with Council HQ and Hotel framing the space



5.2 The setting for a new neighbourhood

Activity & uses

The masterplan will provide a suitable offering for activity and recreation.

The offerings should not compete with existing offers or establishments elsewhere in the town centre, given its proximity to a large shopping street. It should offer services and uses that compliment the neighbouring areas, and those which will attract additional footfall.

St Michael's Place will become a successful new extension of the town centre, supporting a number of new and revitalised uses as well as spaces and environments with a clear civic function, for all to enjoy.

A new green setting will compliment the existing retail high street, not compete with it. It will provide access to nature for the people living, working or visiting the town centre.



Figure 5.4: Mayfield Park, Manchester by Gillespies



Figure 5.5: Sheffield Grey to Green by Nigel Dunnett



Figure 5.6: Mayfield Park, Manchester by Gillespies



Figure 5.7: MediaCityUK, Salford by Gillespies © Ben Page/Gillespies

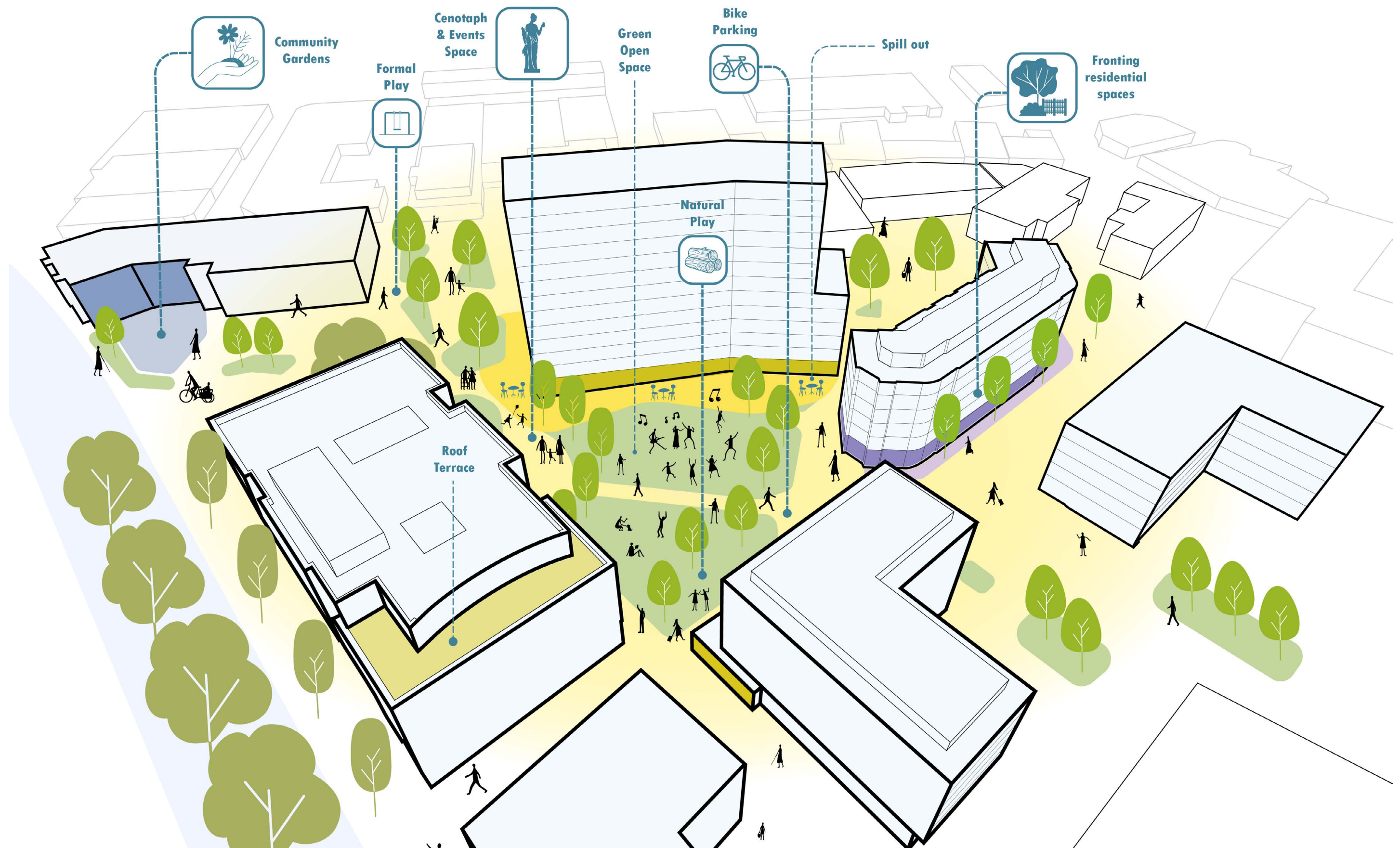


Figure 5.8: Illustrative Concept for Landscape, Activity and Uses



Figure 5.9: A convenient, inclusive and comfortable public realm will define the character of St.Michael's and form a new civic centre for Huyton



5.3 The Green Heart of Huyton

The diagram shows a range of different environments which are offered by the proposed masterplan, including:

The Village Green Frontage

The Village Green offers a large open green amenity space with benches, lighting columns and the Cenotaph relocated from its original position to create a vibrant central destination. The buildings will front onto this green space to create an overlooked and safe public space.

Opportunities for Nature and Habitats

Away from the Village Green, towards the eastern and southern peripheries, lie opportunities for more biodiverse, natural environments. Denser foliage, SuDS bioswales and wildflower planting beds can offer a retreat and an opportunity to connect with nature within an urban setting.

An Active Environment

The Green Heart will form the intersection of a number of active travel routes, providing safe and convenient pedestrian and cycle connections to wider destinations such as Huyton bus and railway stations, St Michael's Church and the Derby Road shopping precinct. There will also be a number of opportunities for active formal and informal play areas.

Comfortable Tree-lined Streets

Key avenues and routes within the masterplan shall be lined with trees to connect with nature and provide shelter from wind and rain. These will also assist with wayfinding and navigation.

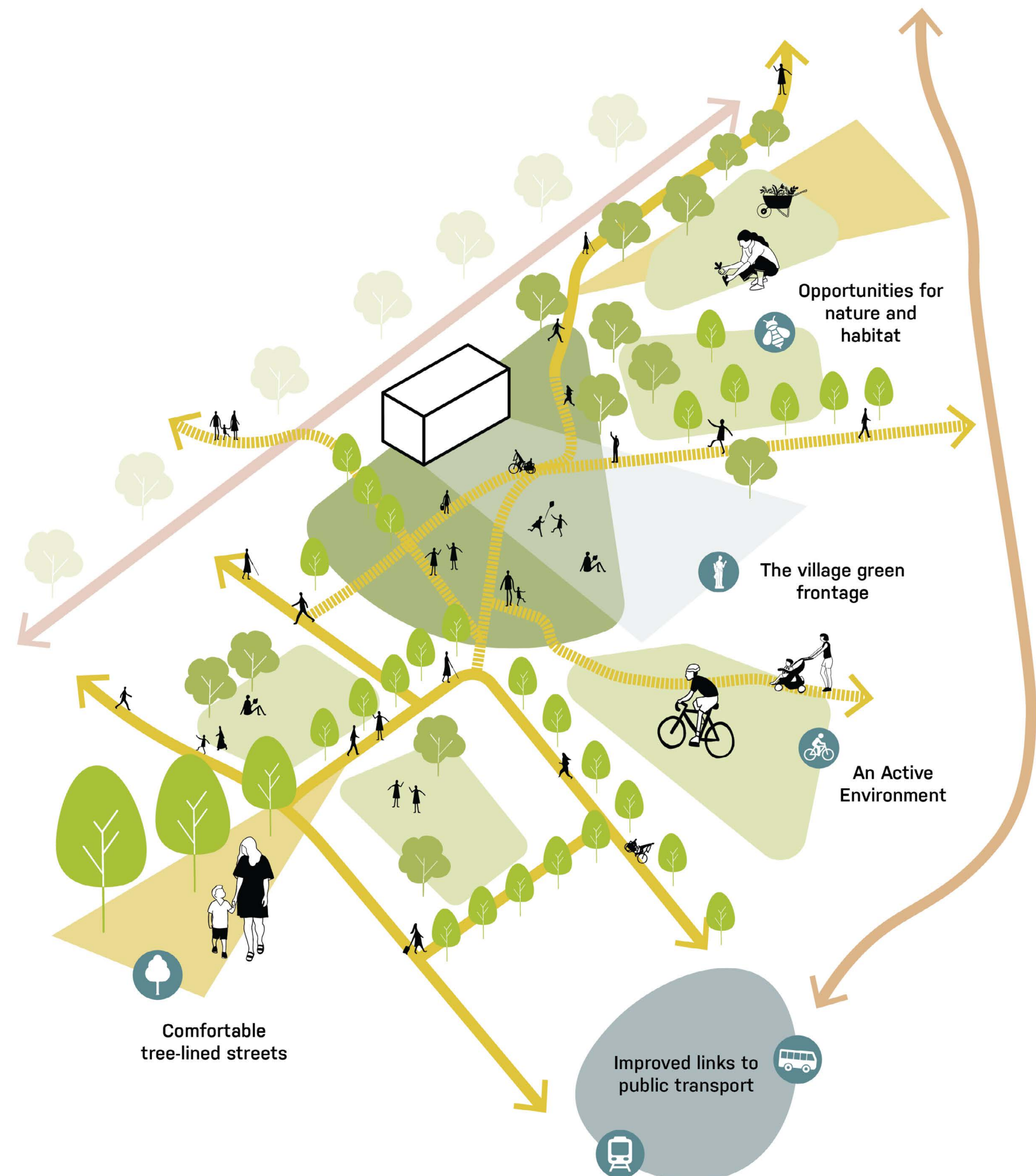


Figure 5.10: The Green Heart of Huyton



Figure 5.12: Gardd Synhwyrdd Sensory Garden, Conwy
Sensory spaces provide retreats and safe places



Figure 5.13: Kampus MCR, Manchester by Exterior Architecture
A range of public spaces promoting contact with nature



Figure 5.14: Greener Grangetown, Cardiff by GreenBlue Urban © GreenBlue Urban
SuDS rain gardens integrated into the streetscape and public realm



Figure 5.11: Street Furniture © Vestre
Street furniture that invites moments of pause and reflection

Figure 5.15: Informal paths and opportunities for play bordering the Village Green









Figure 5.17: The glad area offering opportunities for seating and sheltering in a lush environment beneath the shade of mature trees

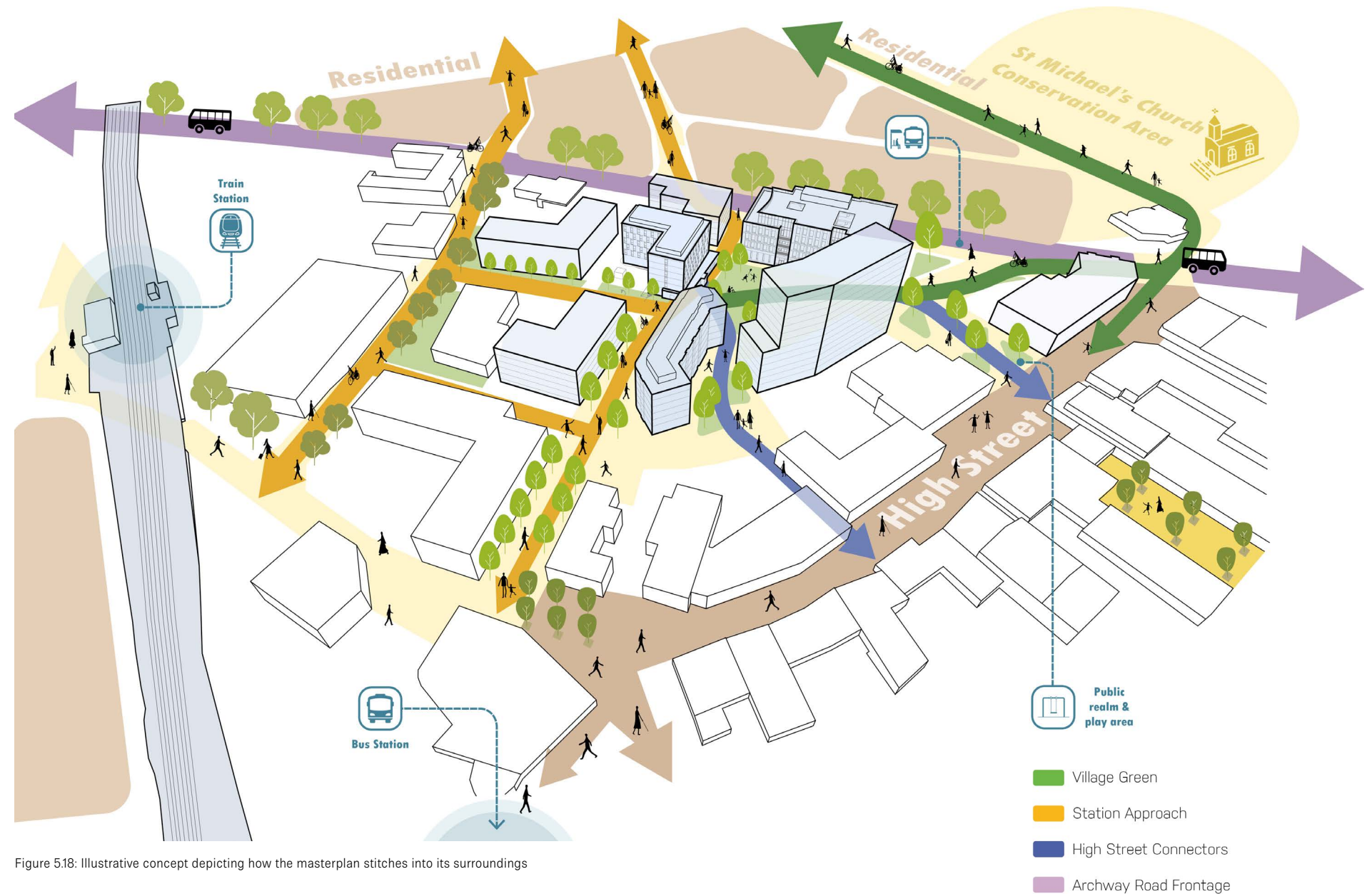
5.4 Reconnecting to surrounding setting

The adjacent diagram depicts the strategy by which the masterplan will stitch the site back into the urban grain and existing fabric of Huyton by establishing new, comfortable and safe pedestrian links between Cavendish Walk and residential areas to the west of Archway Road.

The masterplan will open up new desire lines and connections between the town centre and the railway station. It ties in a new green space and residential streets with the Derby Road shopping precinct, and offers pedestrian and cycle links to the bus station.

The masterplan offers a greater choice of high quality active travel links. These routes are well defined, overlooked and enclosed by new development blocks, creating a variety of streetscapes.

A hierarchy of routes support a range of functions that prioritise pedestrian movement amongst a new residential neighbourhood.



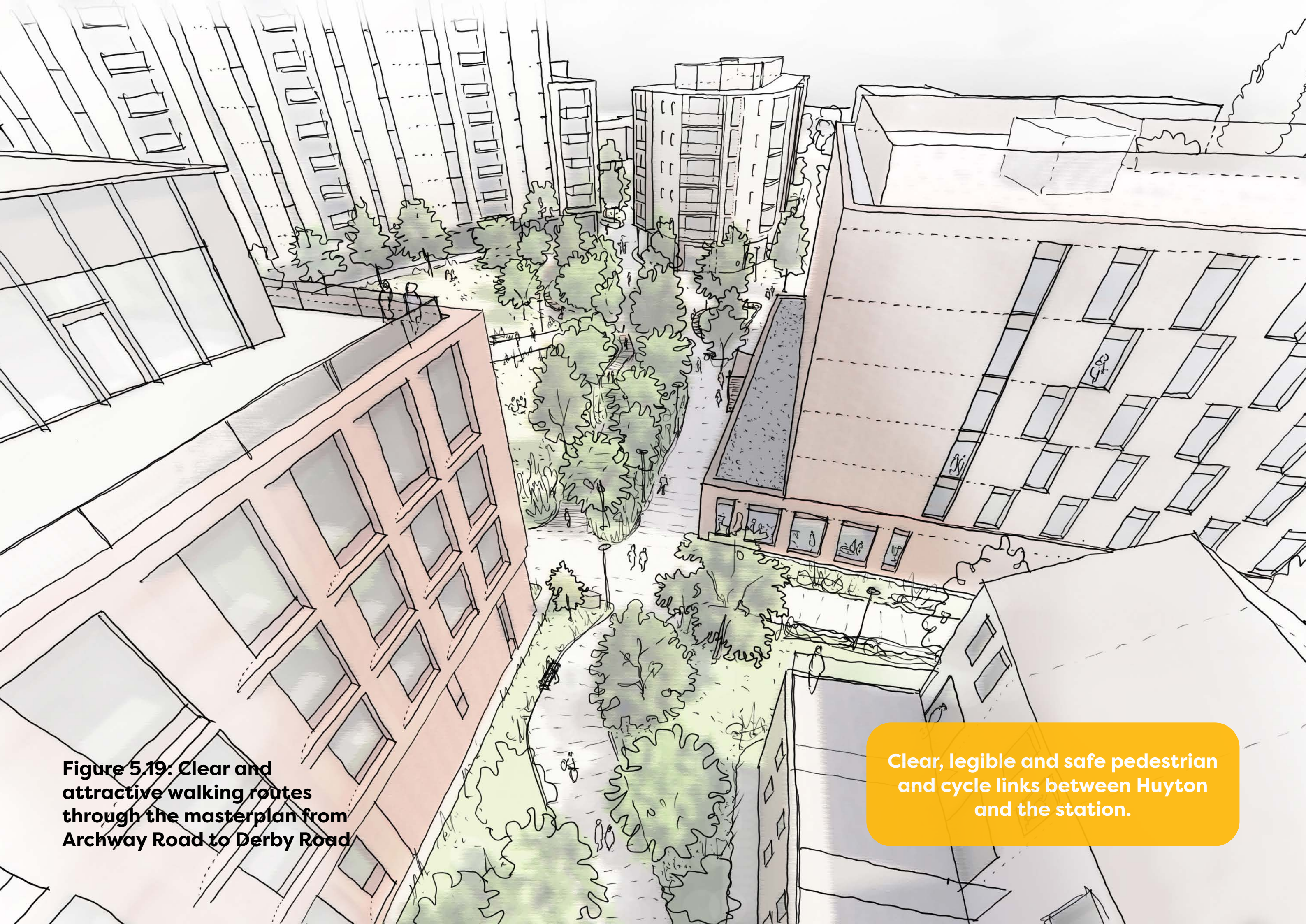


Figure 5.19: Clear and attractive walking routes through the masterplan from Archway Road to Derby Road

Clear, legible and safe pedestrian and cycle links between Huyton and the station.

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.

The Station Approach connectors will provide new wayfinding and signage to navigate towards the railway and bus stations, and will create more pleasant environments to walk along, with tree lined streets and street furniture.

The High Street Connectors will help St Michael's Place to stitch into the existing retail environment on Derby Road, providing new active travel links and encouraging additional footfall to the existing retail units.

The Village Green links act as the central zone for the masterplan, connecting the High Street to the stations with a high quality public green core.

Legend

- Outline Masterplan boundary
- Archway Road (B1599)
- Derby Road Retail Street
- Village Green
- Station Approach
- High Street Connectors
- Archway Road Frontage

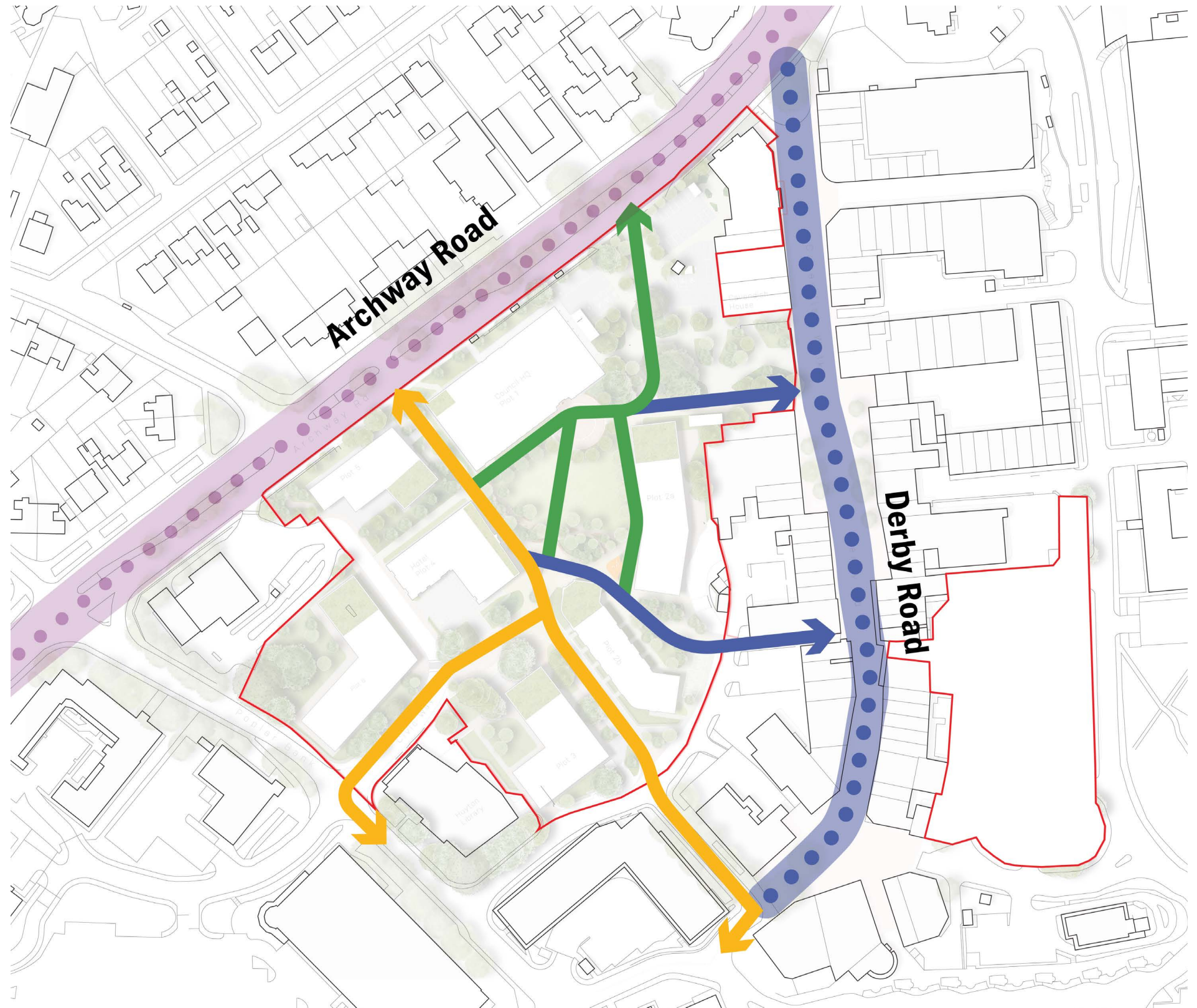


Figure 5.20: Walking Routes & Connectivity Plan

Overlooked, safe and well-lit streets line the High Street Connectors, improving the connection to the existing retail offer.

Figure 5.21: Well overlooked route into Village Green on approach from Derby Road





Figure 5.22: View looking west across the Village Green with Council HQ and Hotel framing the space

Figure 5.23: Aerial perspective looking north towards St. Michael's Church



**Figure 5.24: View on
approach towards the
Village Green and Cenotaph
from Derby Road**





06

Site Wide Strategies

6.1 Purpose of this Section

This section of the report outlines our strategic approach to developing the masterplan, including scale, massing, parking, movement and green & blue infrastructure.

These high-level strategies inform the parameter plans set out later in this document which are underpinned by the following design strategies. These design strategies respond to the contextual and technical elements influencing the site.



Figure 6.1: Masterplan Axonometric View

6.2 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)

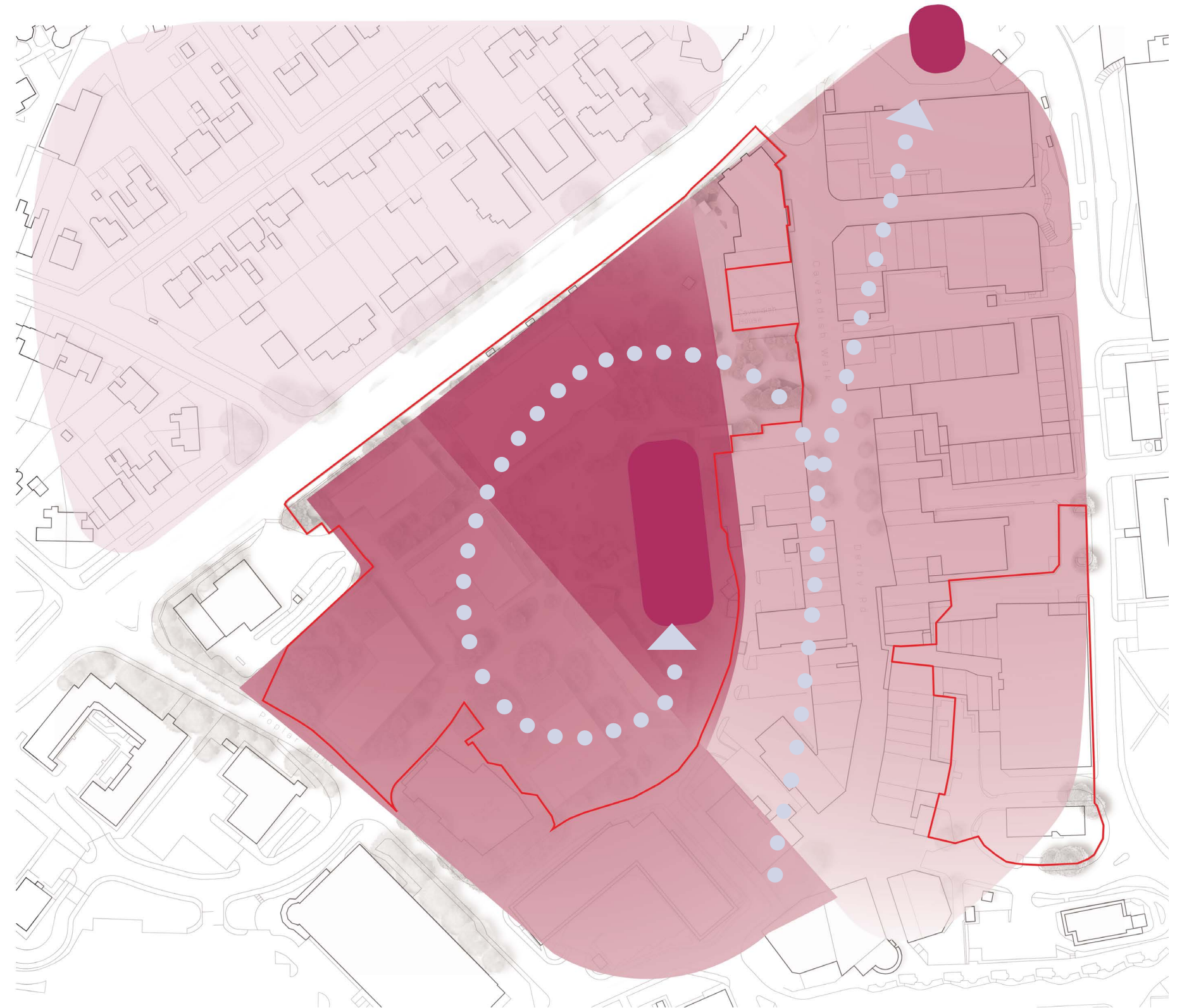


Figure 6.2: Scale and Massing Concept Plan



6.3 Scale & Massing

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.

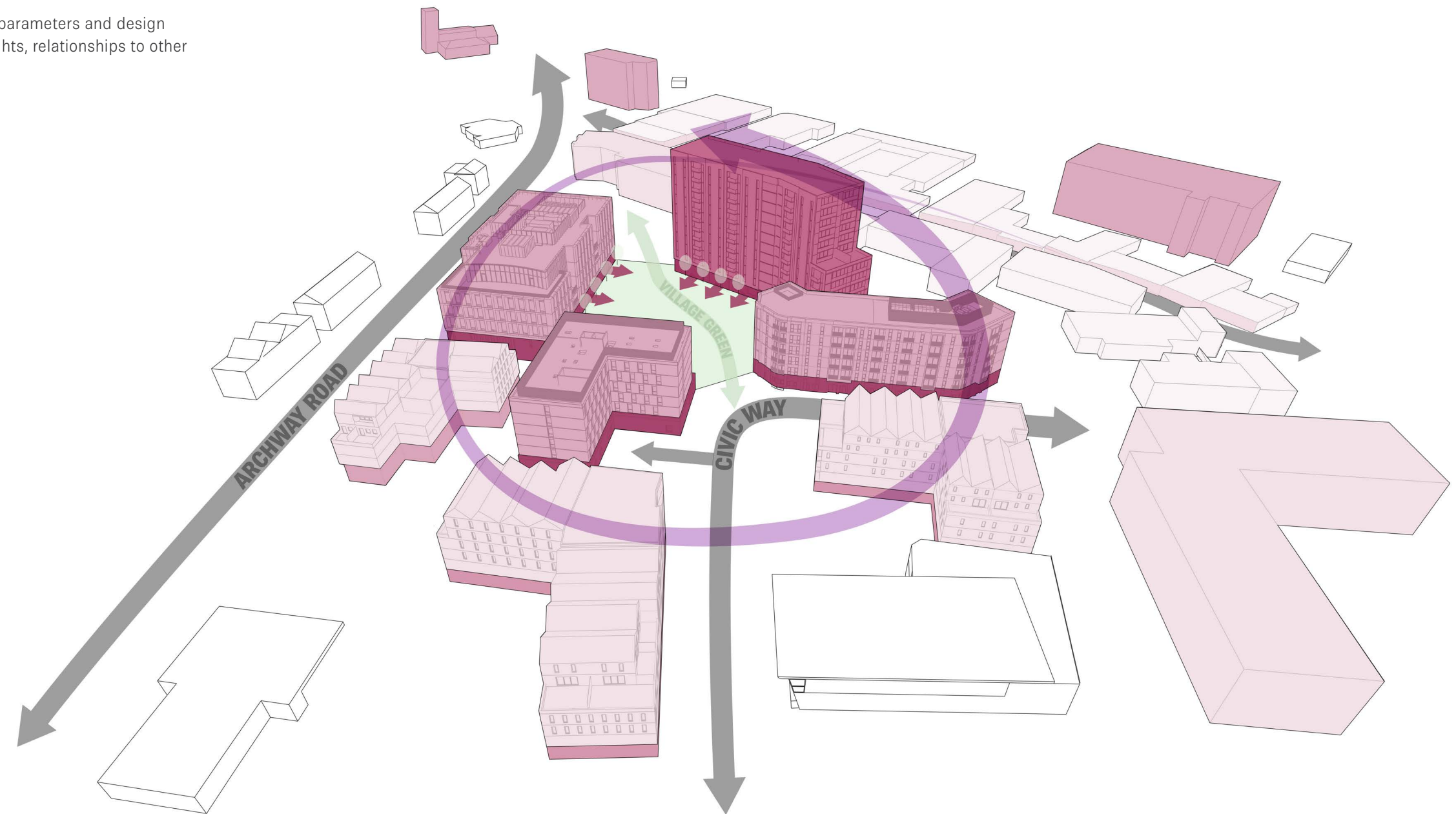


Figure 6.3: Scale & Massing Vignettes



6.4 Key Views

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 6.4: Location Plan



Figure 6.5: 1. View 1 of the new Council HQ as seen from Archway Road



Figure 6.6: . View 4 from Derby Road looking across Westmorland Road



Figure 6.7: View 3 towards Civic Way, with Huyton Library in the foreground



Figure 6.8: V View 2 from Derby Road/Huyton Hey Road near the Harold Wilson statue



Figure 6.9: View 5 from Lyndhurst Way towards the Council HQ and new residential blocks

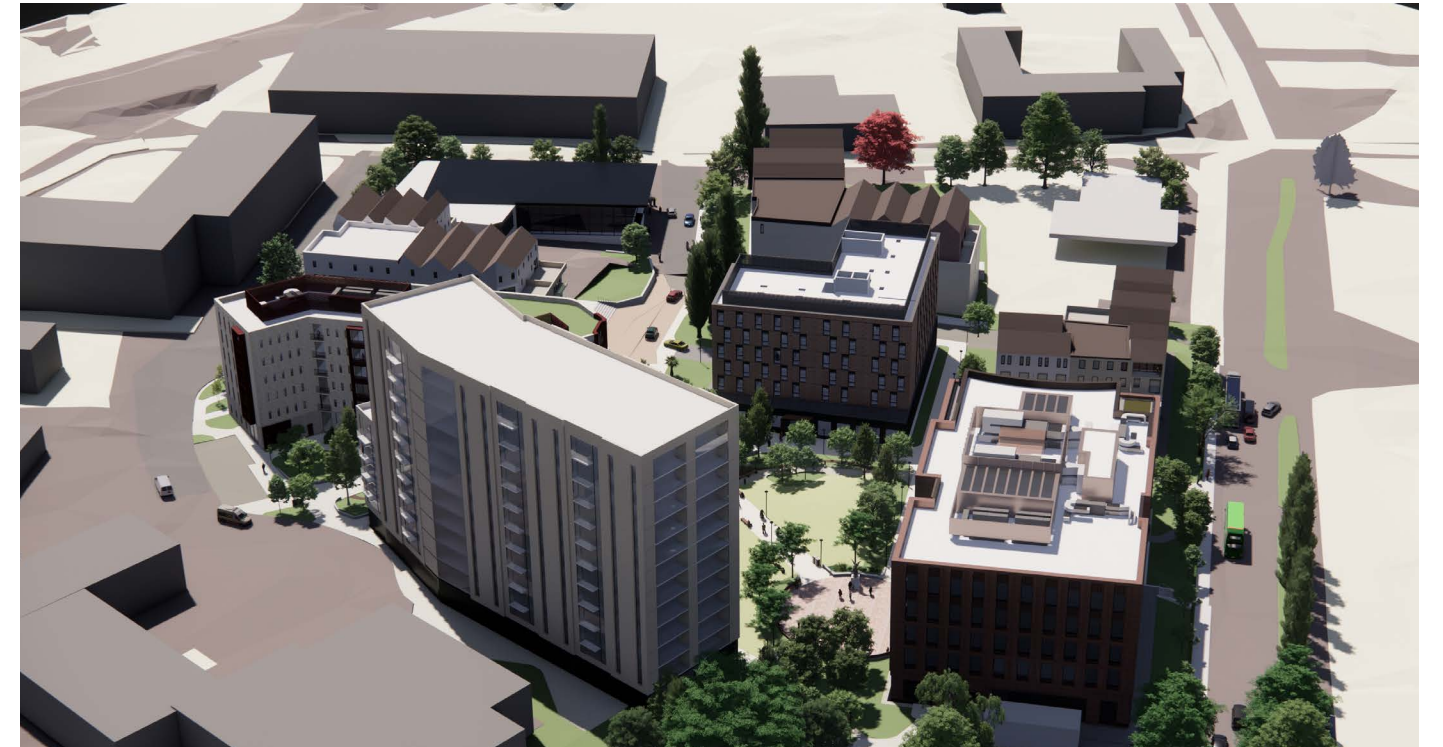


Figure 6.10: View 6 of the development from Lathom Road/Cavendish Walks junction, showing the proposed relationship to the wider town centre & Archway Road



Figure 6.11: View 7 of the Council HQ from Archway Road

Figure 6.12: View 8
across Village Green



6.5 Site Sections



Figure 6.13: Section Location Plan

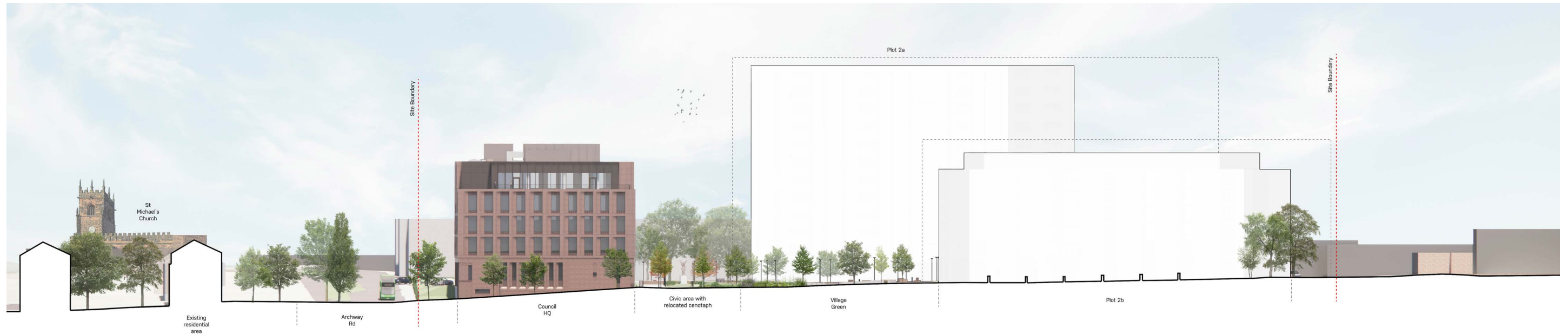


Figure 6.14: Section A-A: Archway Road to Derby Road looking East



Figure 6.15: Section B-B: Poplar Bank to Archway Road looking to North West

6.6 Pedestrian and Cycle Movement Strategy

Pedestrians and cyclists are at the heart of the development, and will be prioritised over cars and other vehicles.

Improved pedestrian and cycle links are to be provided to form a new network of accessible and safe streets which connect St Michael's Place to Huyton railway station, the bus station and the Derby Road shopping precinct.

Civic Way forms a key active travel corridor connecting the bus stops on Archway Road to the train station, driving footfall through the Village Green instead of along Poplar Bank.

Legend

-  Masterplan Boundary
-  Pedestrian links
-  Pedestrian & cycle links
-  Enhanced crossings
-  Bus Stops
-  Opportunities for public cycle parking

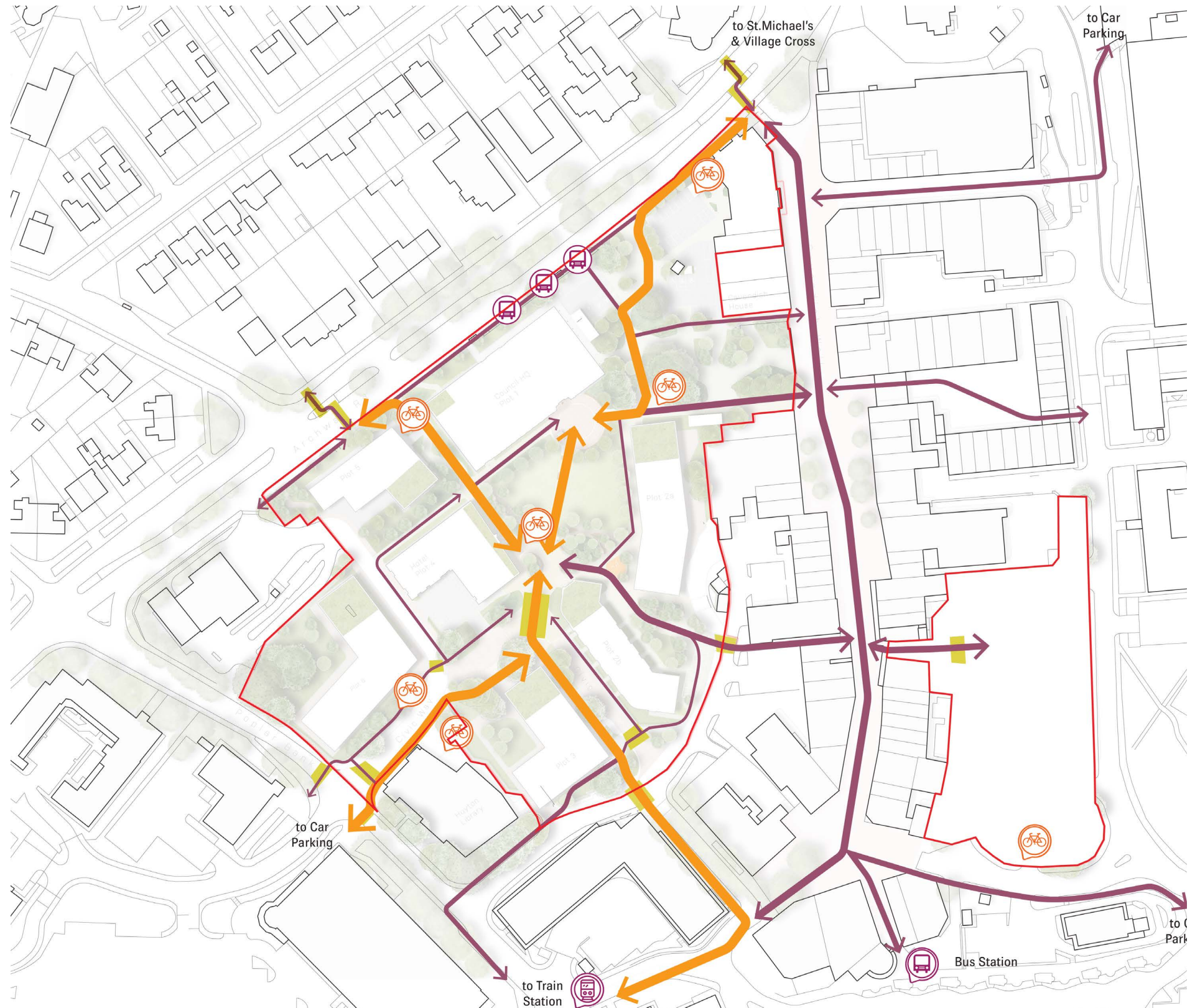


Figure 6.16: Pedestrian and Cycle Movement Strategy



6.7 Green/Blue Infrastructure

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 6.17: Swales, Grey to Green, Sheffield



Figure 6.18: Rain garden
(Image credit: GreenBlue Urban)

Legend

- Outline Masterplan boundary
- Detailed Phase 1 boundary
- Proposed buildings
- Future plots
- Existing building
- Indicative new soft landscape features including low level planting, wildflower meadows and species-rich lawns
- Connected network of paths and spaces
- ↔ Pedestrian link with rain gardens
- ↔ Pedestrian link with permeable paving
- ↔ Vehicular link with hard landscaping
- ⋯ Below ground attenuation



Figure 6.19: Green & Blue Infrastructure Plan



6.8 Play Strategy

The development will provide a safe and attractive area for children to play and explore.

Across the site a range of opportunities for play are provided to support a new resident population as well as encouraging visitors to the centre to spend longer in the area. These range from formal designated play spaces through more informal and incidental play elements to opportunities for natural play, engaging with the wider landscape.

Each have been strategically positioned and considered with the intention of creating a versatile, linear play 'spine' through the heart of the development.



Figure 6.20: Formal play areas



Figure 6.21: Informal play areas

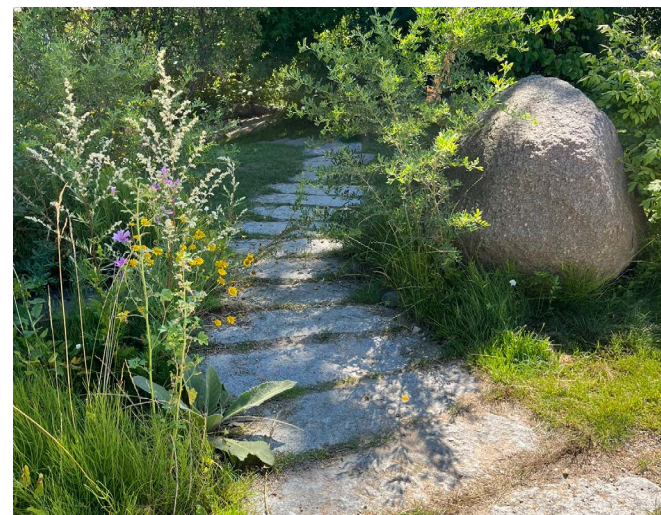


Figure 6.22: Nature trails

Legend

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



Figure 6.23: Play Area Strategy



6.9 Parking Strategy & Vehicular Movement

The development will emphasise a reduced reliance on cars and parking, instead encouraging active travel and public transport as the main means of travelling.

However, a small number of car parking spaces will be retained with accessible parking spaces provided for many of the plots. The multi-storey car park on Lathom Road could become a future mobility hub for the site, in close proximity to Huyton Bus Station and the railway station.

New accessible bays will be added close to the Council HQ and off Civic Way, with a number of electric vehicle charging points both at the Council HQ and within the Lathom Road multi-storey car park.

Service access to the backs of the units to Derby Road must be maintained, and are served along the back of Westmorland Road. Cavendish House is served via an access route to the north, as is the Council HQ building. The masterplan plots are serviced primarily along Civic Way and Poplar Bank, with a coach parking layby provided for the 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

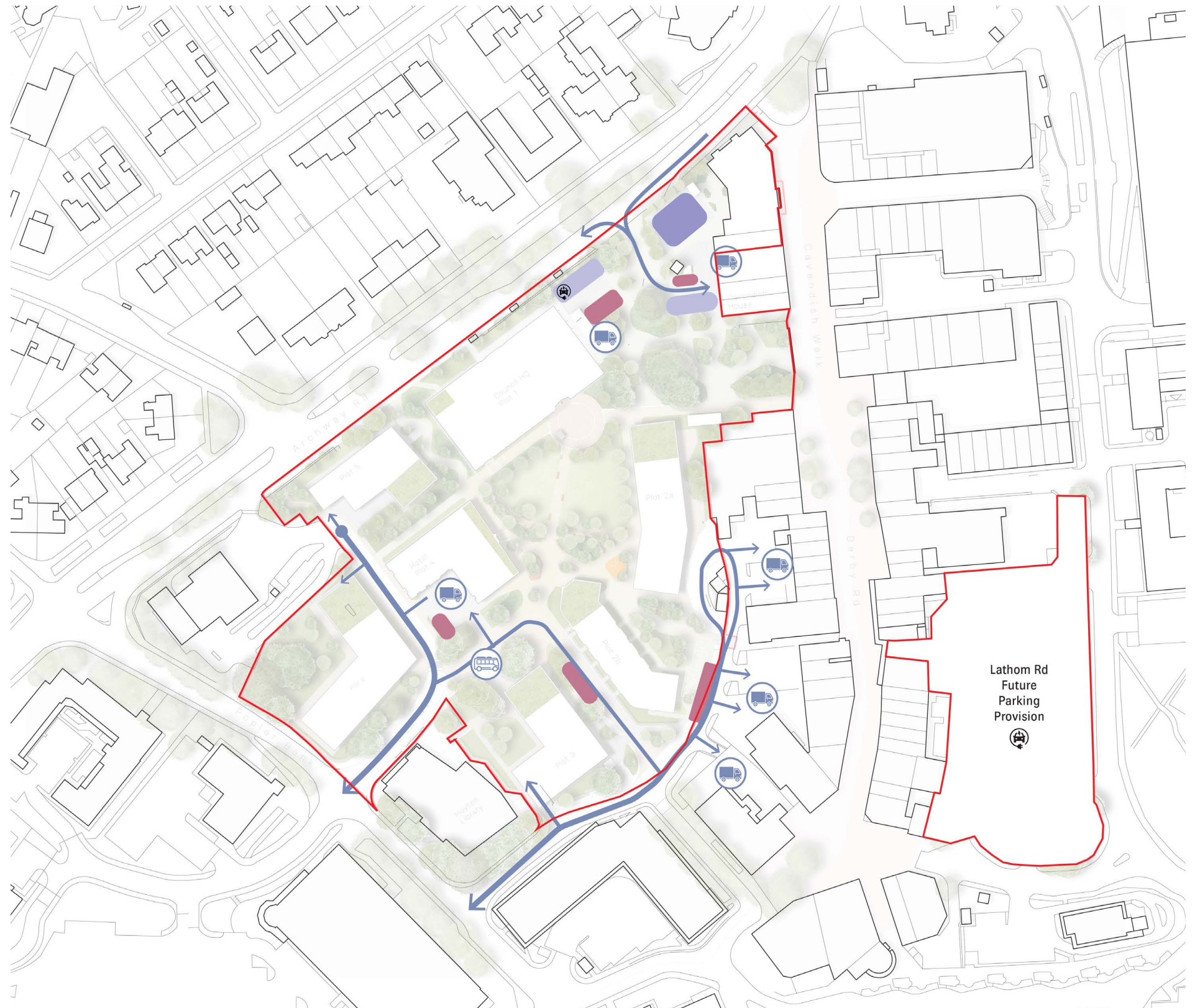


Figure 6.24: Parking and Vehicular Movement Strategy Plan



6.10 Safety & Security

The development must prioritise safety and security for all users.

All buildings should offer windows overlooking key streets and spaces, particularly the Village Green and key pedestrian routes. Buildings should avoid placing blank walls or gable ends onto key movement corridors.

Where visibility is reduced, CCTV can be introduced to ensure coverage, but steps should be taken to prioritise passive surveillance and to meet the Secured by Design guidance.

A mix of uses, including residential, office, commercial and hotel will mean the space is overlooked 24/7.

Residential units to ground floors should observe the Secured by Design protocols, and steps should be taken to prevent crime in the public realm where possible, particularly on service roads and less overlooked areas.

Legend

- Frontages offering natural surveillance
- Key corners for CCTV coverage
- Overlooked areas



Figure 6.25: Passive Surveillance and indicative CCTV location plan



6.11 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

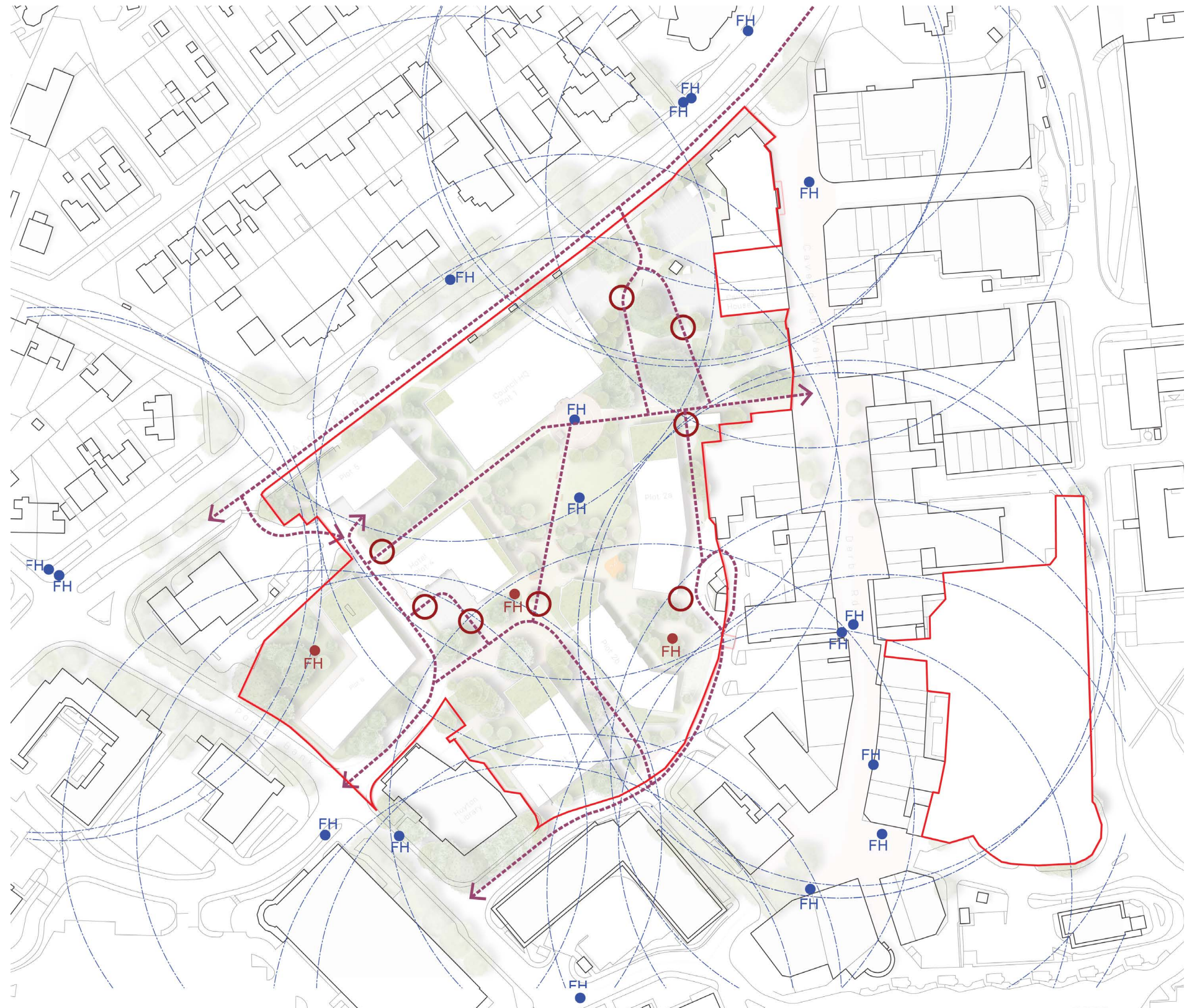


Figure 6.26: Fire hydrant location and access requirements plan



6.12 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.



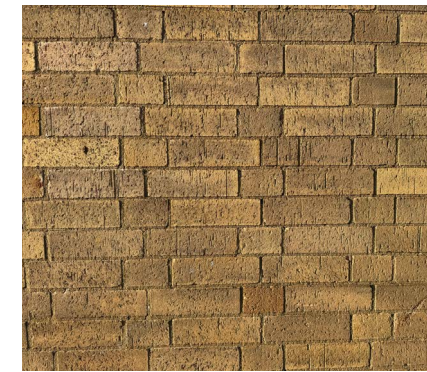
Figure 6.27: Typical views and key buildings from the three Conservation Areas surrounding the centre

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



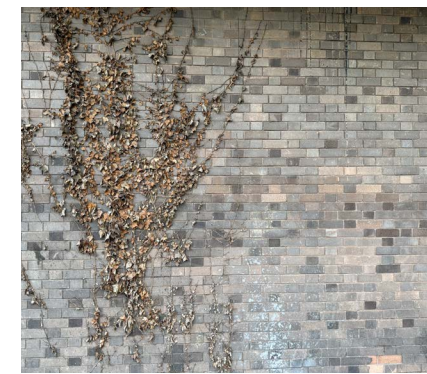
Buff sandstone church wall - The Park Hall



Warm buff brick - Civic building



Buff stone - Huyton College



Burnt brown brick - Westmorland Road



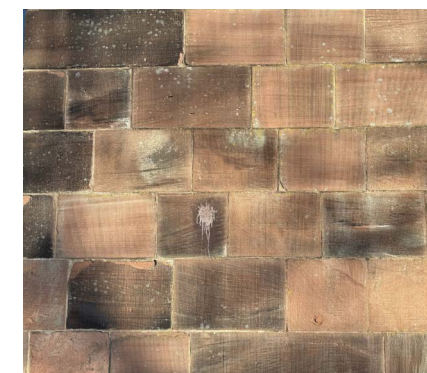
Stone chip cement tile - Westmorland Road



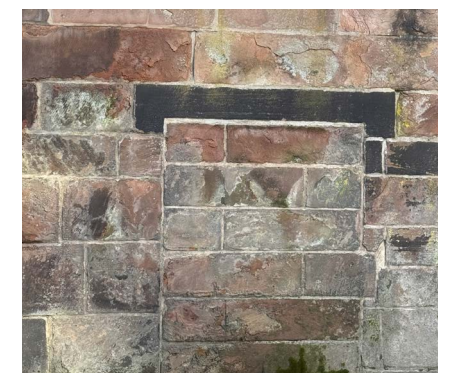
Black brick - Lathom Road



Red sandstone - St. Michael's Churchyard



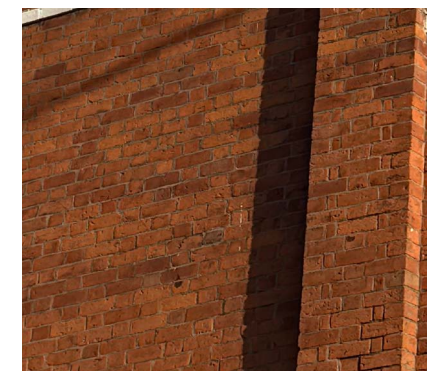
Red sandstone - St. Michael's Church



Rich red darker Lintels - Blue Bell Lane



Two tone red brick - Stanley Road



Warm red brick - Huyton Hey Road



Red & black brick - Archway Road

Figure 6.28: Material palette, taken from local existing buildings

6.13 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.

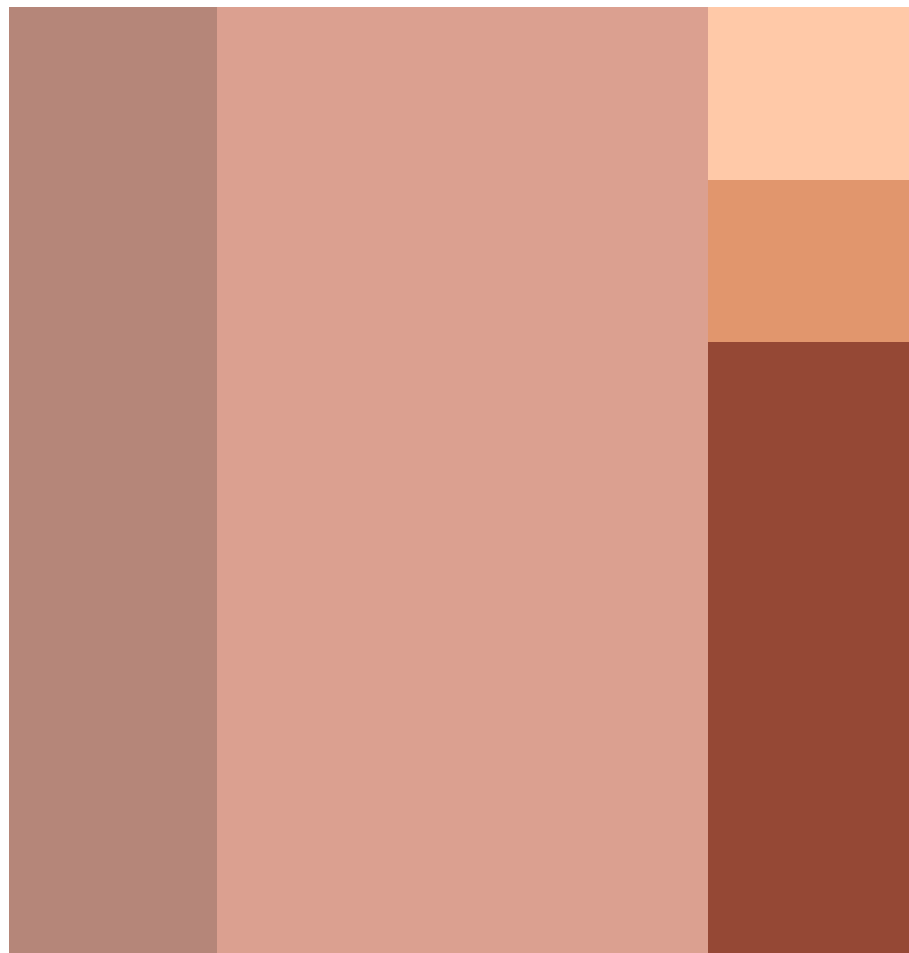


Figure 6.29: Primary Buildings Palette

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 conservation areas that surround the centre.

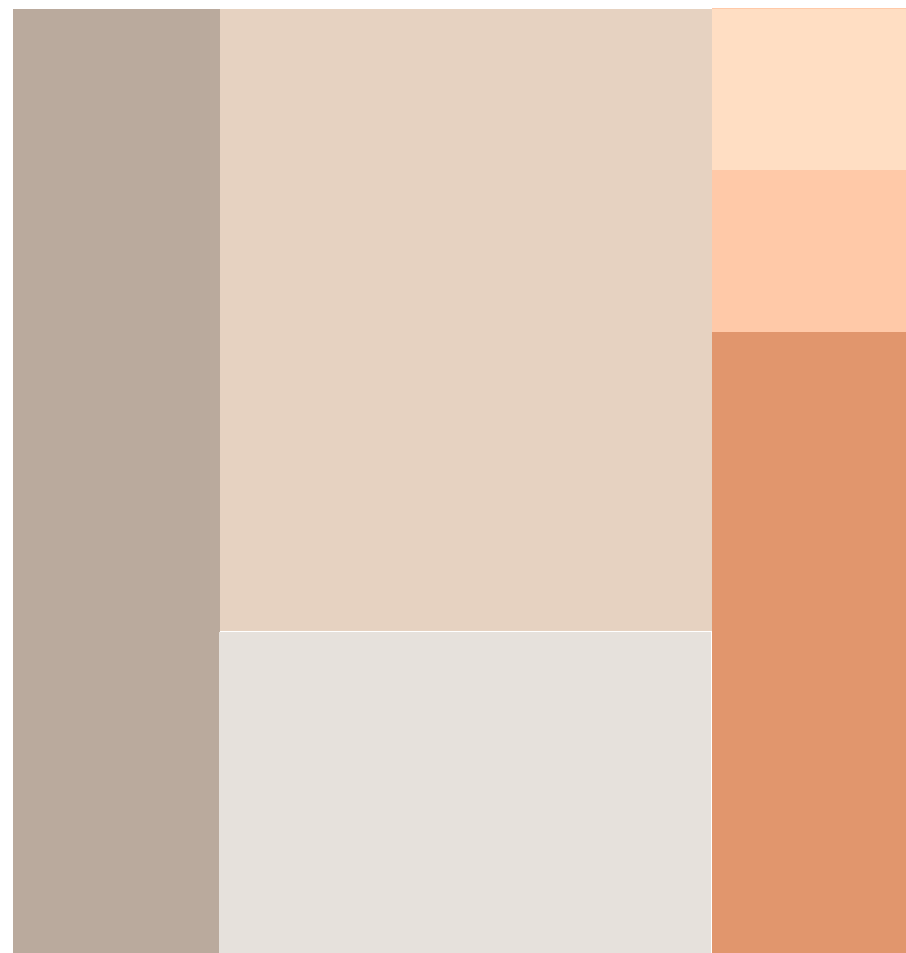


Figure 6.30: Residential Palette

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 6.31: Accents Palette

Public Realm.

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



Figure 6.32: Public realm Palette

6.14 Drainage Strategy

The proposed surface water drainage strategy, which has been designed for a 1-in-100 year storm event + 45% climate change allowance, will begin with the use of permeable paving in appropriate hardstanding areas, allowing rainfall to infiltrate directly through the surface and into the underlying sub-base. This initial SuDS feature provides source control by reducing surface runoff, filtering pollutants, and promoting infiltration.

Where infiltration is not feasible or where additional attenuation is required, excess flows will be conveyed via a traditional gravity drainage network to a geocellular storage tank located within the central soft landscaping area of the development. From there, water will be discharged offsite to surface water sewers at an agreed allowable discharge rate.

A swale will also be incorporated into the landscape design to manage exceedance flows, providing an additional conveyance route and temporary storage during extreme rainfall events. The overall drainage design incorporates a range of SuDS elements to manage water quality, conveyance, and attenuation in a sustainable and integrated manner.

Legend

- Site Boundary
- Existing UU Public Surface Water Sewer
- Existing UU Public Foul Water Sewer
- Existing UU Public Combined Water Sewer
- Existing Private Surface Water Drain
- Existing Private Foul Water Drain
- Existing Manhole
- Proposed Surface Water Drain
- Proposed Surface Water Manhole
- Proposed Foul Water Drain
- Proposed Foul Water Manhole
- Attenuation Tank
- Swale
- Proposed Permeable Paving
- Proposed Rain Gardens
- Proposed Green Roof

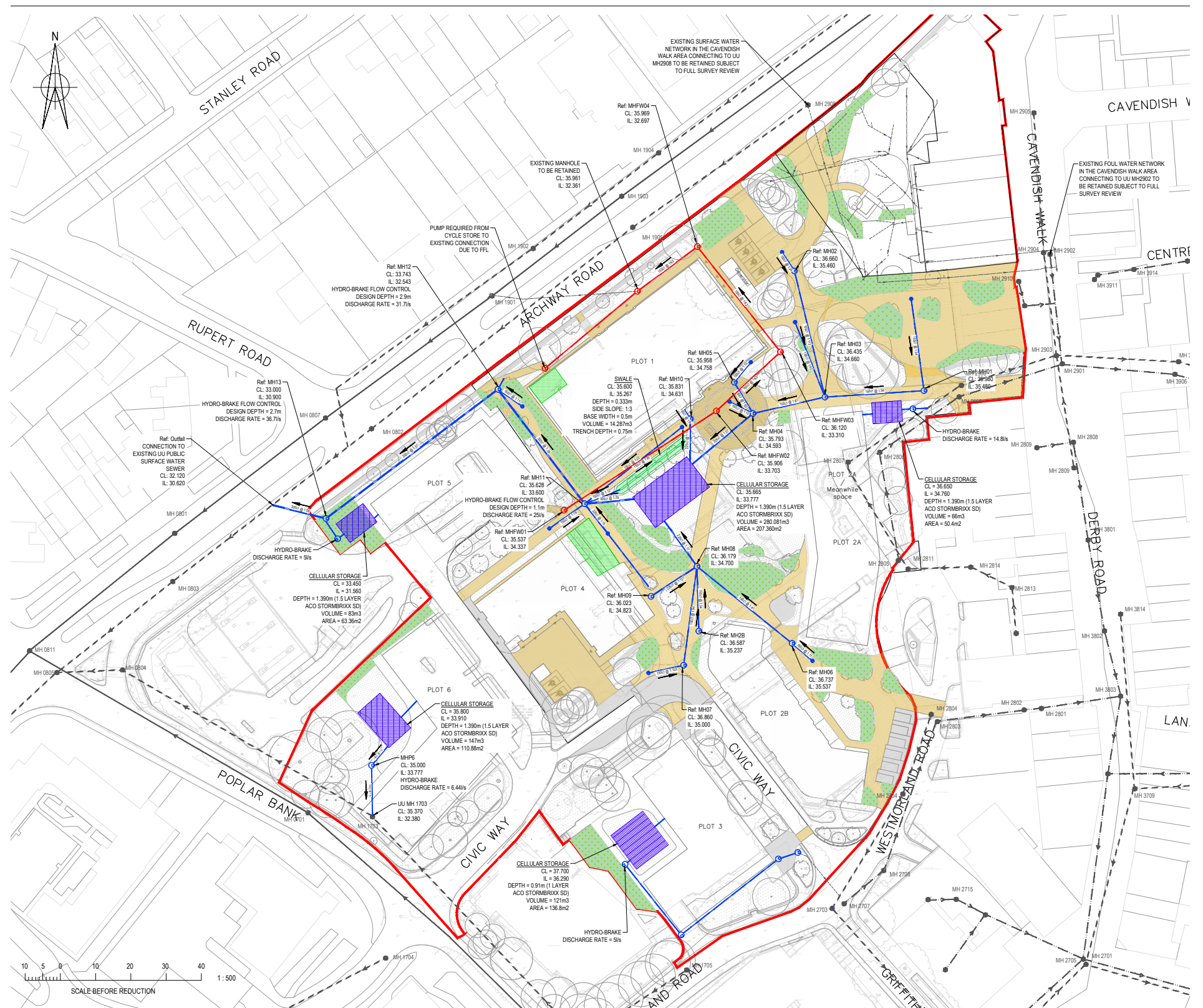


Figure 6.33: Proposed Drainage Strategy Plan





07

The Planning Application

(Outline Component)

7.1 The Purpose of this Section

This section describes a series of parameter plans for the wider masterplan, outlining the principles for land use, scale, landscape and access that form the Outline aspects of the Planning Application.



Figure 7.1: Visual of the Village Green showing landscape, street furniture and activity.



7.2 Application Boundary

This plan shows the overall red line boundary for the development, comprising 3.82ha of Huyton Town Centre, surrounded by Archway Road, Poplar Bank and Westmorland Road.

There is a smaller site to the east which comprises the Lathom Road multi-storey car park and a small arcade of retail units, as well as the land to the south on Huyton Hey Road where the Ingeus office building once stood.

Legend

- Outline Application Boundary
- - - Detailed Application Boundary

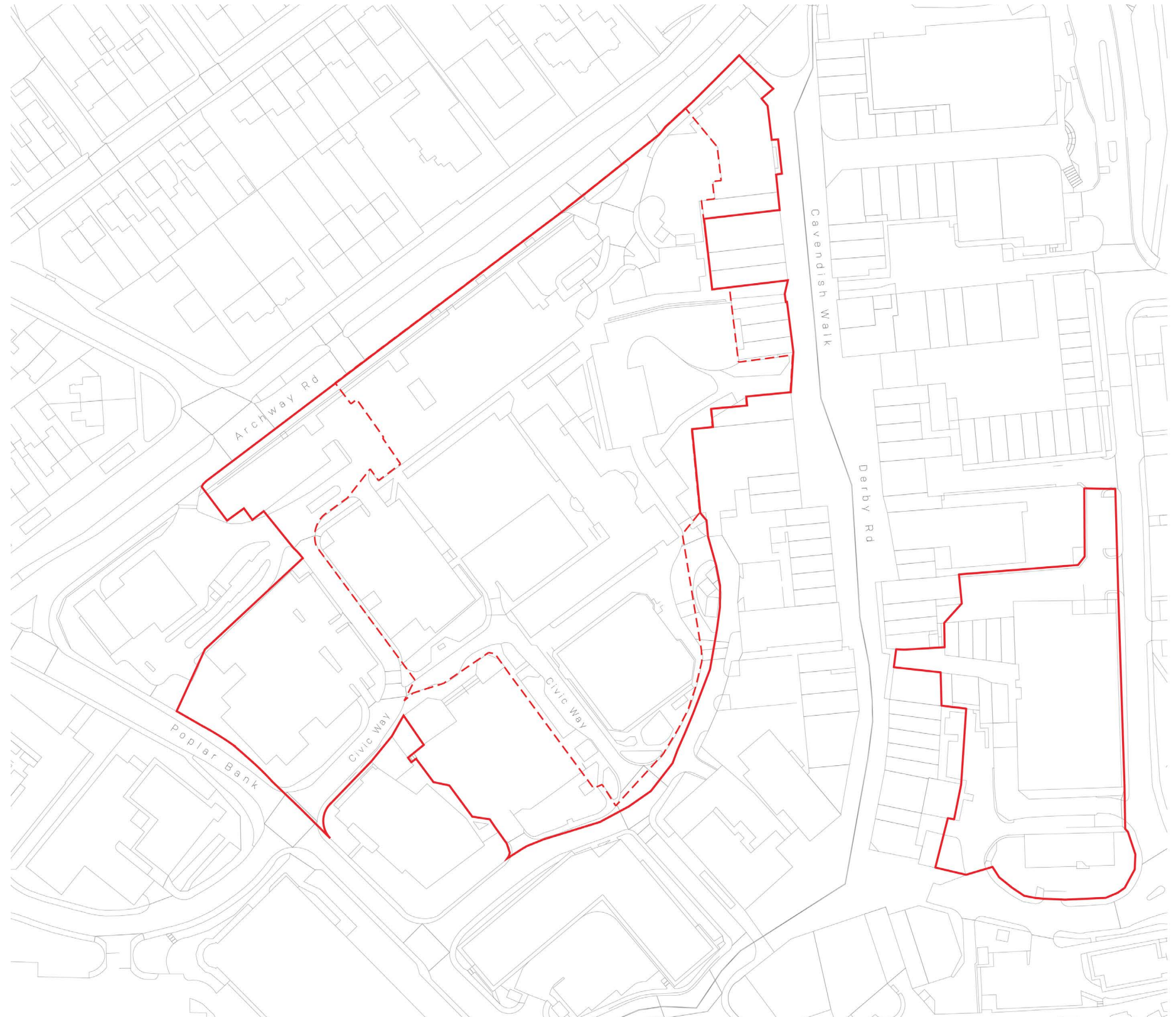


Figure 7.2: Red Line Boundary



7.3 Outline Plots

This plan shows which plots are coming forward as a part of an outline planning application, and those that form part of the full planning application.

The masterplan will be delivered in phases, with Plots 1, 2a, 2b and 4 forming the detailed application and Plots 3, 5 and 6 forming the outline application. The mobility hub to the east of Derby Road will be delivered in a future phase.

Legend

- Outline Application Boundary (3.82ha)
- Proposed mixed use development plots, in outline, as part of hybrid application
- Proposed plot, designed in detail, as part of hybrid application
- Proposed public realm plot, in outline, as part of hybrid application



Figure 7.3: Plot Summary Plan

7.4 Parameters Plan - Land use

St Michael's Place is a predominantly residential-led development, save for Plots 1 and 4 which will comprise of a new office building for KMBC and a new hotel, respectively.

Plot 2a is identified for meanwhile uses during the construction process of the surrounding plots, and Plot 7 will come forward as new public realm.

Legend

- Outline Application Boundary (3.82ha)
- Proposed building footprints in full
- Proposed mixed use (comprising of commercial and residential) development plots, in outline, as part of hybrid application
- Proposed public realm plot, in outline, as part of hybrid application
- Plot identified for meanwhile uses



Figure 7.4: Land use plan



7.5 Parameters Plan - Scale

The masterplan's scale responds to the town centre character area and existing context, including Huyton Job Centre and St Michael's Church.

It is intended to increase in height in a spiral formation, the lower rise buildings reflect their context so as not to overshadow the Library and other surrounding buildings. There is an increase in scale towards the north, culminating in the landmark 12 storey tower on Plot 2a.

Lower rise buildings will work to a maximum height of 5 storeys, reflecting already established building heights to the west, north and Huyton Library.

Medium rise buildings will work to a maximum height of 6 storeys, managing the transition between lower and higher rise buildings.

A landmark building will work to a maximum height of 12 storeys.

These building heights also reflect the proposed heights for plots 1 and 4 (both 6 storeys) and the retained and refurbished Cavendish House building (2 storeys) to the north east of the site.

Legend

- Outline Application Boundary (3.82ha)
- Proposed development plots in outline
- Proposed building footprints in full
- Building height up to 12 storeys (GF +11)
- Building height up to 8 storeys (GF +7)
- Building height up to 6 storeys (GF +5)
- Building height up to 5 storeys (GF +4)



Figure 7.5: Scale plan

7.6 Parameters Plan - Landscape

The overall landscape strategy revolves around the creation of a new Village Green at the heart of the masterplan.

The parameter plan shows which trees are to be removed and which are to be retained, as well as the general extent of external works and landscape buffering requirements as part of on-plot design parameters.

On plot landscape buffers provide suitable levels of green and blue infrastructure, predominantly focused around existing tree groups, to ensure future proposals on each plot successfully integrate with the wider landscape structure.

Plot 7 is to be brought forward as a new area of public realm as part of the outline application and as part of the site wide landscape and use strategy for the masterplan.

Legend

- Outline Application Boundary (3.82ha)
- Proposed development plots in outline
- Proposed building footprints in full
- Extent of external works detail application
- Trees to be retained within outline development plots. (Refer to separate tree retention/removals plans for those associated with detailed areas of landscape and/or buildings)
- Trees to be removed within outline development plots. (Refer to separate tree retention/removals plans for those associated with detailed areas of landscape and/or buildings)
- Landscape buffer within outline development plots. Design and dimensions will vary at detail design stage.
- Plot to be brought forward as area of public realm. Quantum and layout to be determined at detailed planning stage.



Figure 7.6: Landscape plan

7.7 Parameters Plan - Access

The masterplan aims to prioritise pedestrian access, with primary frontages facing on to the Village Green.

Primary residential frontages should face on to pedestrian routes and the Village Green, with service roads restricted to the periphery of the site, including Westmorland Road and Archway Road.

The existing road alignments are retained, with the same access points as before, however through traffic has been prevented, and the roads are now primarily used for service vehicles and deliveries.

Legend

- Outline Application Boundary (3.82ha)
- Proposed development plots in outline as part of hybrid application
- Proposed development plots in detail as part of hybrid application
- ➔ Indicative vehicle access points to masterplan areas
- ➔ Indicative vehicle access points to outline development plots
- - ➔ Pedestrian access points to outline development plots
- ➔ Surrounding existing pedestrian routes

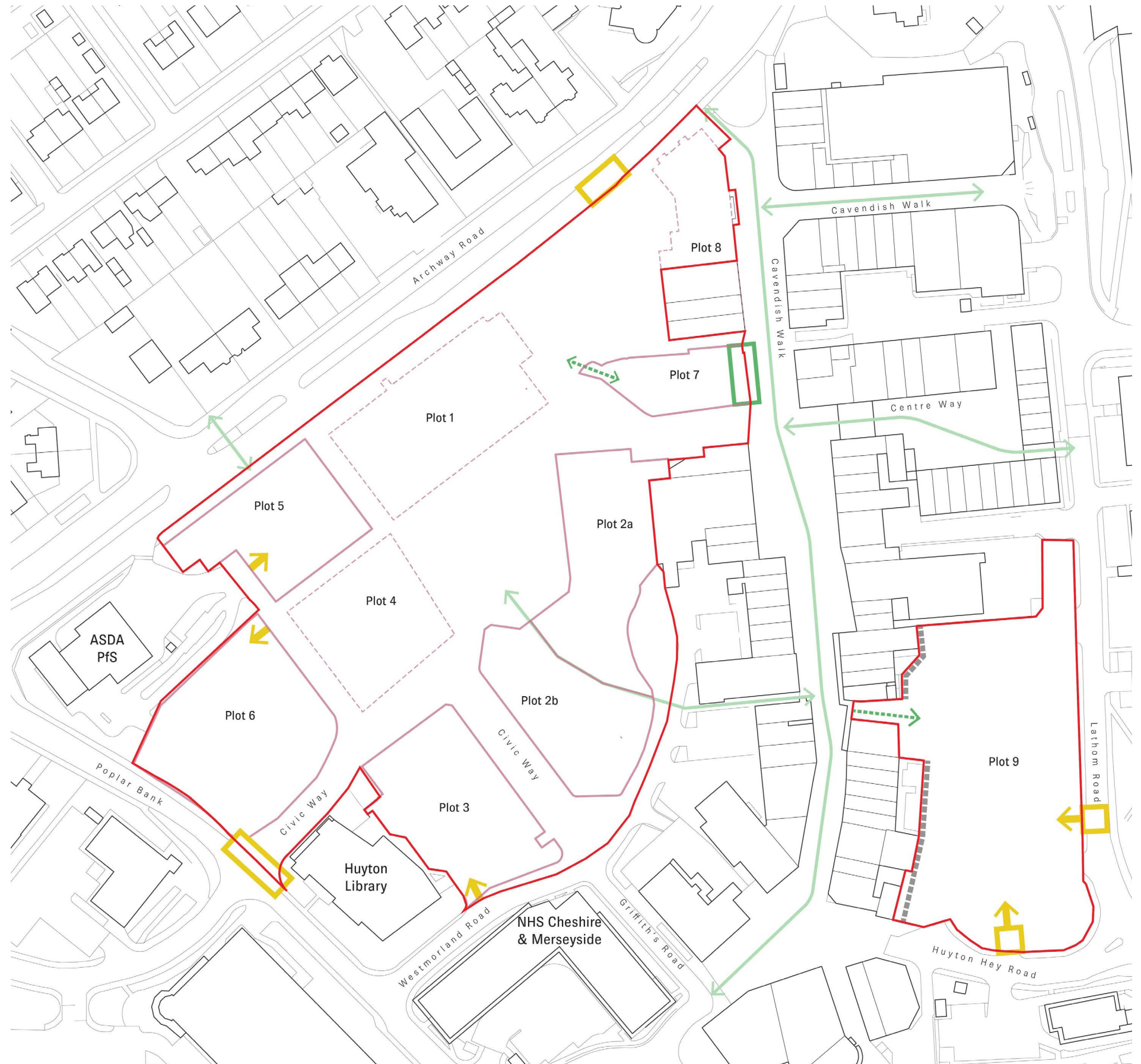


Figure 7.7: Access plan



08

Council HQ Detailed Application



Image Caption

8.0	Council HQ Detailed Application
8.1	Introduction & Existing Site
8.2	Design Development
8.2.1	Introduction
8.2.2	Design Development
8.2.3	External Appearance
8.2.4	Pre-Application Consultation
8.2.5	Post-Consultation Design Development
8.3	Narrative & Identity
8.3.1	Local Character - Patterning
8.3.2	Frieze - Public Art Opportunities
8.3.3	Lettering - Public Art Opportunities
8.4	Proposed Scheme
8.4.1	Layouts
8.4.2	Amount of Development
8.4.3	Sections and Elevations
8.4.4	Typical Bay Studies
8.4.5	External Lighting Design Concept
8.5	Access Statement



8.1

Introduction & Existing Site

8.1.1 Introduction

The Brief

The development brief for the new Council Headquarters has been prepared by KMBC to support the design, development & delivery of their new home. Consolidating existing and now demolished council buildings in to a single hub, and acting as a catalyst for the wider town centre redevelopment.

The primary aim for the new HQ is to provide a long term affordable headquarters for the Council that meets the needs of the community, elected members, council officers & staff.

Key aims of the new HQ brief include:

- Provide a modern, flexible work space - aligned with smarter working practices, with meeting & informal flexible space to encourage collaborative working.
- Provide an effective & accessible democratic function with a new Council Chamber and training facility.
- Relocating the Children's Social Care facility to the HQ.
- Integrating flexible space for partner agencies such as Invest Knowsley, to promote investment in the borough.

Initial Bid Phase

In 2022, Genr8 Kajima Regeneration Ltd (GKRL) were invited to submit a tender for the development and delivery of a masterplan vision for Huyton Village, with the new Council HQ building forming a key part to this vision.

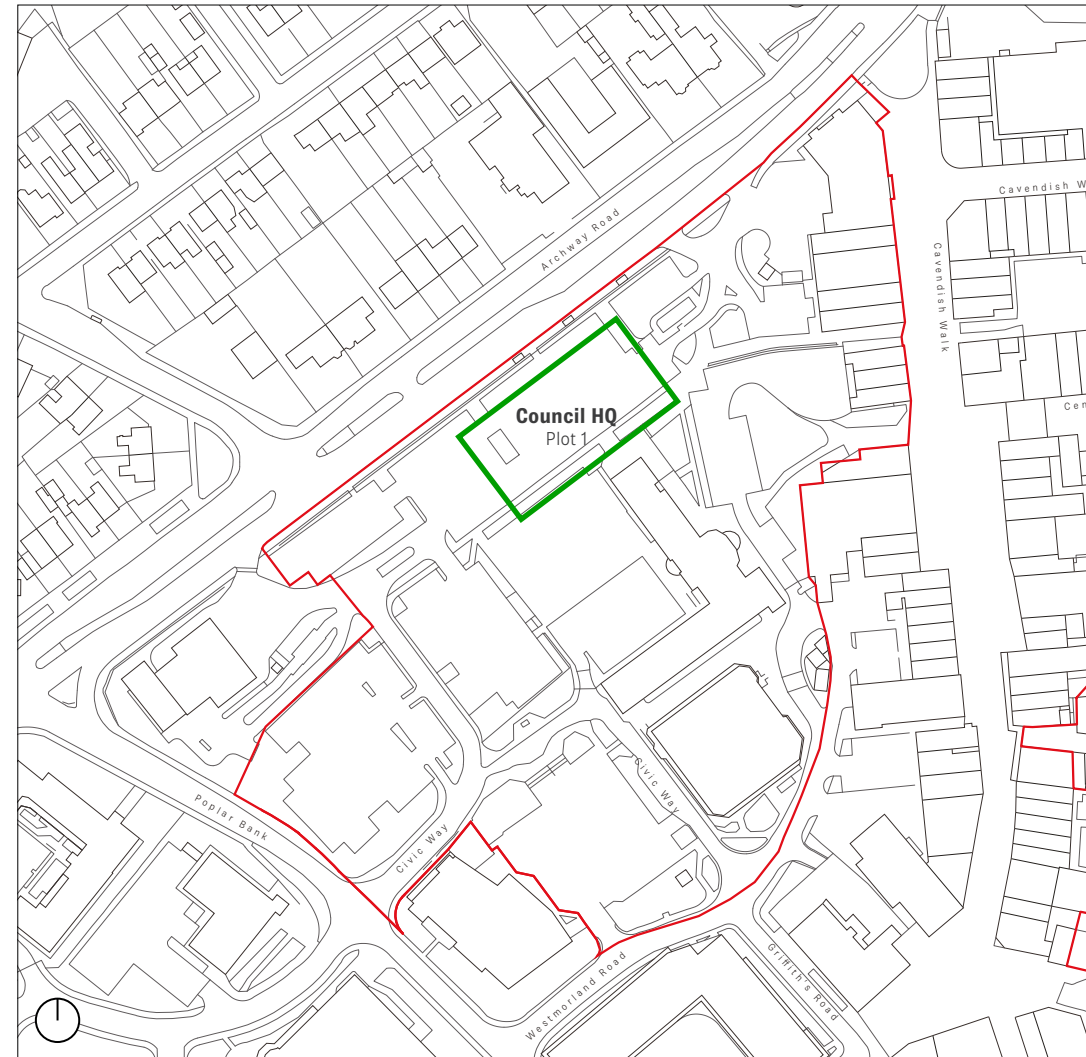
Following the award of the bid submission, the design of the HQ has continued to develop & improve, but much like the wider masterplan, maintaining many aspects of the initial design concept.

Quantum & Size

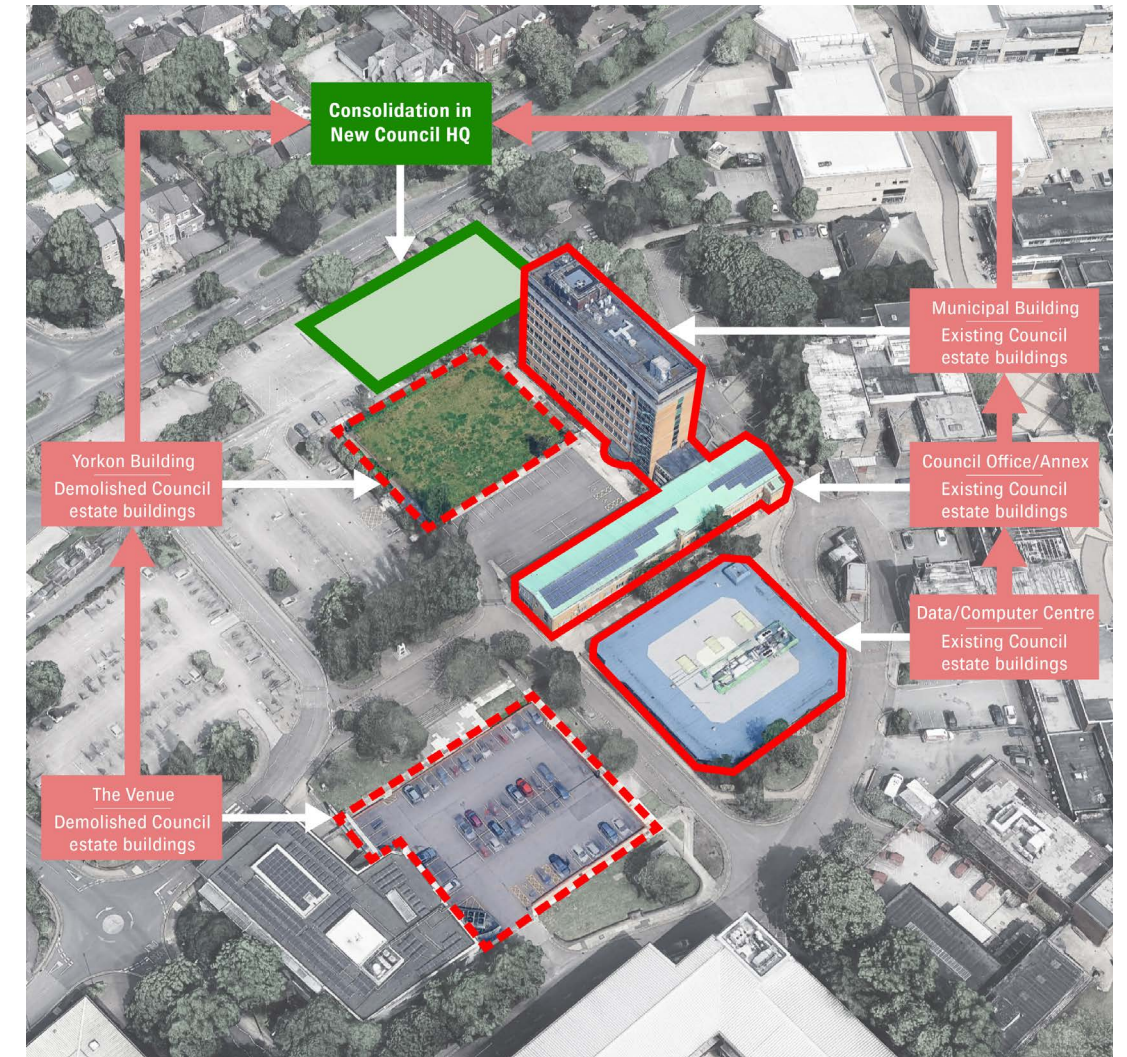
The new Council HQ is to be made up of 72,500ft² of net office area to accommodate an estimated 1,200 staff in a mixture of formal and agile work settings. The office building will be arranged across 5-storeys, with more traditional office space & external terraces located across upper floors, and the various public facing elements at ground level.

Programme

Since the award of the bid submission in 2022, the Stage 1 & 2 design development has concluded in July 2025 with the planning submission. The construction phase is due to start in 2026, with a targeted completion of the HQ in 2028.



Existing site plan: Red line - wider application boundary, Green line - Council HQ plot



The Brief: Consolidation of existing and demolished council buildings & services



Initial Bid Phase: Masterplan overview



Initial Bid Phase: Council HQ & cenotaph early design concept



Initial Bid Phase: Council HQ & Village Green early design concept

8.1.2 Sustainability Brief

Sustainability & environmental targets have been another key part of the development brief for the new Council HQ. These targets have been defined by various relevant policy documents, from BREEAM through to the recently launched UK Net Zero Carbon Building Pilot Standard. An introduction to these policies & the proposals for the Council HQ can be found below.

Sustainability Policy

Key national and local policy documents relevant to this development include the following. A detailed summary of these documents can be found in the project's Sustainability Statement.

- National Planning Policy Framework
- Approved Documents F, L and S 2021
- National Planning Policy Framework
- Knowsley Local Plan Core Strategy Adopted 2016

Sustainability Proposals

The Huyton HQ building is cited in Knowsley Council's Climate Emergency Action Plan and Net Zero Delivery Plan. Both documents state an ambition for a low carbon Council HQ which incorporates the following:

- Low carbon technologies
- Sustainable travel opportunities into the public realm
- Generation of sustainable energy

The project team is proposing to measure the project's performance against the recently launched UK Net Zero Carbon Building Pilot Standard in support of the client's net zero carbon ambitions.

Summary

The development will be achieving Part L 2021 compliance and BREEAM rating 'Excellent' (with an aspirational target of 'Outstanding'), whilst aligning to UKNZC Building Standard in Operational Energy and Upfront Carbon.

Operational energy consumption for the HQ is aiming to meet and improve on the standards set by RIBA 2030, UKGBC NZC Offices 2035-2050 & the LETI Climate Emergency Design Guide (see graph adjacent).

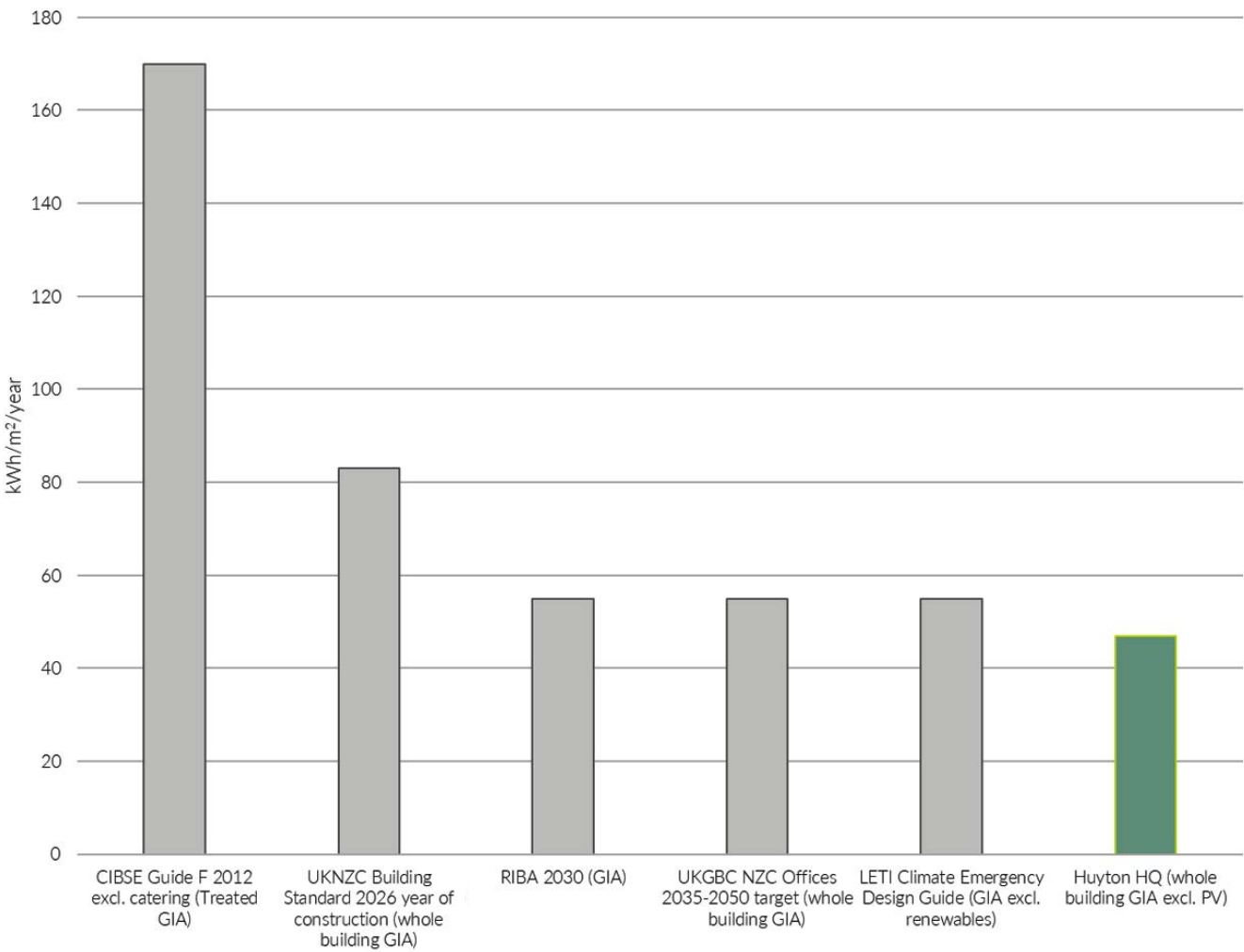
Aspirational targets at this stage are to achieve an EPC rating of A and less than 600kgCO₂/m² in Upfront Carbon intensity.

	Operational carbon.	Embodied carbon.	Holistic sustainability.
Legislation	- Part L 2021 (regulated energy only)	- None	- ≥10% Biodiversity Net Gain
Client policy	- Incorporate low carbon technologies - Incorporate the generation of sustainable energy	- Ensure carbon reduction is a key element in the design and construction of the proposed council HQ	- BREEAM Excellent - Incorporate sustainable travel opportunities into the public realm
Recommended	- Align to UK NZC Building Standard (pilot) using TM54 methodology: - Energy use intensity limit aligned with UK NZC Building Standard (pilot) ≤83 kWh/m²GIA/yr - On-site renewable electricity generation targets: 40 kWh/m² building footprint/ year - EPC rating of B or better	- Align to UK NZC Building Standard (pilot): - Upfront carbon emissions <700 kgCO₂/m² - Upfront carbon limit for renewables: 750 kgCO₂e/kWp - Refrigerant GWP limits = 677 kgCO₂e/kg	- Thermal comfort assessment to achieve 3 credits under BREEAM Hea04
Aspiration	- EPC rating of A	- Upfront carbon emissions <600 kgCO₂/m²	- BREEAM Outstanding

Sustainability Matrix: Legislative requirements, Client brief & recommended /aspirational targets.



Benchmarking: Industry standards informing recommendations



Operational Energy Consumption Targets: Comparison of wider industry benchmark targets with the Council HQ's projected operational energy usage

8.1.3 The Site

Location

The new Council HQ is to be located to the north of the wider St. Michael's Place masterplan, bounded by Archway Road to the north and opposite KMBC's remaining office building. Built in 1963, the existing office building is due to be demolished to allow for the relocation of the HQ and future masterplan development plots, contributing to the redevelopment of the town centre.

The site is well served by public transport links with Huyton Train Station a 5-minute walk to the south, and bus stops located along Archway Road to the north.

Huyton's Derby Road high street is a short walk to the east, maintaining the existing pedestrian connection between Council HQ and the town centre.

Existing Site

Surface car parking makes up the vast majority of the proposed Council HQ plot, as well as the wider masterplan.

Alongside car parking, the character of the existing site is defined by several mature trees dotted between surface car parks, service yards, and Archway Road.

The site slopes substantially with a circa 3m level change across the CHQ plot area, from the low point of Archway Road, sloping up towards the town centre.



Site photographs locations



1. View looking northeast along Archway Road



2. View looking northeast towards existing Council HQ & surface parking



3. View looking southwest along Archway Road



4. View looking southwest across existing surface parking



Photos of the current KMBC offices



8.2

Design Development

8.2.1 Introduction

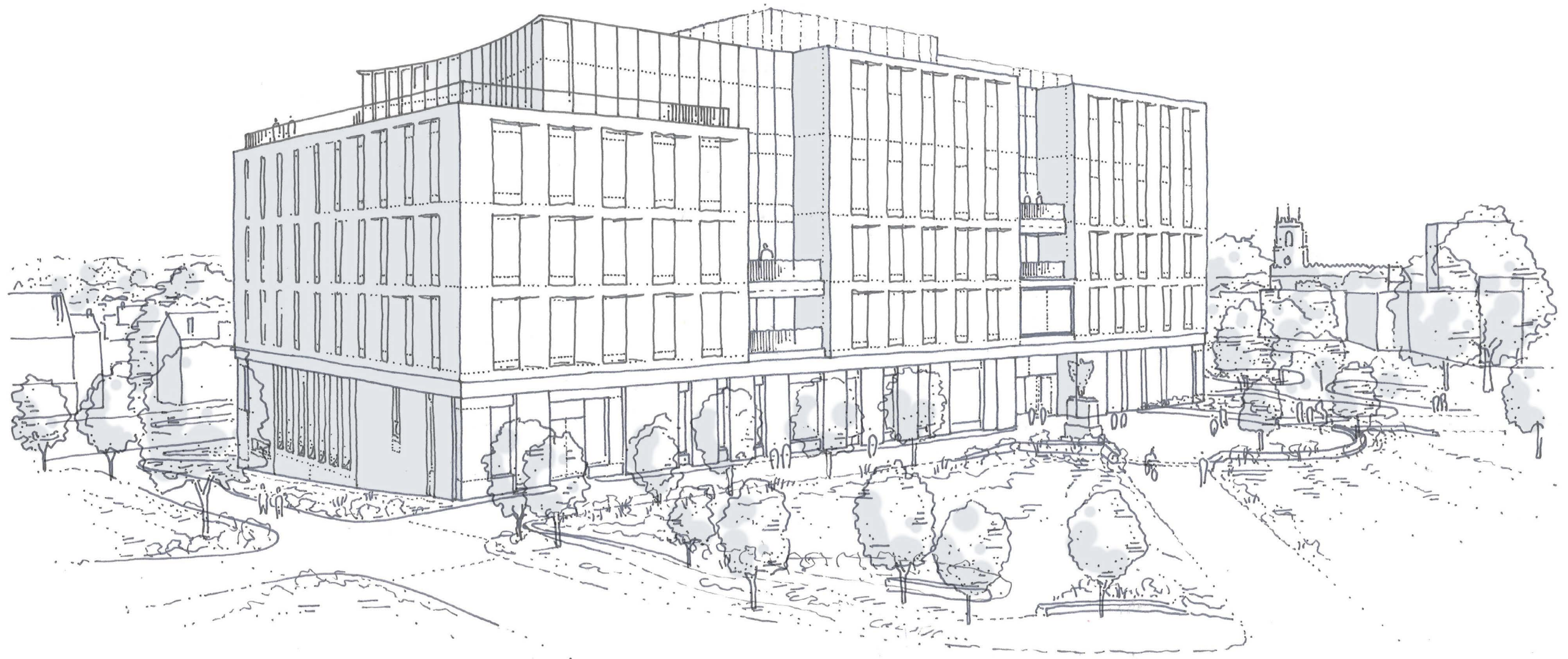
Design Development

The following section describes the design development for the Council HQ building, noting the key consultation responses received through the process. With the main aim of the project to create a new civic hub & home for Knowsley Council, within the heart of Huyton.

Design development presented in this report has been an iterative process; combining sketches, drawing and 3D modelling, to test massing, articulation and materiality. To ensure that the final proposals respond appropriately to the local context & character of Huyton, as well as the emerging masterplan.

Key challenges to the development include:

- Responding to the dramatic level changes across the existing site,
- Addressing the busy dual carriageway of Archway Road to the north,
- And integrating the various public & private council functions required across the ground floor.



Council HQ & Village Green: design sketch

8.2.2 Design Development

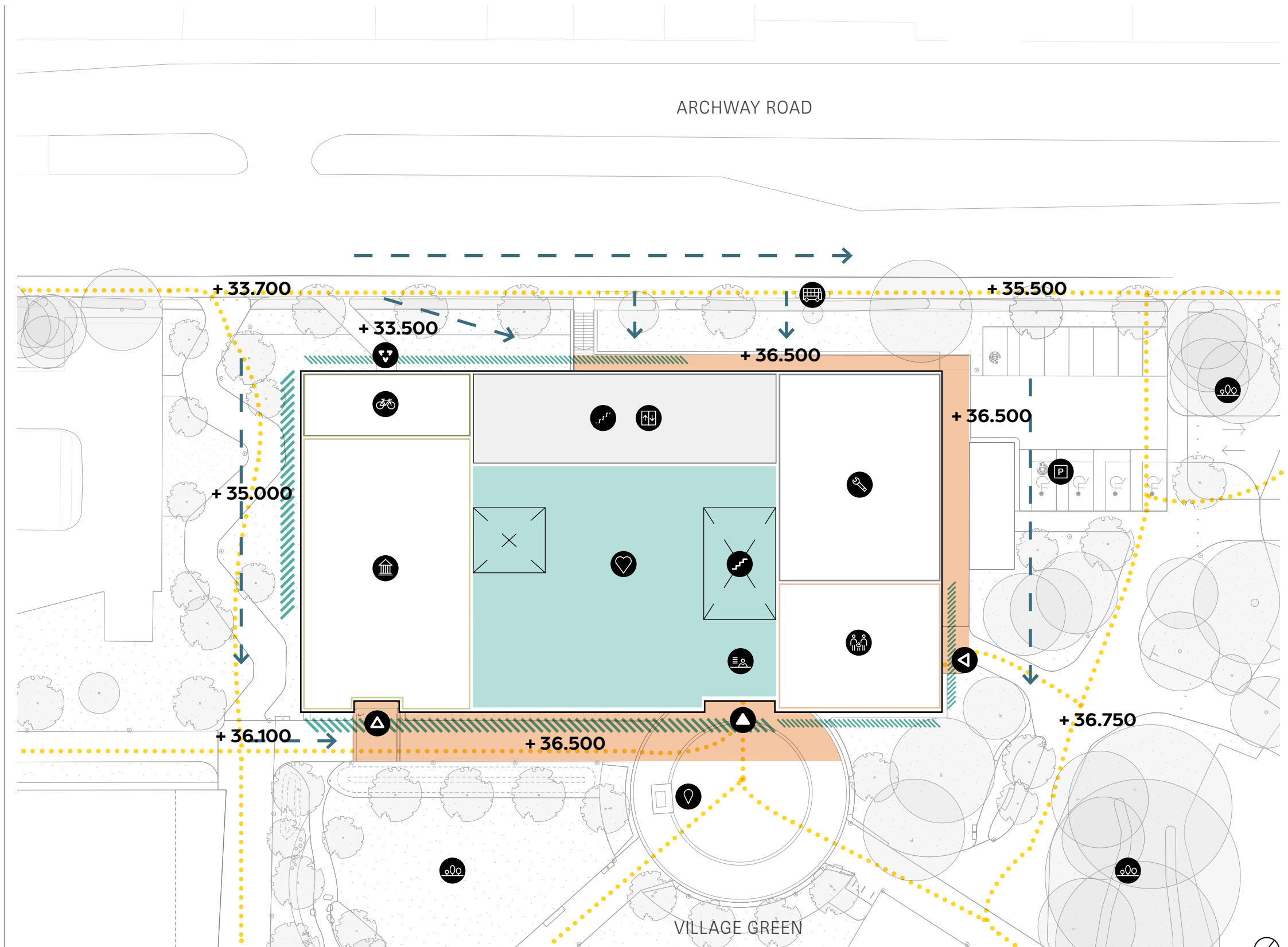
Site Arrangement & Existing Levels

The Council HQ arrangement needs to address several key considerations, opportunities & constraints, including:

- Existing site levels - an existing level change of up to 3m from the west to east corners of the CHQ site.
- Proximity to Archway Road - the dual carriageway to the Northwest of the site raises issues of noise pollution, air pollution and security.
- New Village Green & existing trees - facing the new public realm & towards Huyton town centre is a key opportunity.

Key

- ● ● Pedestrian movement across the site
- /// Active frontages
- > Direction of existing site levels sloping up
- Level access zones to be incorporated at +36.000
-  Bus stops
-  Proposed accessible car park
-  Retained and proposed planted areas
-  Cenotaph location
-  Main office entrance
-  Reception area
-  Welcoming area & community hub
-  Secondary entrances for Council Chamber, Children's Social Care Facility & Cycles
-  Council Chamber & Training Facility
-  Children's Social Care Facility
-  Plant & back of house
-  Building access & egress at back of house
-  Cycle store facility
-  Primary core lifts
-  Primary core stair
-  Atria
-  Feature stair

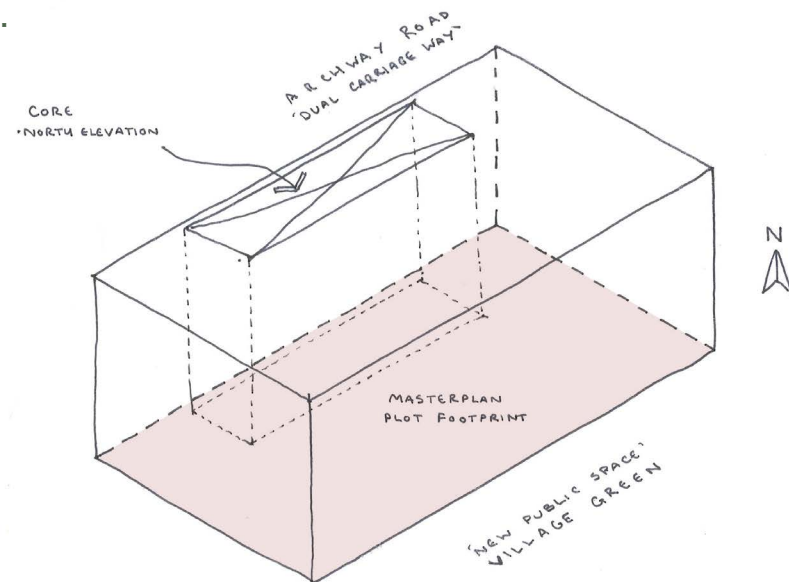


Site levels & arrangement: addressing existing level changes

8.2.2 Design Development

Concept Development

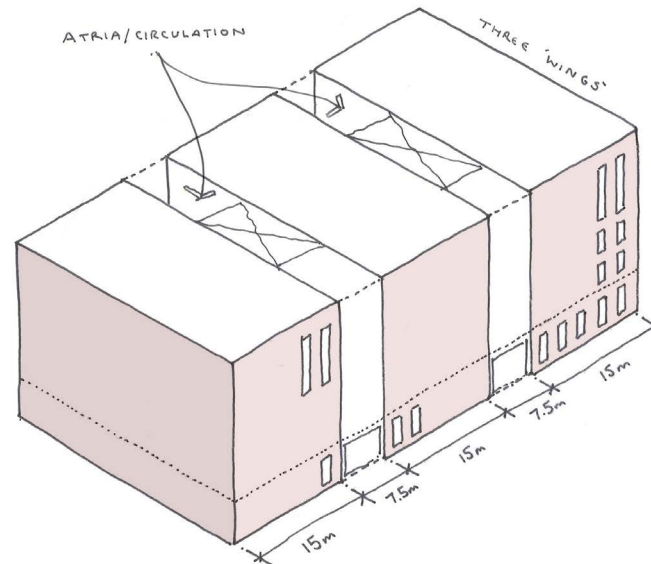
1.



Orientation

- Addressing the new St. Michael's Place village green.
- Positioning the core & rear of the building against the busy Archway Road dual carriageway.

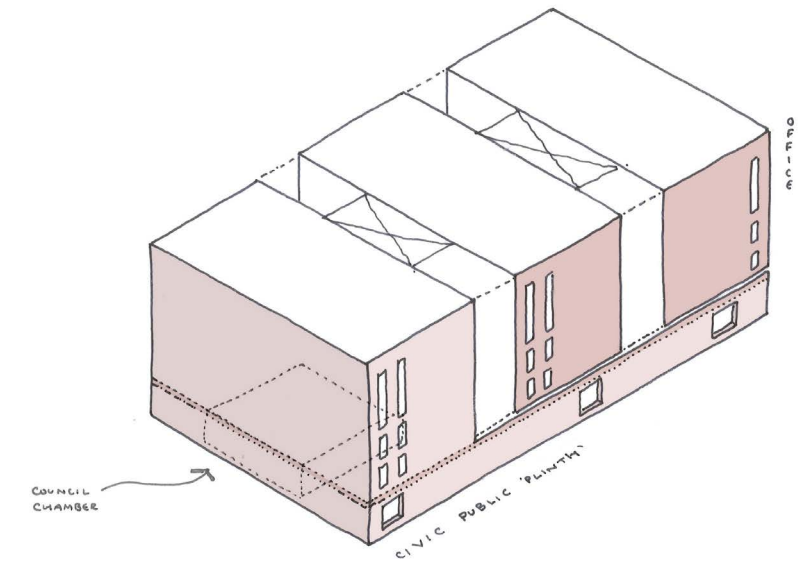
2.



Three Wings

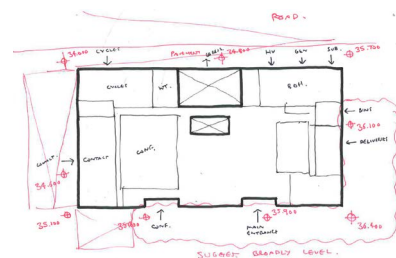
- Breaking down the form of the building in to three office wings & two central atria.
- Providing daylight in to the large floorplate and allowing circulation & connectivity between different floors and teams.

3.

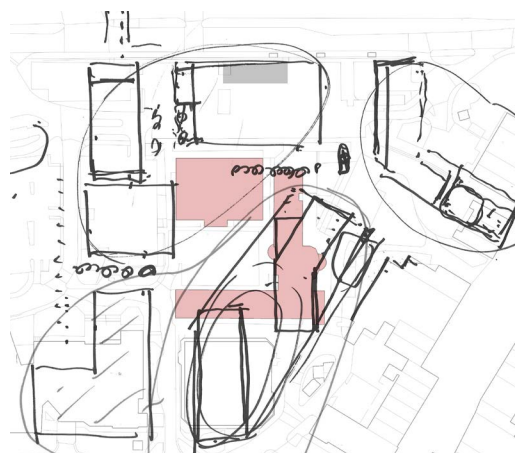


A Public Plinth

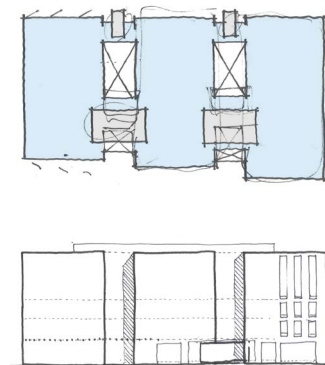
- Creating a public plinth - separating the various public facing elements & complexity of ground floor from the more traditional office wings.
- This clear distinction allows the ground floor to be organic & playful - celebrating each constituent part. Contrasting the ordered & civic appearance of the office wings above.



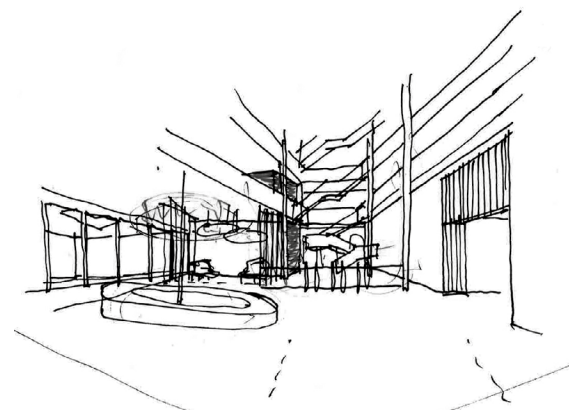
Ground floor & external levels sketch



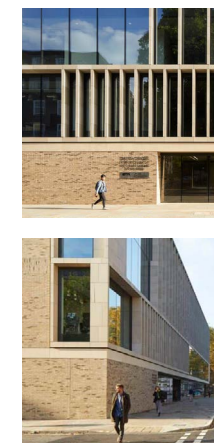
Site plan design development sketch



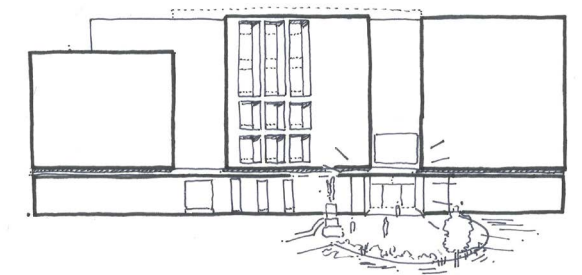
Massing concept sketches



Entrance & atrium concept sketch



Plinth precedents

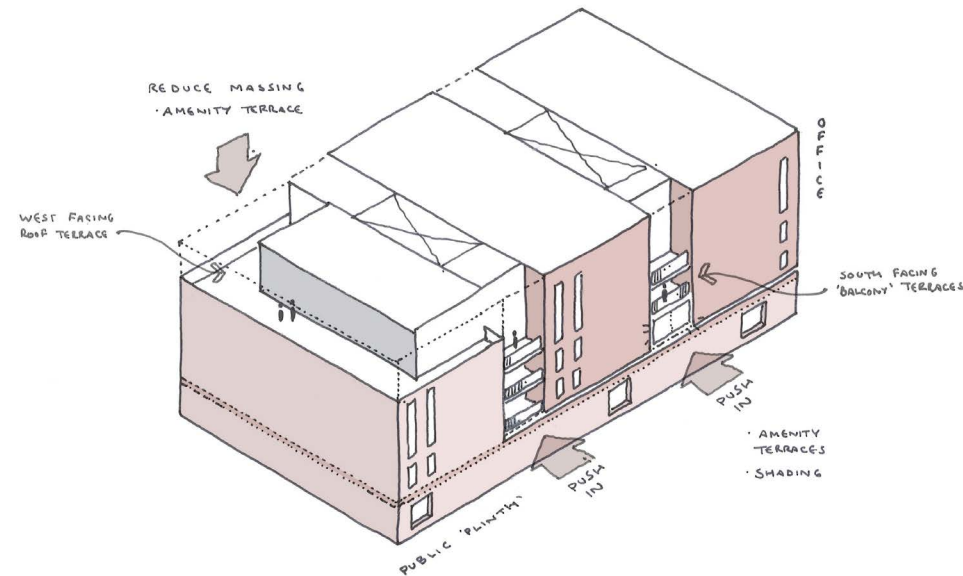


Plinth concept sketch

8.2.2 Design Development

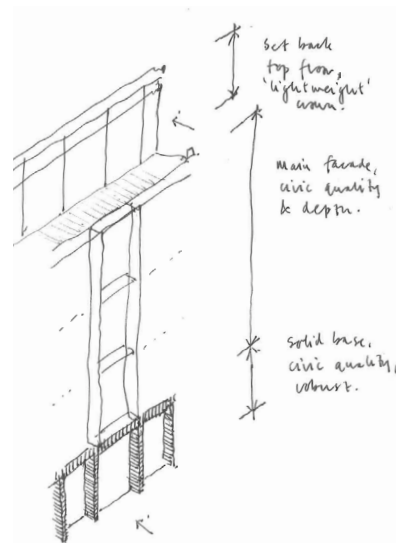
Concept Development

4.

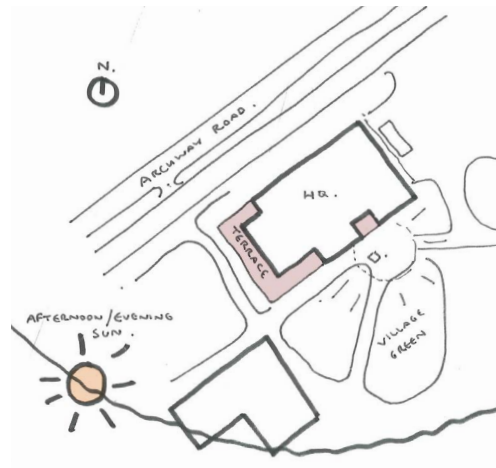


Amenity

- Addressing the new St. Michael's Place village green.
- Positioning the core & rear of the building against the busy Archway Road dual carriageway.

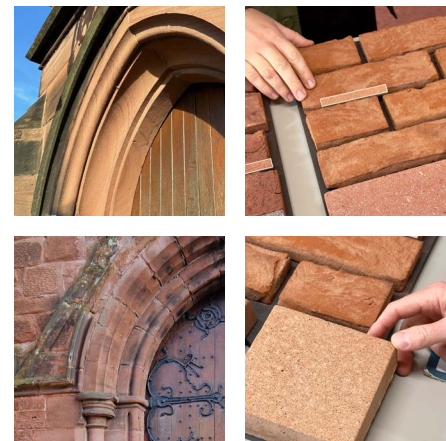
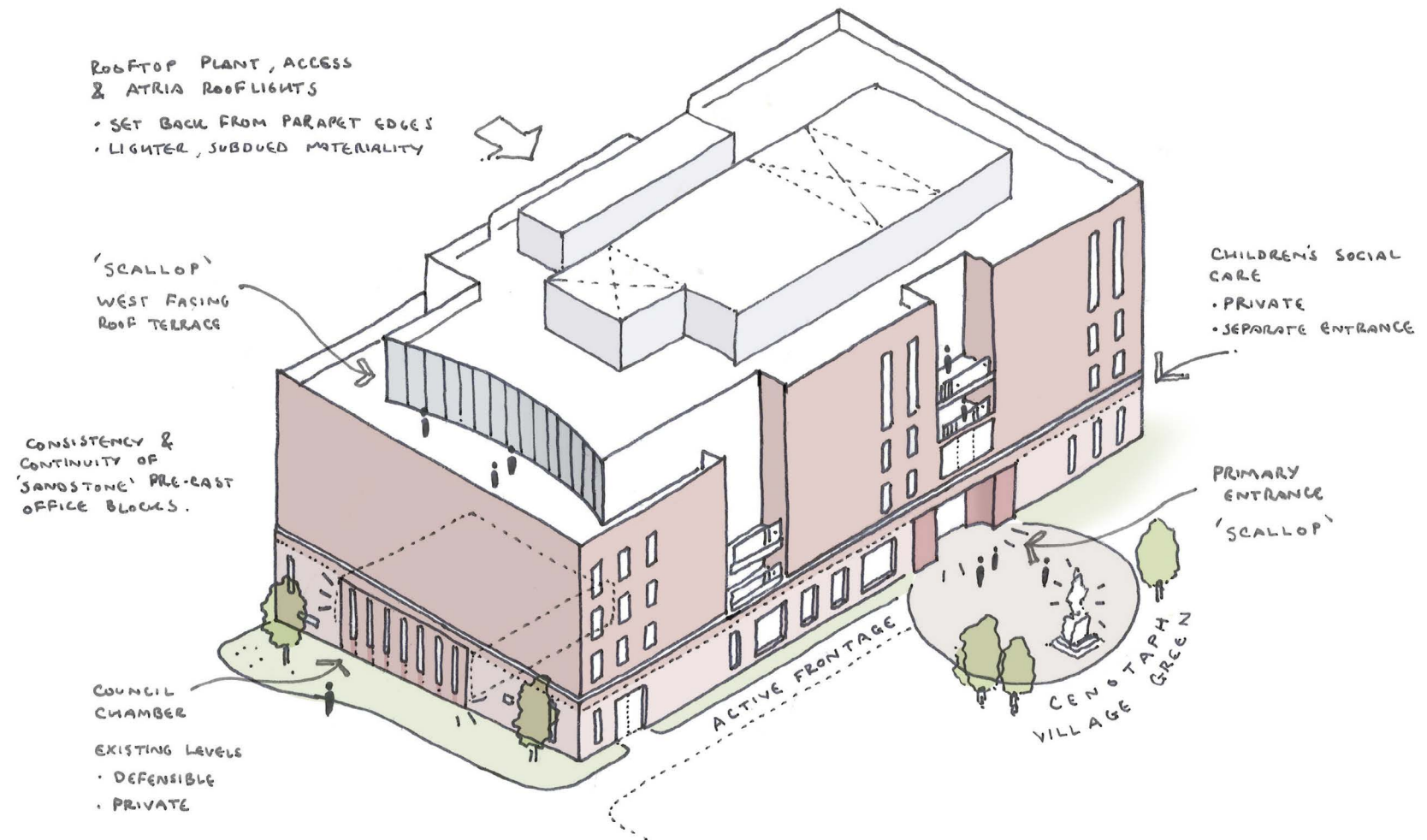


Facade concept sketch

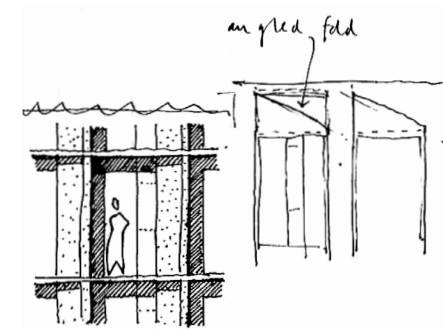


Terrace locations: village green & afternoon sun

5.



Context & materiality: 'scalloped' reveals



Facade concept sketches

Articulation & Identity

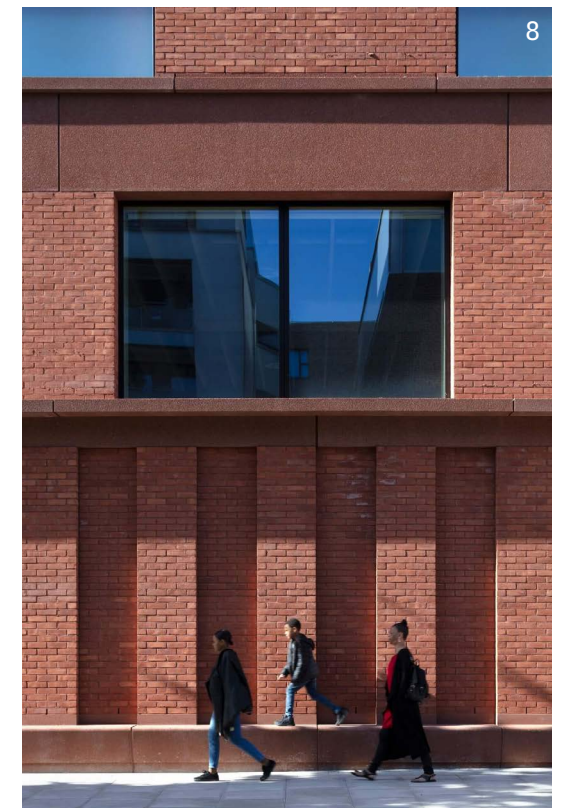
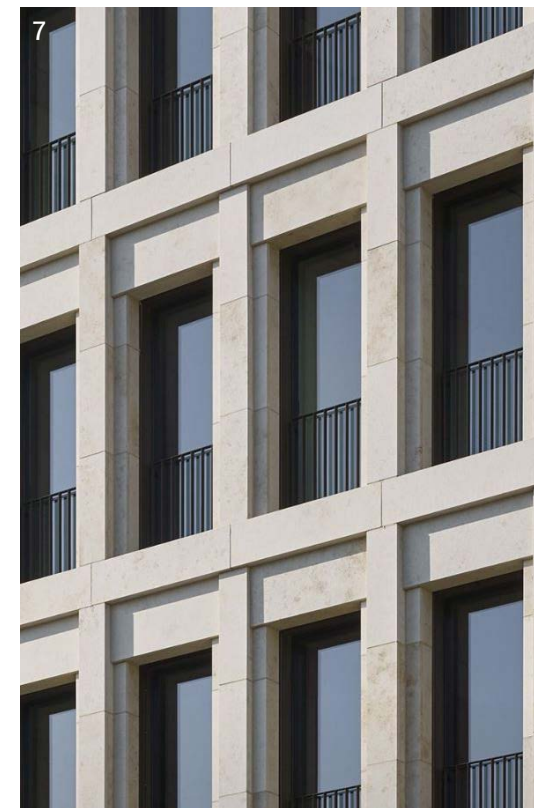
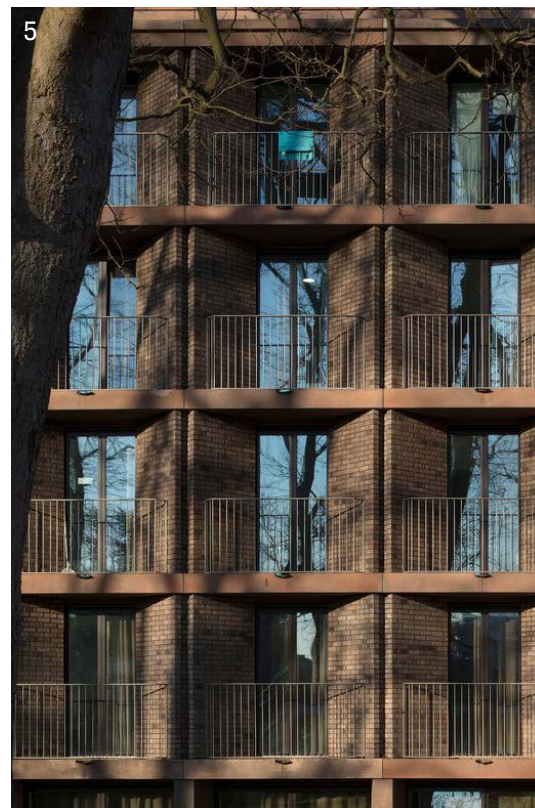
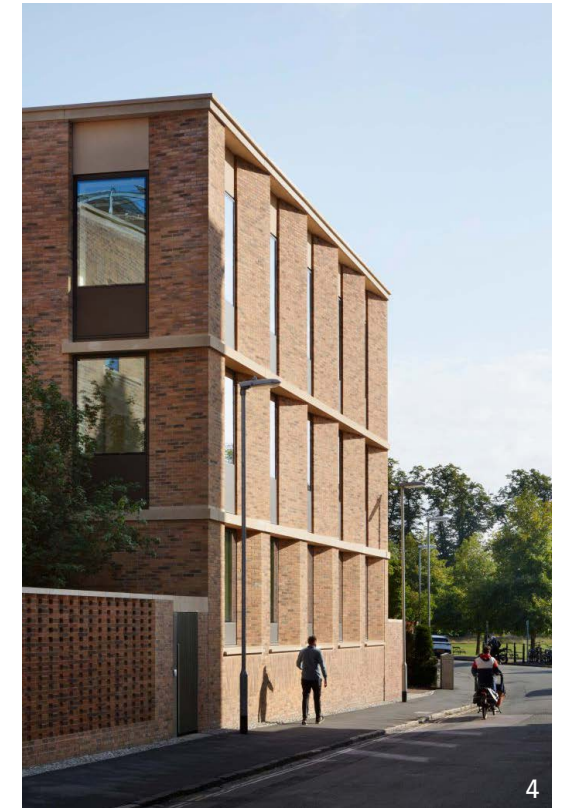
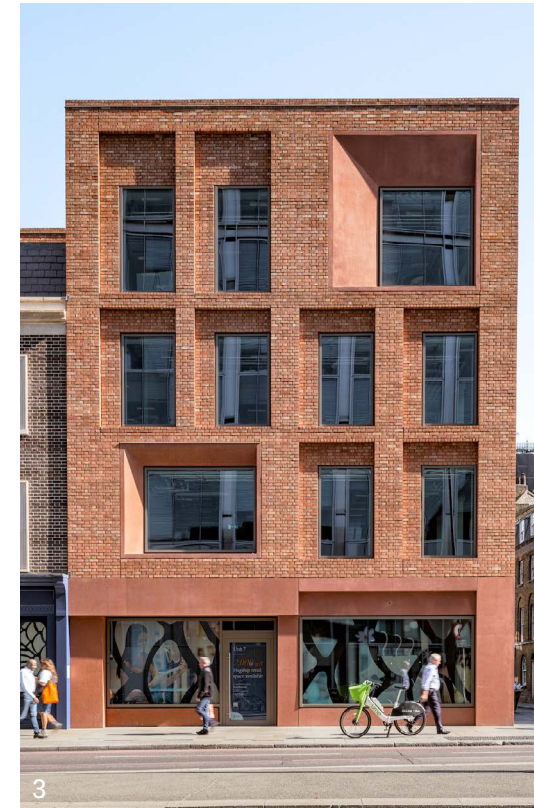
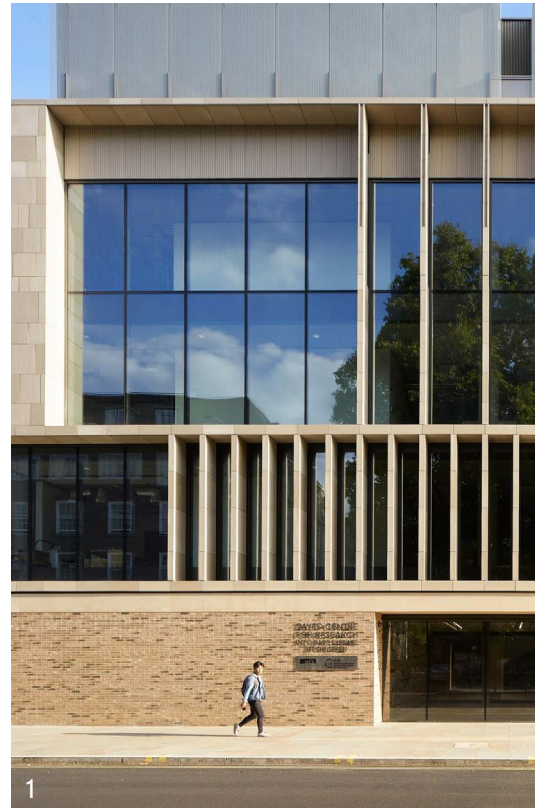
- Addressing the new St. Michael's Place village green.
- Positioning the core & rear of the building against the busy Archway Road dual carriageway.

8.2.3 External Appearance

Precedent Projects

The design development of the Council HQ has been influenced by a number of precedent projects. These projects help to illustrate the intended materiality & quality of the Council HQ project. They illustrate several key principles:

- Separating ground floor elements from upper floors - often using a plinth as an architectural device.
- A load bearing quality in architecture & materiality, with heavy masonry, stone & pre-cast concrete elements.
- Playful window arrangements & reveals.



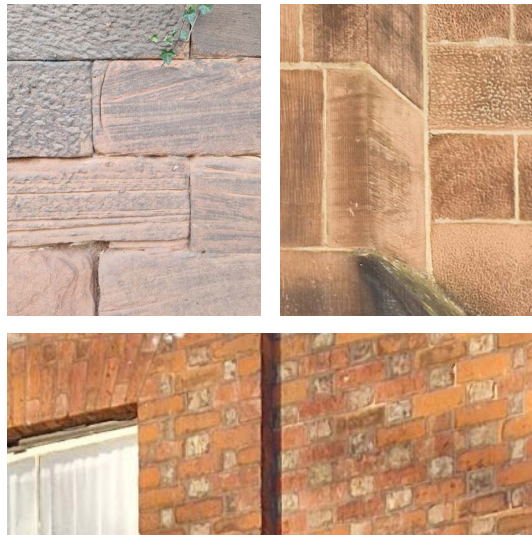
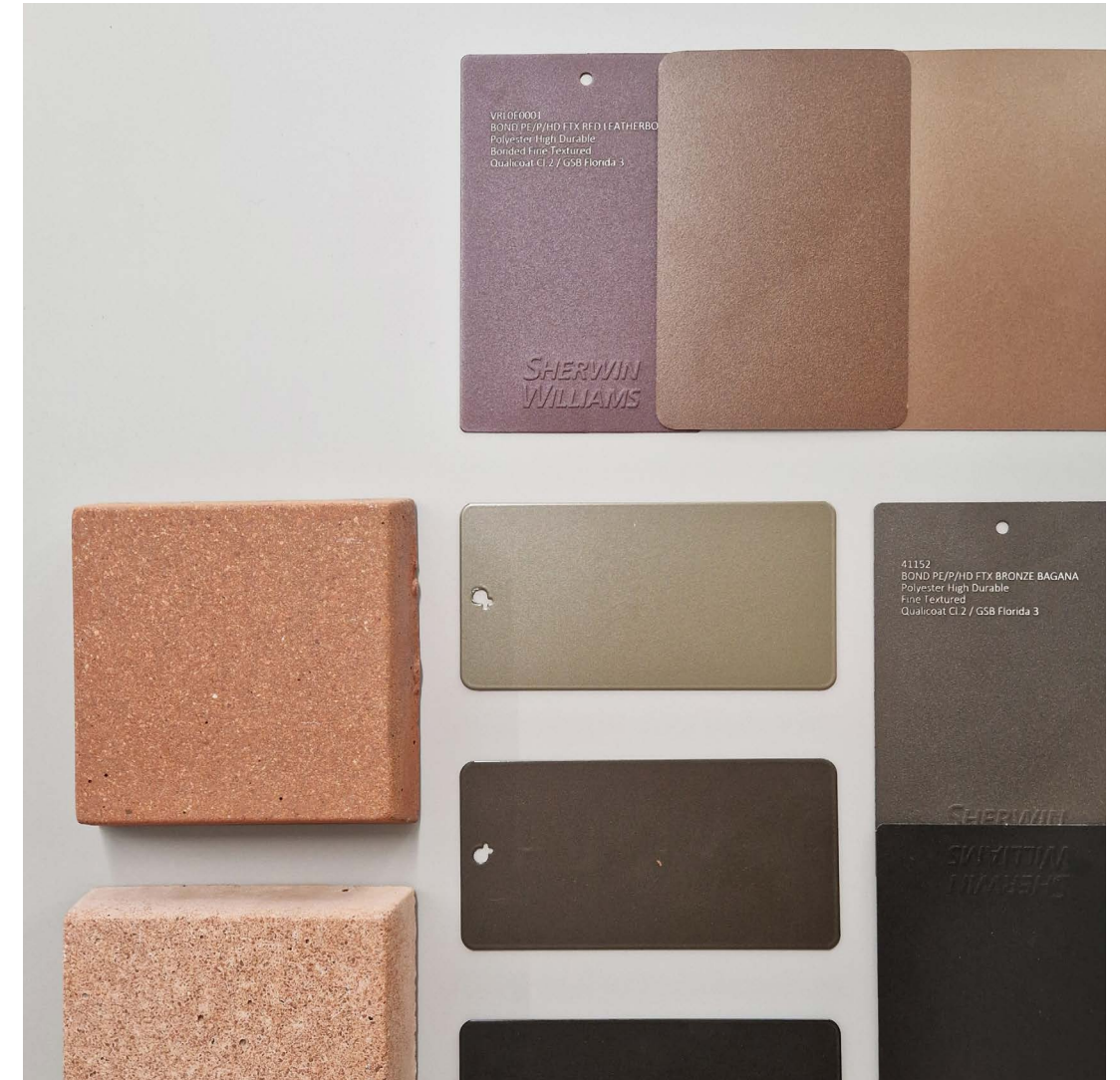
- 1 & 2.** Zayed Centre, University College London by Stanton Williams
- 3.** Norton Folgate offices, London by Morris and Company
- 4.** Young's Court student residences & amenity buildings, Cambridge by Stanton Williams
- 5 & 6.** Chadwick Hall Roehampton student residences, London by Henley Halebrown
- 7.** Wilmersdorfer Strasse Office building, Berlin by Max Dudler
- 8.** Hackney New Primary School & 333 Kingsland Road, London by Henley Halebrown

8.2.3 External Appearance

Materiality & Samples

Inspired by the red sandstone materiality of churches & civic buildings, as well as the red brick stocks of surrounding houses, all located within the nearby context of Huyton - The material samples reviewed through the design development process reflect these tones & textures.

A mixture of light & dark red samples represent the richness of tones found in local sandstone buildings, with natural variation & weathering creating lighter and darker reds.



Context: Red sandstone & red brick stocks



Samples: Light & dark 'sandstone' reconstituted stone, red brick stocks, grey/bronze powder coated aluminium



8.2.4 Pre-Application Consultation

Meeting 01 - 10/03/2025

Initial design concepts were presented to Planning Officers in early March 2025. The consultation covered key aspects of the emerging design, including; influences and character studies taken from the local context and precedent projects, concept design development and early massing studies within the proposed St. Michael's Place context.

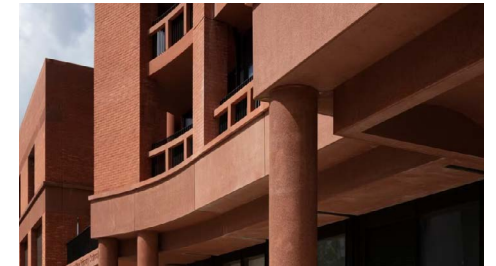
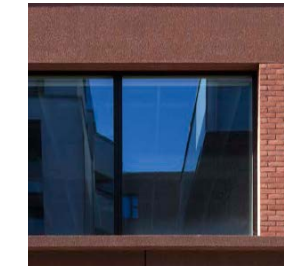
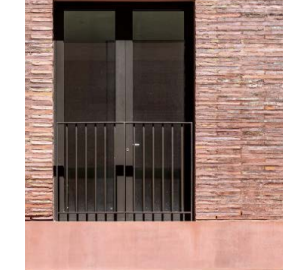
Feedback

Comments received were generally positive and in support of the emerging design.

Planning Officers commented that the Northwest elevation facing Archway Road shouldn't have the appearance of the back of the building, it instead needs to allow as much activity & articulation as possible to address a key vehicular route through the town centre and residential buildings opposite.

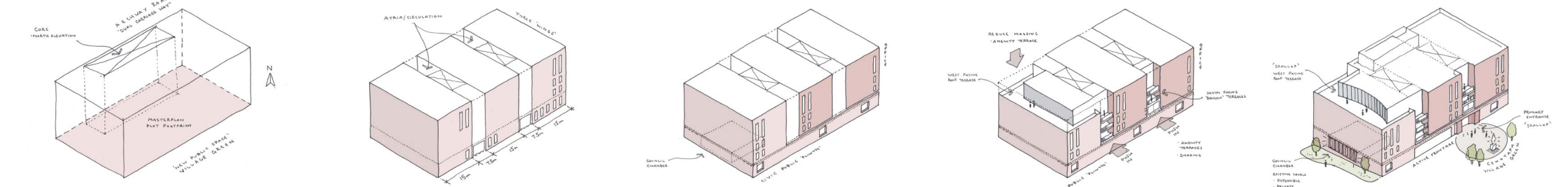
Response - Design Development

- Review of core layout & design to provide further articulation and day-lighting to lift & circulation lobbies.
- Ensuring office window treatment continues round to the Northwest elevations on west & east wings of the building.
- Further design development to ground floor areas & facade treatment.

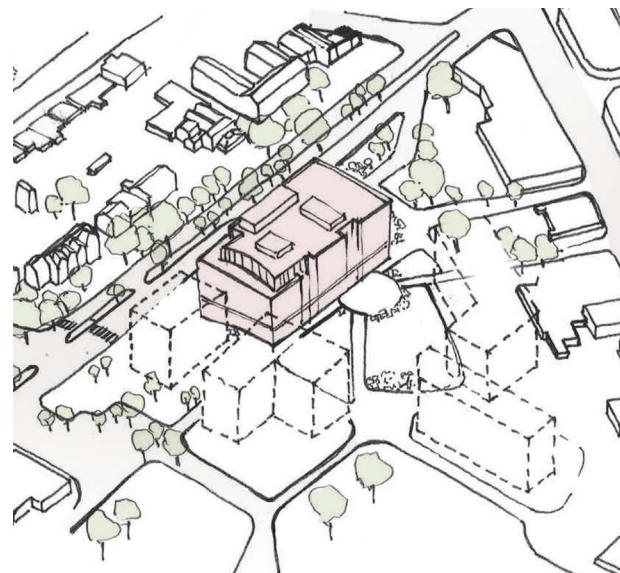


Site context: materiality & character

Precedents: tone & texture



Initial design concept development diagrams



Proposed Massing: Masterplan sketch



Proposed Massing: Views looking southwest & northeast along Archway Road



8.2.4 Public Consultation

29th April to 27th May 2025

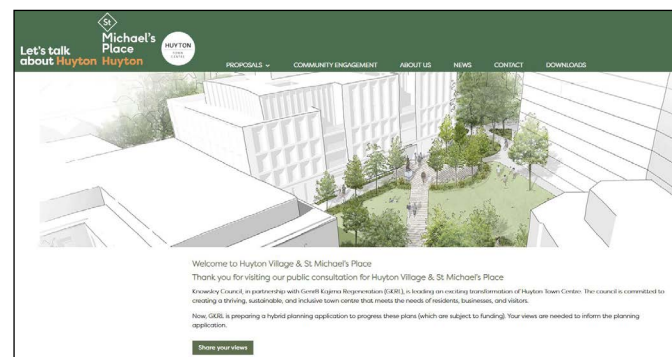
Emerging design proposals of the Council HQ and wider masterplan were shared and tested with the community of Huyton through a series of drop-in events between 29th April and 27th May. All materials were made available online and in print.

Feedback

Concerns were raised regarding the existing volume of anti-social behaviour around the town centre. Respondents were also concerned around the scale and massing of the proposed Council HQ and its impact on Archway Road.

Response - Design Development & Further Consideration

- Comments on anti-social behaviour are to be addressed through the Council HQ design as well as the wider masterplan design. The masterplan proposes a safer, more welcoming environment with its well-lit travel routes, encouraging footfall and natural surveillance throughout the site.
- The ground floor of the CHQ will house a 24/7 security facility monitoring CCTV coverage across the town centre. The design of the ground floor in particular promotes natural surveillance from active areas, as well as defensible spaces (higher level windows for example) for the more private areas of plan.
- A series of verified views and visual assessments will be submitted to illustrate the impact of the proposals on Archway Road. Breaking down the mass of the building in to a plinth & three office wings, as well as maximising the amount of window openings along Archway Road, all aim to soften the impact of the proposed CHQ building.



Public consultation: St. Michael's Place consultation web-page

Public Consultation - Huyton Village & St Michael's Place

New Offices

The Council is reducing the amount of space they occupy across Huyton. Many of the current buildings are outdated, sprawling, costly and inefficient. Consolidating the Councils footprint will make land available to deliver the masterplan and provide new homes, employment opportunities and public spaces as well as delivering cost savings in the long term.

A single new office building will replace a number of old Municipal Buildings and provide a new home for Knowsley Council as part of the wider masterplan. It will provide 90,000 sqft of space over 5 floors and will be significantly more energy efficient and less costly. The design of the new office celebrates Huyton's historic character and retains Knowsley Council's strong identity within the local community.

1. View of the Council HQ building main entrance from the Village Green
2. View looking southwest along Archway Road
3. View looking northeast along Archway Road towards the south elevation and council chamber
4. Sketch internal view showing the reception area & feature stair
5. Sketch internal view across the atrium with views out towards the new Village Green
6. Sketch internal view of the top of the atrium and office floor

Public consultation: Council HQ consultation board

8.2.4 Pre-Application Consultation

Meeting 02 - 03/06/2025

A second consultation meeting focusing on the Council HQ was held with Planning Officers in early June 2025. In this consultation we addressed comments from the first consultation and further aspects of design development, including: more detailed responses to facade designs, particularly at ground level, materiality & samples, as well as running through a series of visuals illustrating the proposals within the wider masterplan.

Feedback

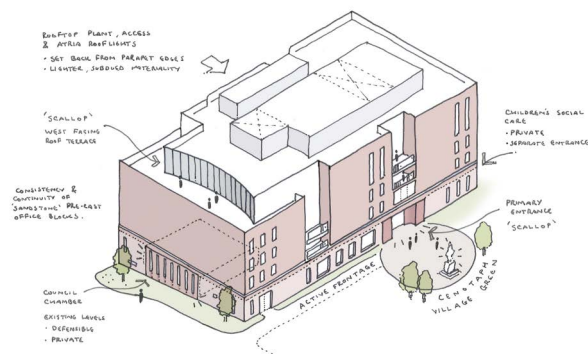
Comments received were again generally positive and in support of the emerging design, with positive comments on the activation & articulation along Archway Road.

Planning Officers commented areas of louvred cladding at ground level might appear too harsh along the Archway Road elevation. Stating that a more detailed or bespoke cladding solution could be provided to these areas.

Comments were also made on the dark colour of the metal clad elements (rainscreen cladding, curtain walling, windows), noting that these appeared too dark and overbearing in the context of the sandstone & red tones.

Response - Design Development

- A further review of cladding materials at ground level and metalwork colours was undertaken following this second pre-application consultation. This development is presented in the following pages.



Design concept development



Proposed Elevations: Southwest & southeast elevations



Design development visualisations: Views of the headquarters from Archway Road and from the new Village Green



8.2.5 Post-Consultation Design Development

June 2025 - Metal cladding detail & colour

Ground Floor Perforated Metalwork

A review of the ventilated areas of cladding at ground level, particularly along Archway Road, was undertaken following pre-app.

One suggestion made during the consultation was to incorporate the feature patterning used around the main entrance of the building in to these metal clad areas. The areas highlighted adjacent have been developed to include this patterning as a perforation in the panels, in place of the louvred cladding. The development of this pattern can be found in the following Narrative & Identity section of this report.

Metalwork Colour

In response to comments received from Planning Officers, we continued to review the colour of all powder coated metal elements of the design. With the aim of finding a colour that better suited the sandstone & red tones of the wider design. Additional physical samples representing a range of colours from light to dark bronze, as well as darker reds, were reviewed alongside artistic impressions of the elevations.

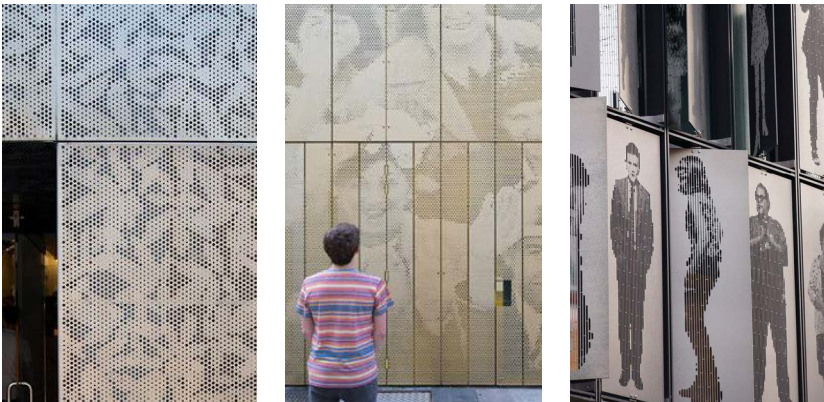
Following review, the use of a lighter mid-bronze coloured powder coated finish is now the preferred metalwork colour, to better complement the sandstone tones of the rest of the building. The exact tone of the metalwork, as with other external materials, will be subject to further detailed design and conditional discharge as part of the planning process.

Northwest elevation: Archway Road, areas of patterned perforated metal



Cladding visualisation: Perforated metal feature patterning

Southwest elevation: areas of patterned perforated metal



Perforated Patterns: Perforated metal cladding precedents



Metalwork colour options: Physical samples



Metalwork colour options: Testing different colour palettes with physical samples and visualisations

8.2.5 Post-Consultation Design Development

July 2025 - Facade Detailing & Roof Terrace Parapet

Pre-cast Fluting

Through further design review with Knowsley Council and the wider team, we decided to explore how we might add more interest & texture to the main body of the building facade.

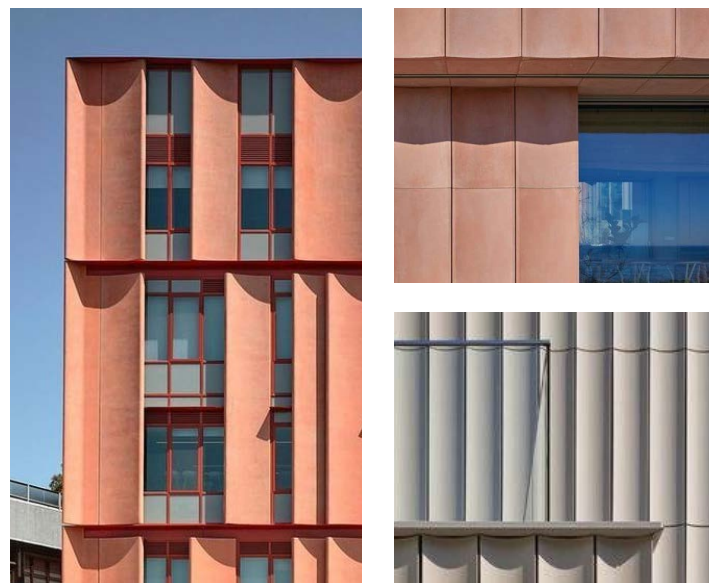
This review resulted in the introduction of a fluted texture to the darker red spandrel panels across the three wings of office from Level 01 to 04. Continuing the curve of the larger panels adjacent to windows, adding texture and shadow in a playful manner.

The fluting is another fun reference to the chamfers & scallops, influenced by the ornate stone-masonry of the local context & character, that has formed a key part of the facade design concept.

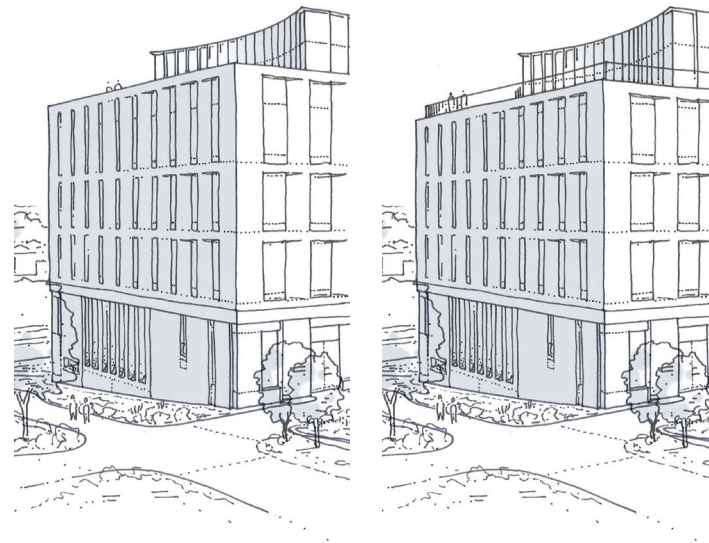
Roof Terrace Parapet

Following further design review of the roof terrace area, metal balustrading was introduced to the level 04 amenity roof terrace, replacing the full height pre-cast concrete parapet at the head of the office windows.

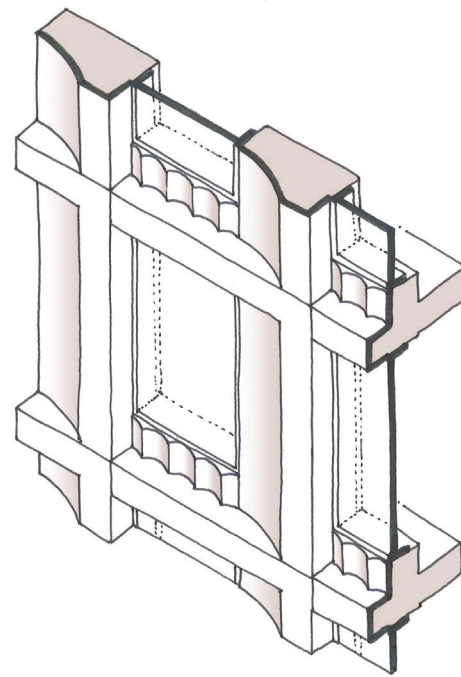
Metal balustrading is intended to provide a visual connection to the treatment of amenity terraces at lower levels facing the Village Green, and to give a lighter, more open appearance both looking up to the terrace and from the terrace itself.



Fluting: Precedent images of fluted cladding



Parapet: Facade concept development - before & after



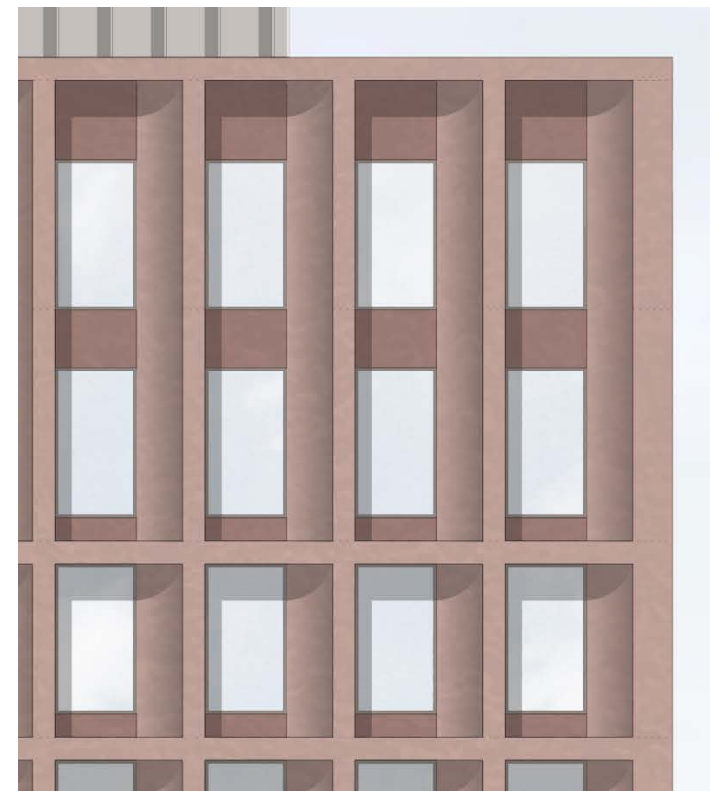
Fluting: Facade concept development



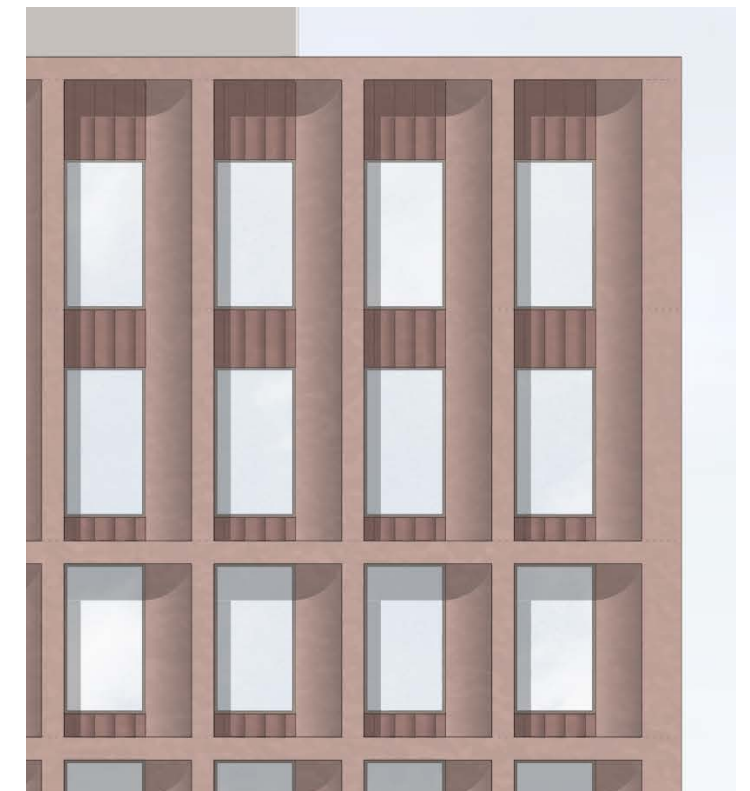
Before: Full height pre-cast concrete parapet



After: Reduced parapet with metal balustrading



Before: Flat spandrel panels



After: Fluted spandrel panels



8.3

Narrative & Identity

8.3.1 Local Character - Patterning

Narrative & Identity

The design & delivery of the new Council HQ presents multiple opportunities to celebrate the identity of KMBC, the town of Huyton and the wider borough of Knowsley. Whether through public art or more subtle detailing, aspects of the new HQ's design aim to encourage and utilise these opportunities, working alongside the broader design principles of the new Council HQ.

Influences

Historic religious & civic buildings across the borough are rich sources of textures & patterns, influencing the development of this aspect of the design. Points of reference include shapes of windows, emblems & crests, grating in pavements, and intricate organic shapes carved in sandstone.

The development of this patterning is ongoing and will be subject to further detailed design and conditional discharge as part of the planning process.

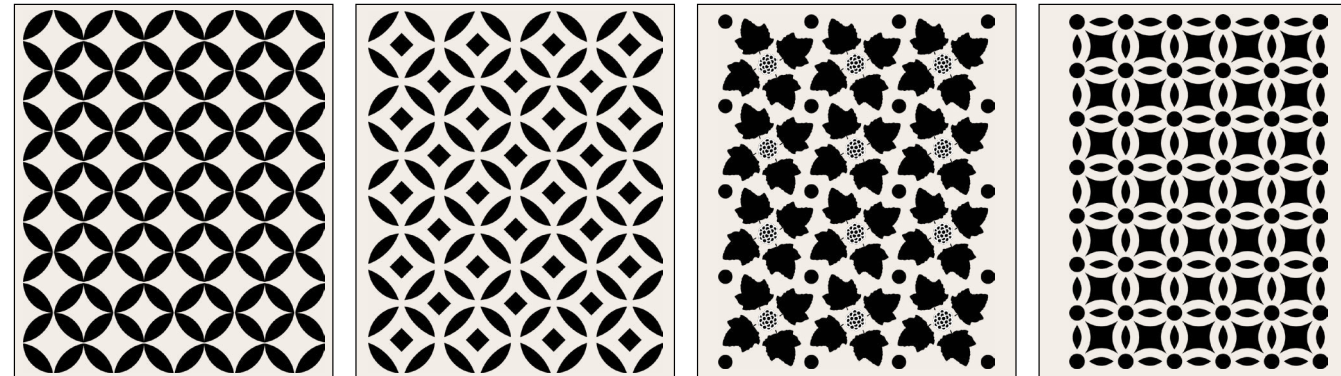
Proposed Application

Patterning will be used primarily on the external face of the large pre-cast concrete entrance surrounds, marking the primary entrance in to the building. The pattern will also be used to decorate various elements of ground floor metal cladding, replicating the pattern through perforations (please see section 8.2.5 of this report for locations).

The patterning will be continue inside the building as part of the interior design - in areas such as glazing manifestation.



Patterning precedents: Contemporary studies in traditional patterning



Pattern detailing design development

Ongoing design development influenced by the local context & character



Main entrance typical bay & visualisation: Location of cast-in pattern detailing



Context: Detail & pattern inspiration from the wider Knowsley borough

8.3.2 Frieze - Public Art Opportunities

Narrative & Identity

A key opportunity for integrating public art in to the design of the new HQ is through the use of a frieze. Applying decorative & narrative based carvings in to the horizontal banding that forms the top of the ground floor civic plinth.

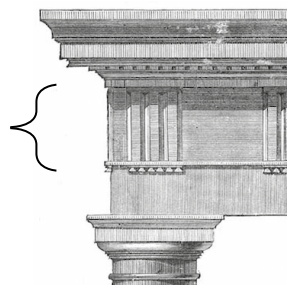
The history of the use of a frieze as a decorated, even storytelling device, goes back millennia. Most famously with the Parthenon Frieze in Athens, depicting scenes of horsemen, musicians, livestock and even Olympians - representing aspects of Greek history & culture as it was in ancient times.

A more modern re-imagining of the frieze as a storytelling device can be seen on James Stirling's No 1 Poultry in the centre of the City of London - depicting various monarchs through British history.

The subject of the Council HQ frieze is to be developed and will promote the use of local artists, referencing local histories & culture. An example of an apt subject matter would be the life of Harold Wilson, MP for Huyton for 33 years & twice Prime Minister. A story worth celebrating within the architecture of the new HQ, and where better than above the new council chamber - the heart of democracy in Knowsley.

A broad horizontal band of sculpted or painted decoration

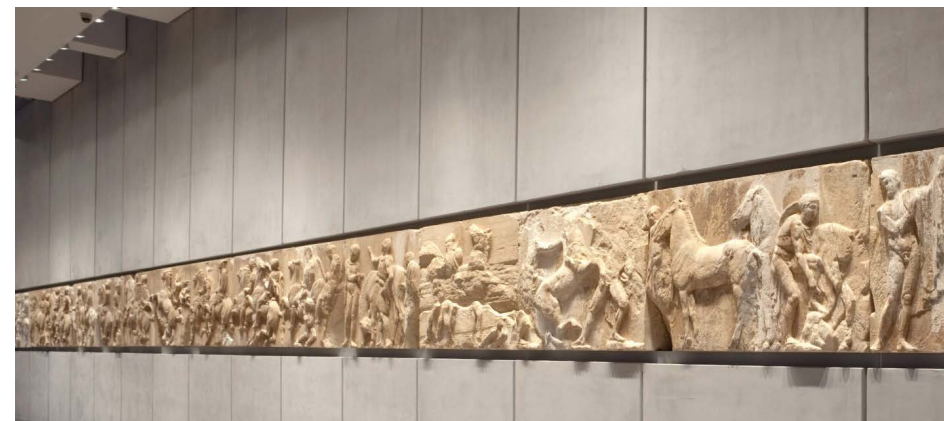
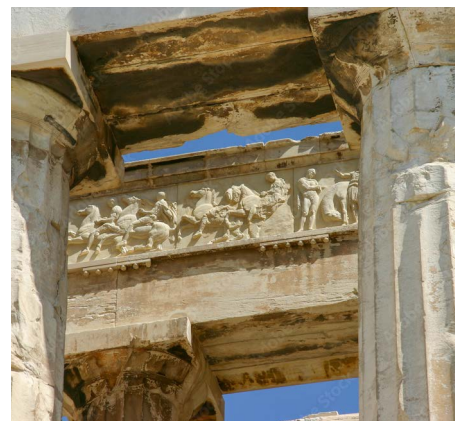
Frieze



Southwest elevation: Council Chamber public art frieze opportunity location



Southeast elevation: Main entrance public art frieze opportunity location



Harold Wilson: Twice British Prime Minister & Huyton MP for 33 years.



Historic & contemporary - Storytelling: The Parthenon frieze in Athens & No 1 Poultry frieze in London by James Stirling



In relief: Contemporary precedents of artwork cast into concrete

8.3.3 Lettering - Public Art Opportunities

Narrative & Identity

The main entrance to the building, and surrounding landscape design, offer further opportunities for public art - to continue celebrating local artists & culture within the Council HQ design. Through the integration of cast-in lettering, whether quotes, lyrics or names, in to the threshold below or the soffit above the main entrance.

As part of Knowsley's year as the Liverpool City Region Borough of Culture in 2022, Curtis Watt was commissioned to work with the local community and write a poem about Knowsley. The piece of work is described by Culture Knowsley as:

A warm and witty poem about Knowsley, it's people, passions and cultural credentials is brought to life by 22 individuals representing Knowsley's rich and diverse local community.

One particular line from the poem resonates with the values and identity of Knowsley Council - 'Doing what's good, believing what's right'.



Southeast elevation: Main entrance public art opportunity location - threshold & soffit



Twenty Two Voices

by Curtis Watt

Listen closely: Be nosy to know about Knowsley
The year triple T's B.O.C.
That's 'Borough of Culture' to me and to you
In Common Era Twenty-Twenty-Two

With hearts of gold that feed the soul
The tale tellers told their stories of old
The warmth of the community keeps out the cold
In seven districts that make us whole

We all have a story – watch Knowsley's unravel
The borough has links with the history of travel
Where potters found plots to kiln Prescot's pots
Let's celebrate all the good gifts that we've got

The 5th Earl, Lord Strange, and his men of the stage
Employed a young poet who put pen to page
To guess who that poet was isn't so hard...
Yes, William Shakespeare, AKA the Bard

Prescot was known for the finest watchmakers
Huyton made space for the rollers and skaters
Cropton's coalminers, Halewood's engineering
Stockbridge's musician's had us all cheering

If you love theatre, do give a thought
To Shakespeare North with its Cockpit-in-court
The Shakespeare Triangle is now complete
By the Playhouse on Prospero Place and Mill Street

Know it all about Knowsley Hall
Who came from Whiston famous for football?
And who was the boxer from Kirkby who fought
And brought Knowsley and Liverpool fame through
his sport?

As Liverpool grew, people started anew
Overspill of the Scouse and the Irish stew
Now we're Filipino, Polish, African, Asian...
A cultural mix, racially one relation

High-rise flats that stretch to the sky
From the rooftops take in the view with a sigh
Camels and giant birds that don't fly
The lions, the tigers, the bears – oh my!

The elephant boating, big thrones to sit in
The nose by the poet who paired owl with kitten
The regeneration, community spirit
The borough of culture, we're honoured to win it!

Refreshing our roots, reviewing perceptions
Progressing steadily, learning new lessons
Doing what's good, believing what's right
We move through the ages pursuing the light

Move through the ages pursuing the light
Move through the ages pursuing the light
Doing what's good, believing what's right
We'll move through the ages pursuing the light

A poem about Knowsley's people, passions and culture. Twenty Two Voices by Curtis Watt



Engraved & Cast-in Lettering: Examples of lettering details

'Doing what's good, believing what's right'



8.4

Proposed Scheme

8.4.1 Site Location Plan

Proposed Layouts (Not to scale)

The ground level of the proposed scheme brings together various uses & entrances to address the surrounding character areas & level changes across the masterplan.

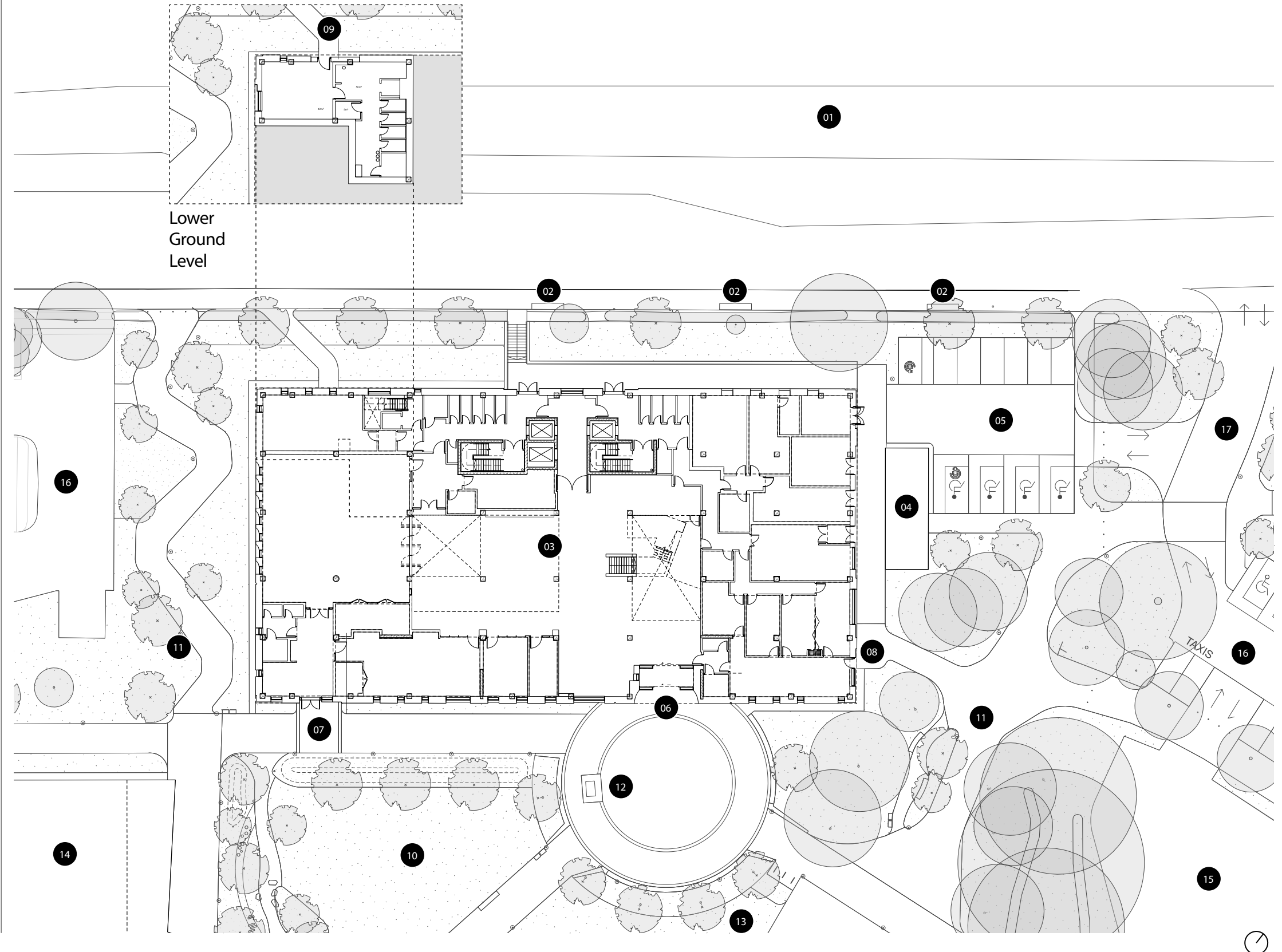
Primary & secondary entrances predominantly face the new Village Green to the south, back of house & service areas are located along the northeast service yard, and egress from the core faces Archway Road - all providing level access to the main ground level.

The ground floor and surrounding landscape consists of the following elements:



Key

- | | |
|------------------------------------|---|
| 1. Archway Road | 11. Public realm |
| 2. Bus stops | 12. Cenotaph |
| 3. Council HQ | 13. Plot 2A (Residential) |
| 4. External generator enclosure | 14. Plot 4 (Hotel) |
| 5. Proposed car park | 15. Existing service area |
| 6. Main entrance | 16. Existing car park |
| 7. Chamber and training entrance | 17. Shared pedestrian/ cycle/ servicing |
| 8. Children's social care entrance | |
| 9. Cycle store entrance | |
| 10. Village Green | |



8.4.1 Lower Ground & Ground Level Plans

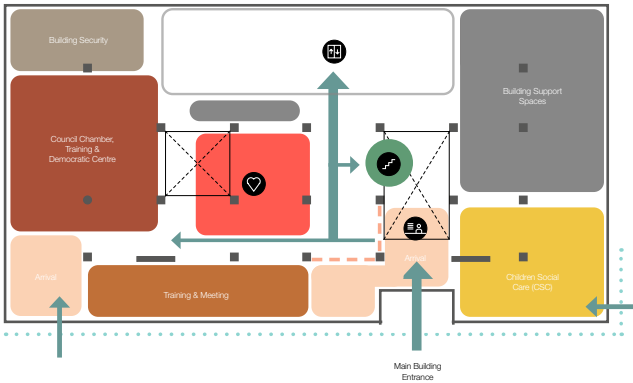
Proposed Layouts (Not to scale)

Three main elements make up ground level: The council office entrance, Children's Social Care and the Council Chamber/ Training Facility.

Various other back of house and supporting functions are arranged around the three core elements.

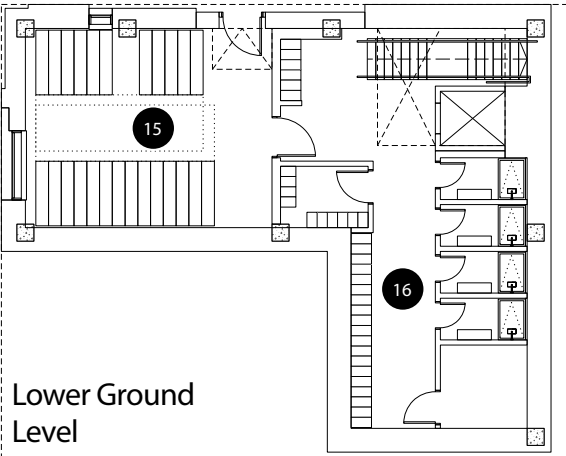
A detailed breakdown of ground level can be found below.

Design Concept: Ground Floor Zonal Strategy

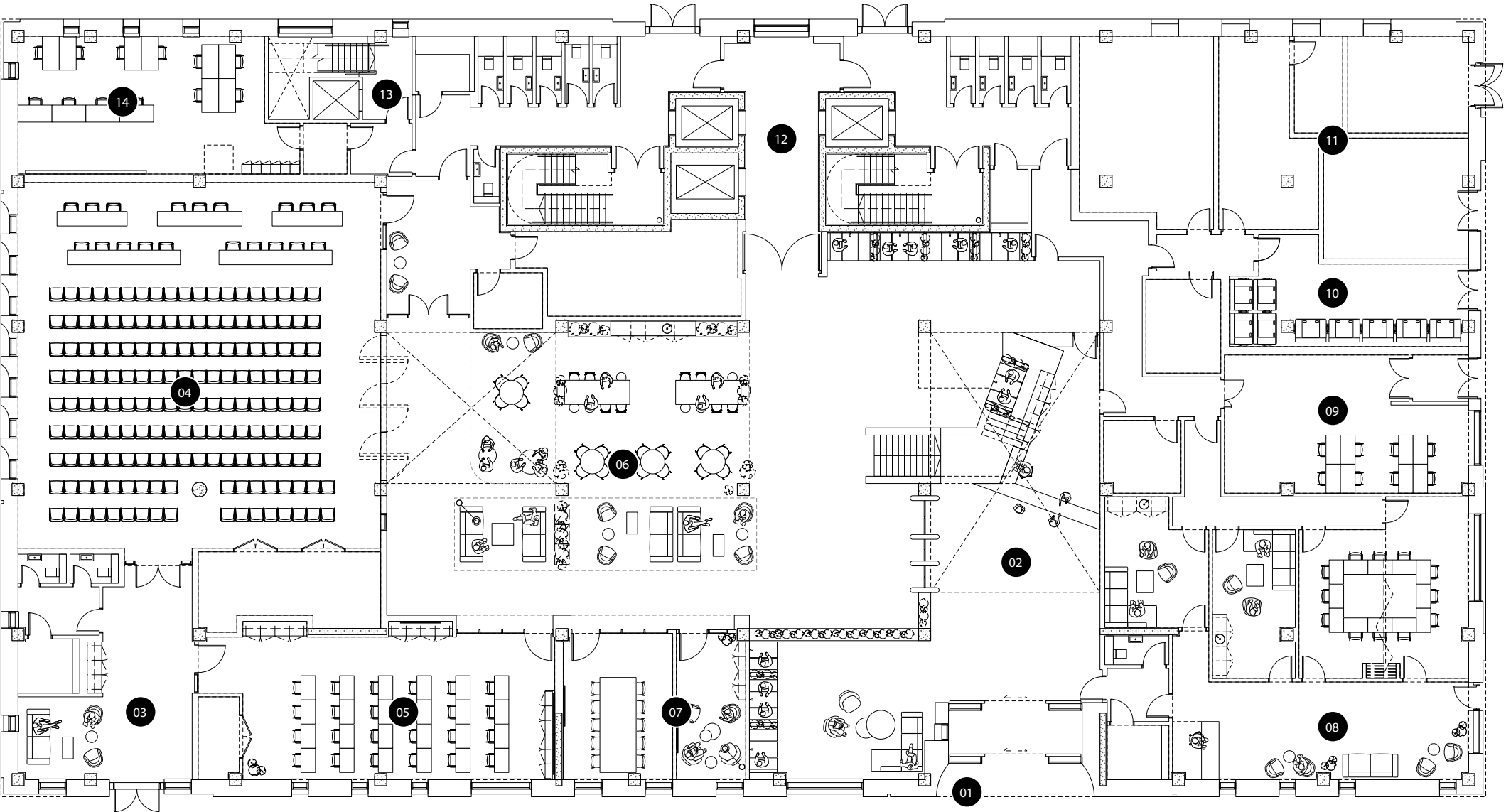


Key

- | | |
|---------------------------------------|--------------------------------|
| 1. Council HQ main entrance | 11. Back of house & servicing |
| 2. Council HQ reception | 12. Lift lobby & WC/FF lobbies |
| 3. Secondary entrance | 13. Lobby to cycle store |
| 4. Council Chamber | 14. Security offices |
| 5. Training facility | 15. Cycle store |
| 6. Business lounge & co-working space | 16. Cycle facilities |
| 7. Meeting rooms | |
| 8. Children's Social Care | |
| 9. Management office & deliveries | |
| 10. Refuse store | |



Lower Ground Level



Ground Level



8.4.1 Ground Level Arrangement

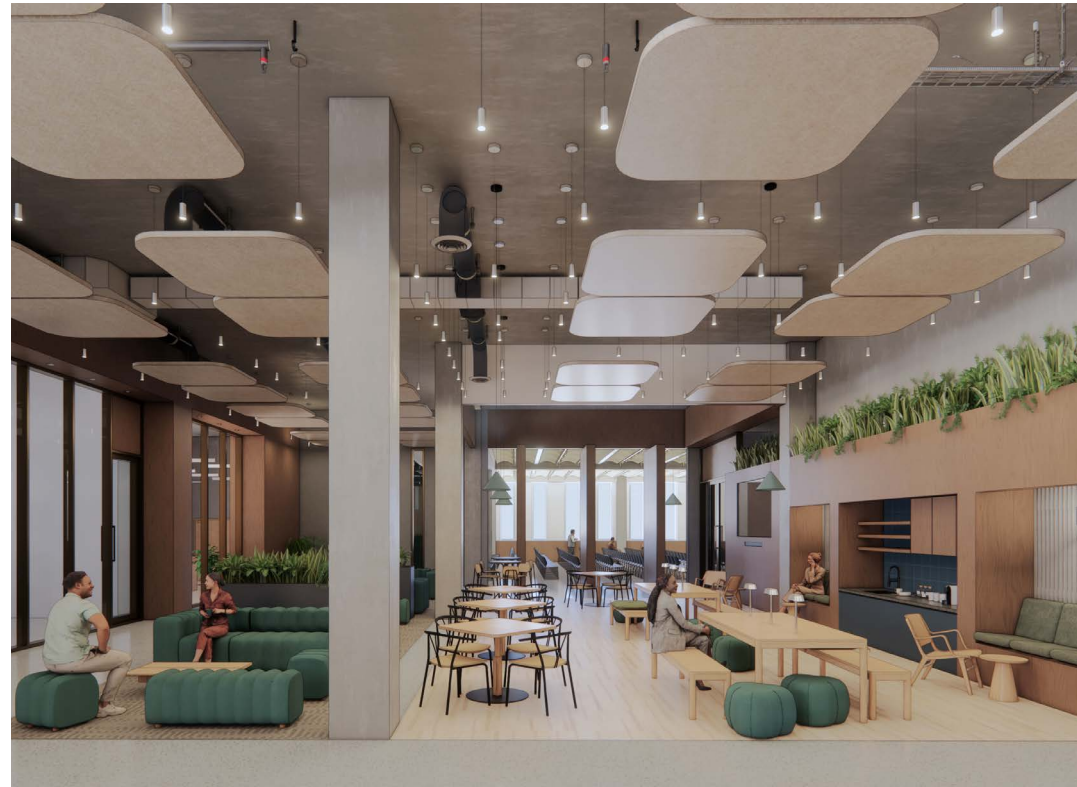
Interior Design Concept

To encourage an uplifting and collaborative interior, biophilic design is a key element of the design concept, to support the well-being of office workers & visitors.

References to nature will be recognised through inclusion of warm timbers, planting, tactile fabrics and neutral, earthy tones. Curved motifs are used in reference to the chamfered facade externally.

Leaving areas of the primary concrete frame exposed will compliment the neutral earthy palette, and black powder-coated metalwork will add contrast.

The selected colour palette compliments Knowsley Council's branding identity colours of red and grey.



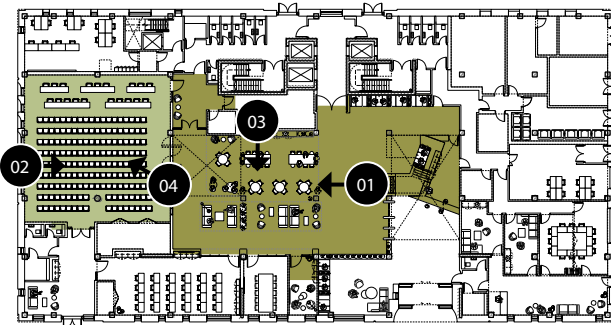
1. The Business Lounge: Flexible collaborative spaces adjacent meeting rooms.



2. The Business Lounge: Co-working connecting all aspects of ground level.



Moveable partitions: Precedent image for partitions between the chamber & business lounge



View locations: Ground Level



3. Council Chamber: Moveable partitions allow connectivity between the Chamber & wider ground floor



4. Council Chamber: A flexible conference space.

Reception & Feature Stair
Interior design concept



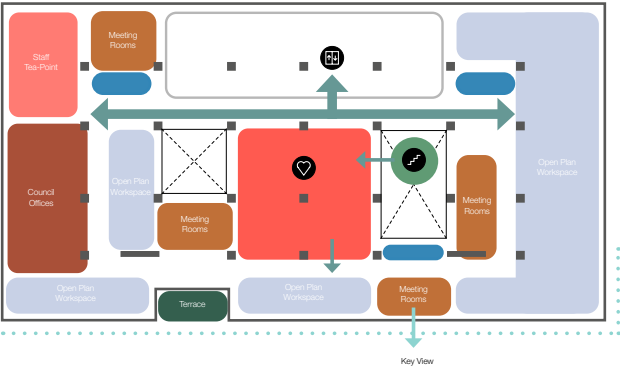
8.4.1 Level 01

Proposed Layouts (Not to scale)

The main office spaces of the new HQ begin at Level 01. Office space is divided between three wings around two central atria. A single amenity balcony terrace faces the new Village Green to the south, and large picture window addresses the Cenotaph.

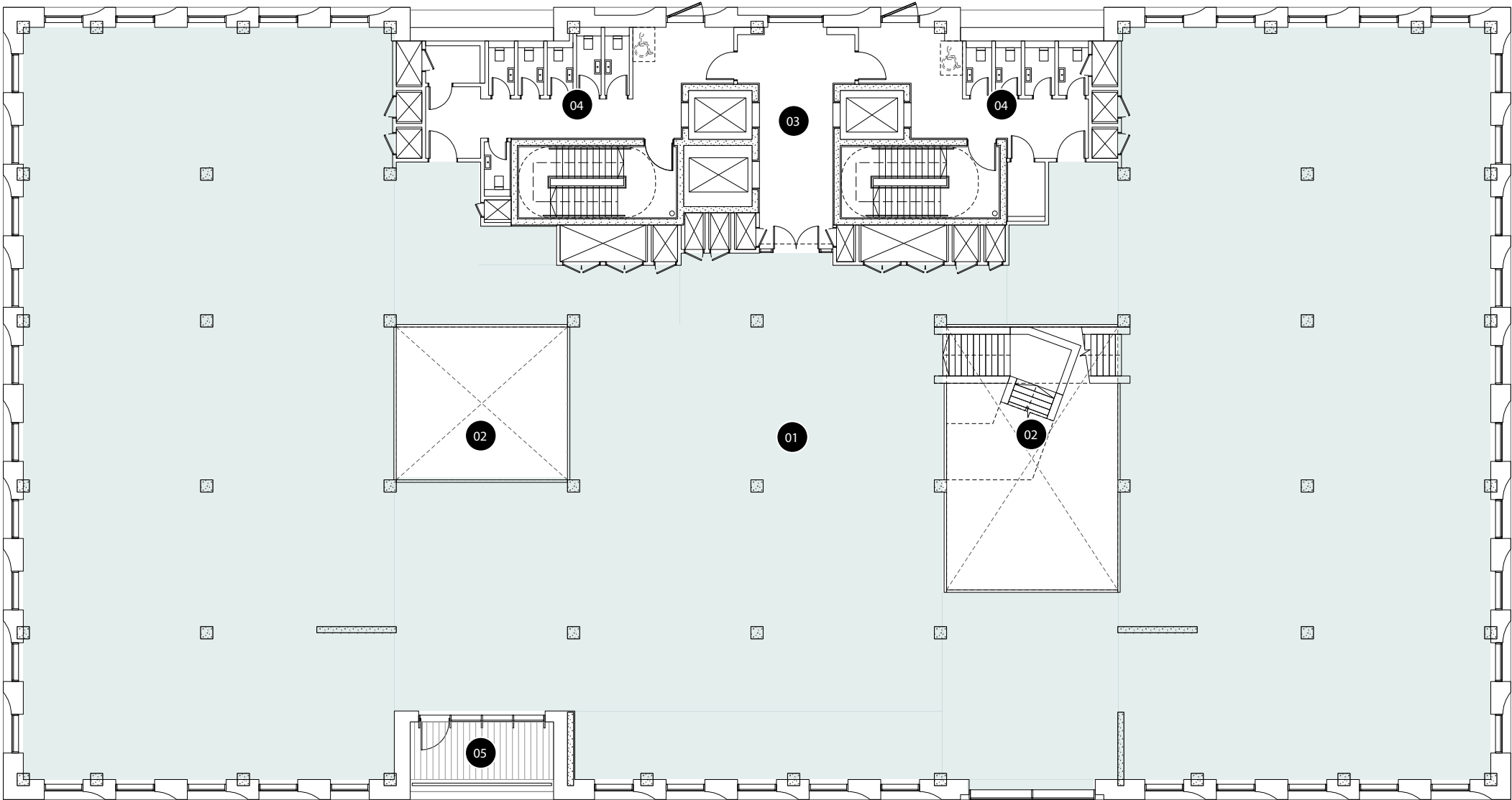
Level 01 consists of the following elements:

Design Concept: Level 01 Zonal Strategy



Key

- 1. Office floorplate
- 2. Atria & feature stair
- 3. Lift lobby
- 4. WCs & FF lobbies
- 5. Balcony amenity terraces
- 6. Roof amenity terrace



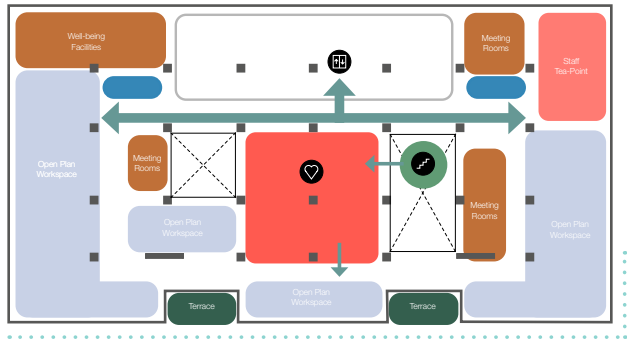
8.4.1 Level 02

Proposed Layouts (Not to scale)

The office area continues at Level 02 in a similar arrangement to 01. Office space is divided between three wings around two central atria. Two amenity terraces face the new Village Green & Cenotaph to the south.

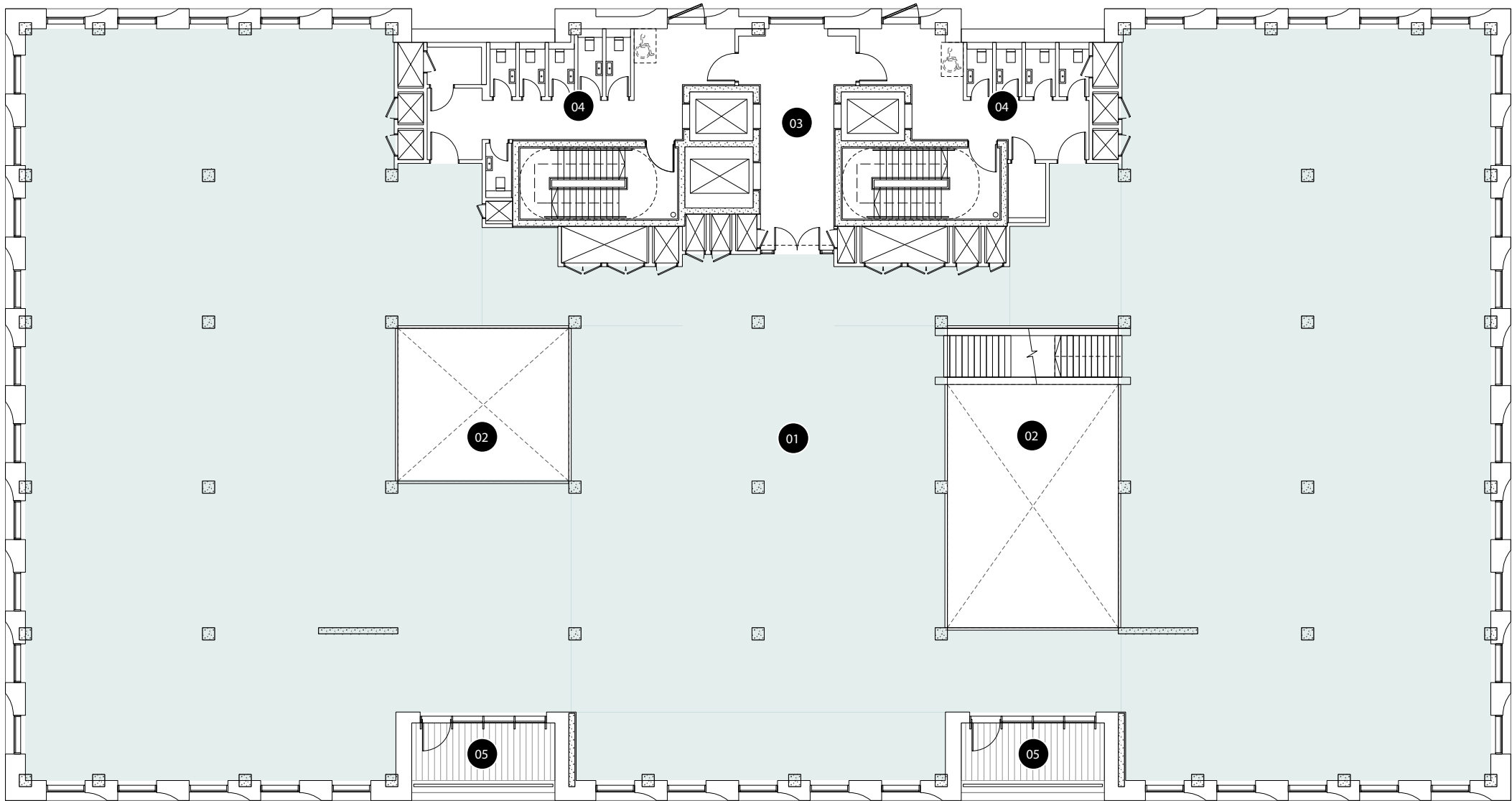
Level 02 consists of the following elements:

Design Concept: Level 02 Zonal Strategy



Key

- 1. Office floorplate
- 2. Atria & feature stair
- 3. Lift lobby
- 4. WCs & FF lobbies
- 5. Balcony amenity terraces
- 6. Roof amenity terrace



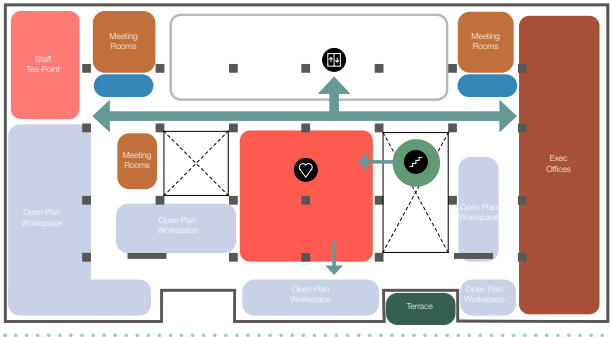
8.4.1 Level 03

Proposed Layouts (Not to scale)

Level 03 continues in a similar arrangement to 01 & 02. Office space is divided between three wings around two central atria. A single amenity terrace faces the new Village Green & Cenotaph to the south.

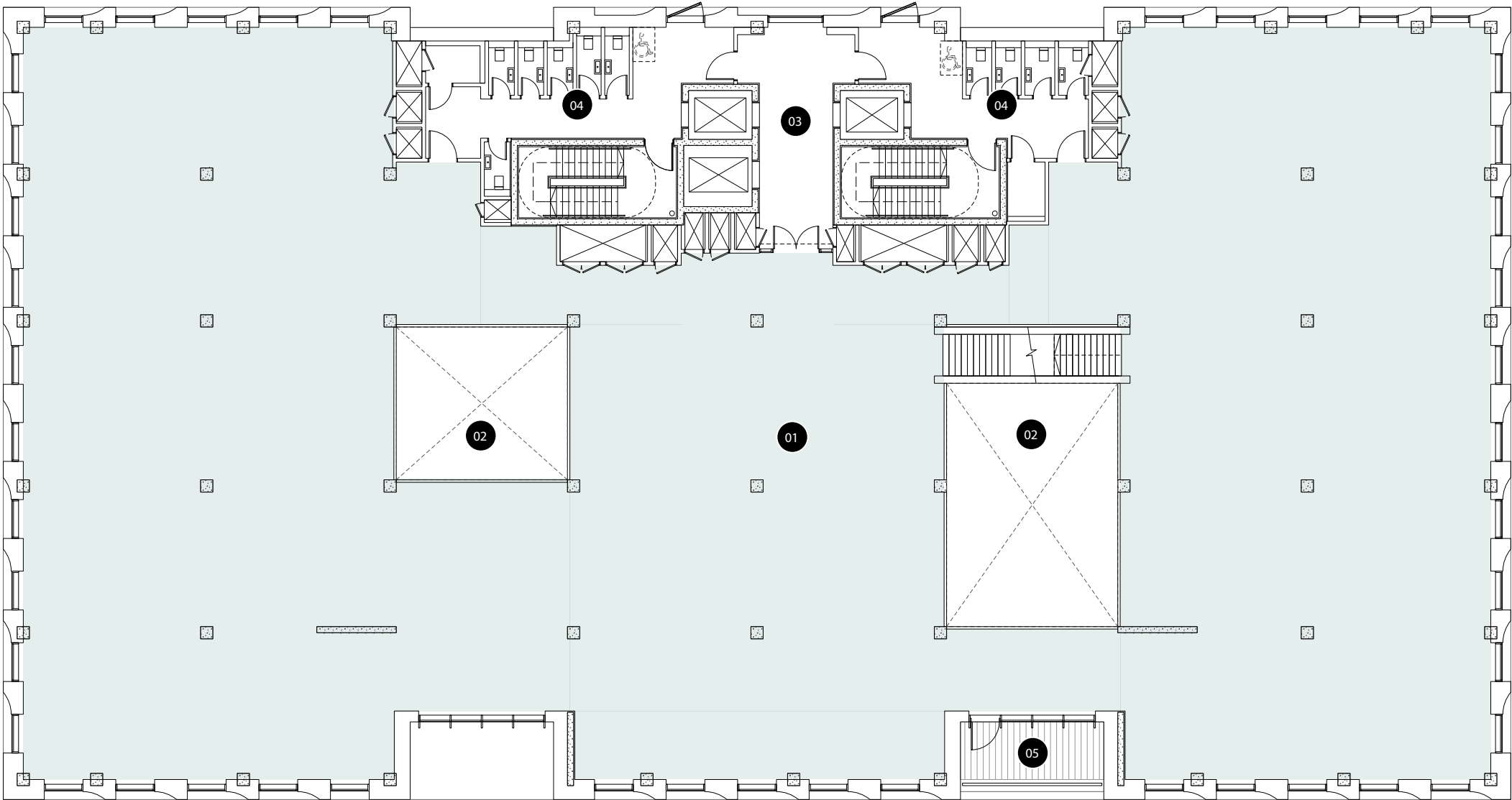
Level 03 consists of the following elements:

Design Concept: Level 03 Zonal Strategy



Key

- 1. Office floorplate
- 2. Atria & feature stair
- 3. Lift lobby
- 4. WCs & FF lobbies
- 5. Balcony amenity terraces
- 6. Roof amenity terrace



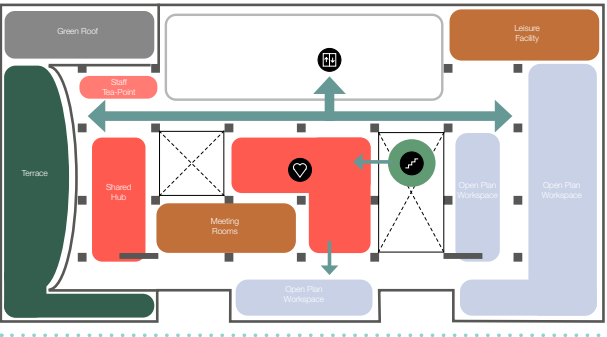
8.4.1 Level 04

Proposed Layouts (Not to scale)

Level 04 sets back along the west wing of office, to create a generous amenity roof terrace with sedum roof to the north. Office space is divided between three wings around two central atria. The southwest amenity terrace is arranged to benefit from afternoon & evening sun.

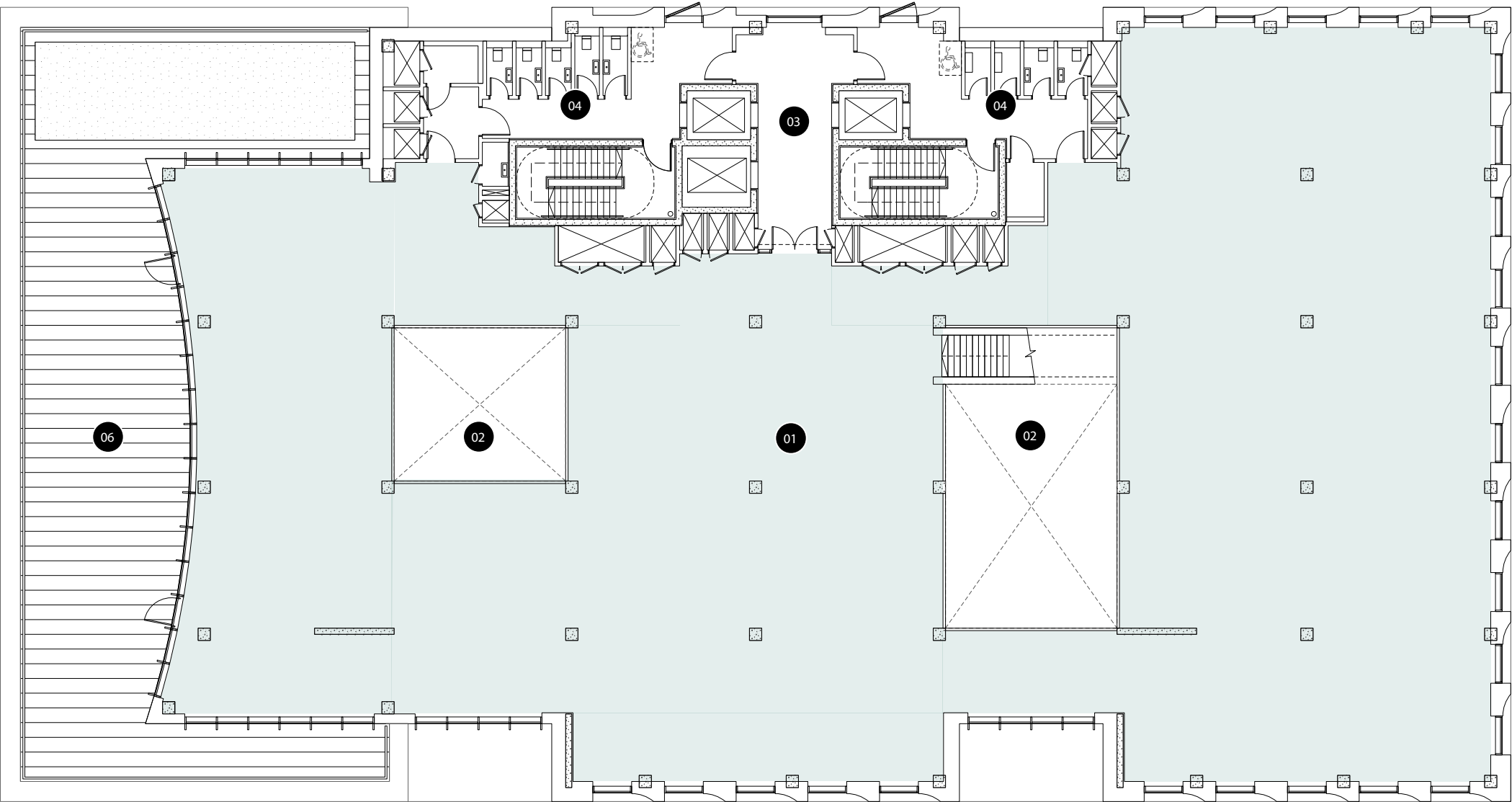
Level 04 consists of the following elements:

Design Concept: Level 04 Zonal Strategy



Key

- 1. Office floorplate
- 2. Atria & feature stair
- 3. Lift lobby
- 4. WCs & FF lobbies
- 5. Balcony amenity terraces
- 6. Roof amenity terrace

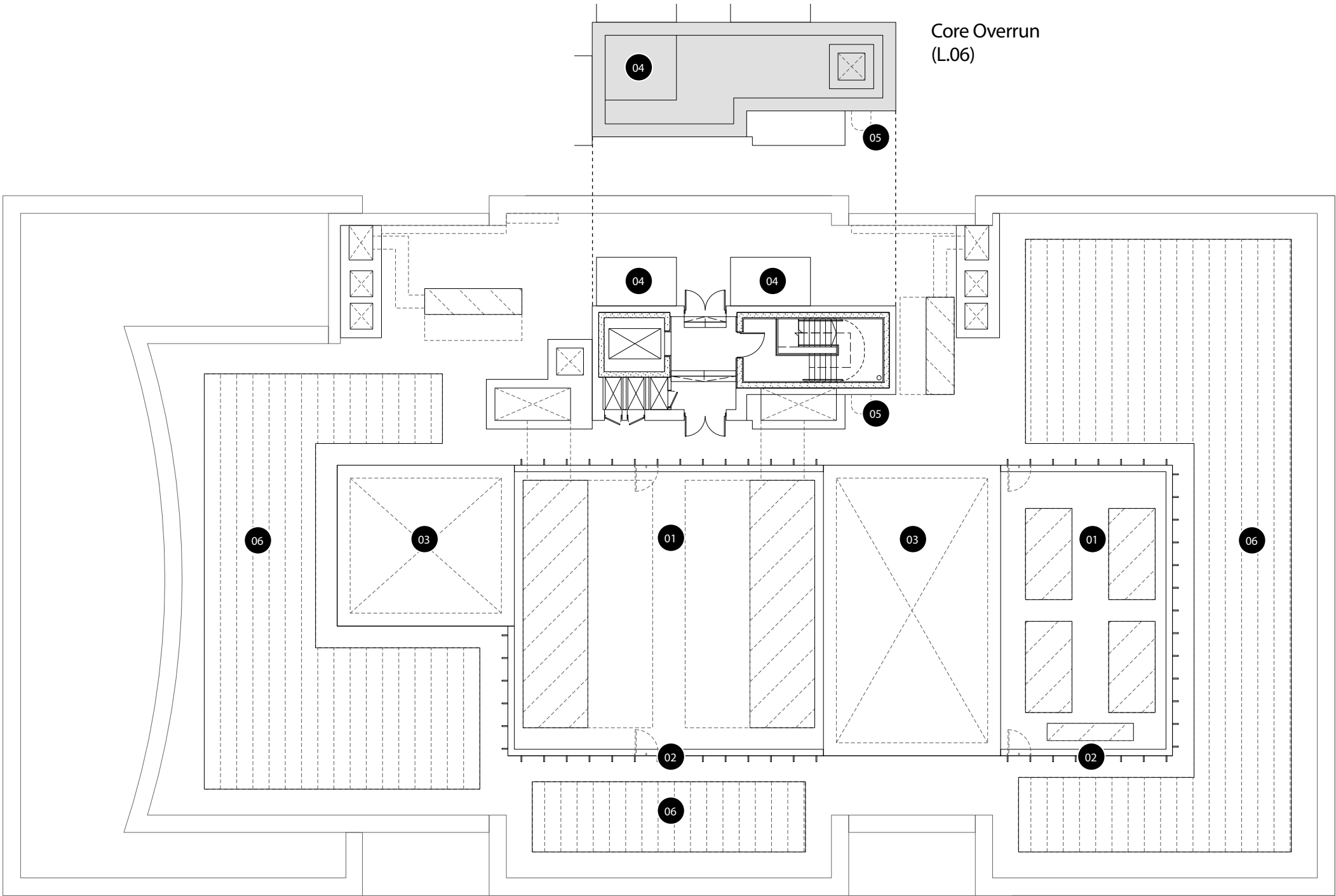


8.4.1 Roof Level & Core Overrun

Proposed Layouts (Not to scale)

Key

- 1. Roof plant equipment (Indicative layout)
- 2. Plant screening
- 3. Atria rooflight
- 4. Lift overruns
- 5. Lift overrun access ladder
- 6. Photovoltaic panels (Indicative zoning)



Roof Level (L.05)



8.4.2 Amount of Development

Proposed Area Schedule

Area Totals:

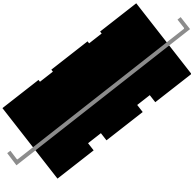
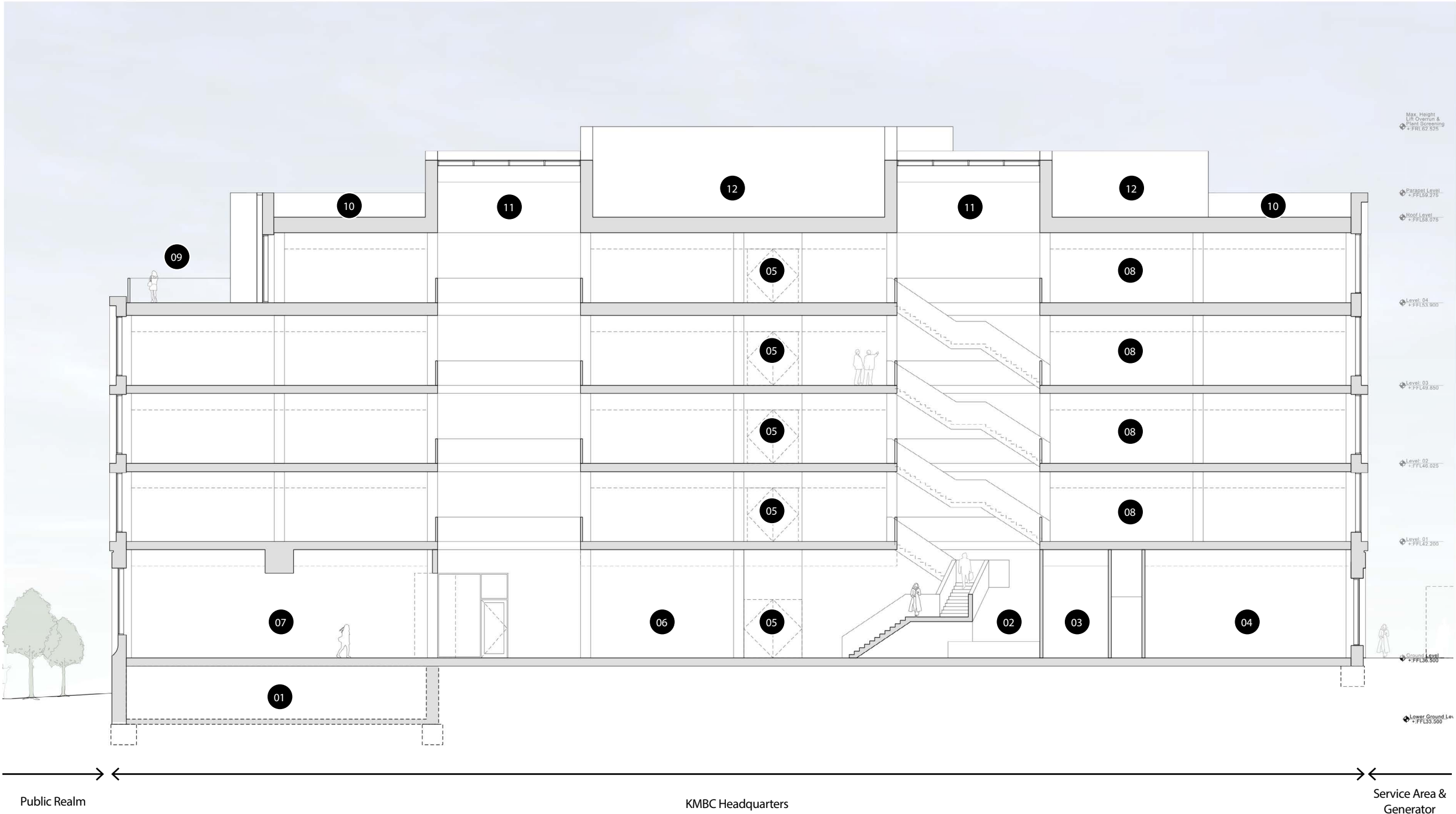
Gross External Area:	9,161.8m²	/ 98,620ft²
Gross Internal Area:	8,461 m²	/ 91,075ft²
Net Internal Area (Office):	6,749.4m²	/ 72,650ft²

Level	Gross Internal Area (GIA)		Net Internal Area (NIA)		External Terrace Area (inc green roof)	
	SQM.	SQFT.	SQM.	SQFT.	SQM.	SQFT.
Lower Ground Level	115.0	1,237.9				
Ground Level	1,820.7	19,598.0	1,338.1	14,403.3		
Level 01	1,713.1	18,439.8	1,445.8	15,562.6	13.8	148.5
Level 02	1,680.7	18,091.1	1,414.1	15,221.4	27.6	297.1
Level 03	1,680.7	18,091.1	1,414.1	15,221.4	13.8	148.5
Level 04	1,404.9	15,122.3	1,137.3	12,241.9	257.3	2,769.6
Roof Level	45.9	494.1				
Totals	8,461.0	91,074.2	6,749.4	72,650.5	312.5	3,363.8

8.4.3 Long Section AA
Proposed Sections (Not to scale)

Key

- 1. Cycling Facilities
- 2. Reception
- 3. FM Store
- 4. Office & Deliveries
- 5. Lift Lobby
- 6. Business Lounge
- 7. Conference & Democratic Centre
- 8. Office
- 9. Amenity Terrace
- 10. Rooftop PVs
- 11. Atrium Rooflight
- 12. Rooftop Plant Equipment

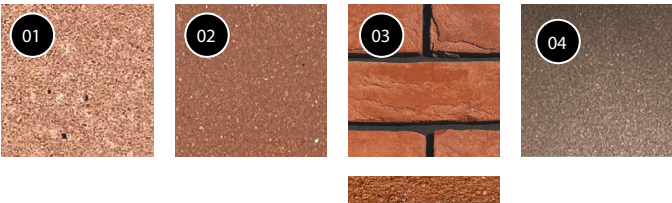
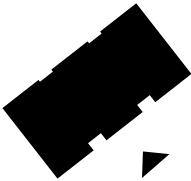


8.4.3 Southeast Elevation

Proposed Elevations (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
 - 2. Pre-cast concrete cladding panels with darker red sandstone colour
 - 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
 - 4. Aluminium framed window system with dark grey/ bronze powder coated finish
 - 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
 - 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
 - 7. Metal balustrading with dark grey/ bronze powder coated finish
 - 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
 - 9. Aluminium rainscreen cladding panel system & flashings with dark grey/ bronze powder coated finish - perforated & patterned to ground floor areas
 - 10. Louvred cladding system with integrated solid/ fully louvred doorsets - dark grey/ bronze powder coated finish
 - 11. Plant screening at roof level - expanded mesh panels & projecting vertical fins with light bronze powder coated finish as applicable
 - 12. Lift & stair overrun at roof level - aluminium rainscreen cladding panel system with light bronze powder coated finish
 - 13. Atria rooftop - treatment to match 12
 - 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish
-  Frieze: Zone for public art opportunity to cladding panels above Council Chamber
-  Patterning: Zone for cast-in pattern detailing to cladding panels surrounding main entrance



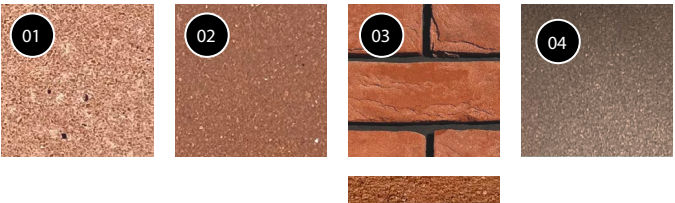
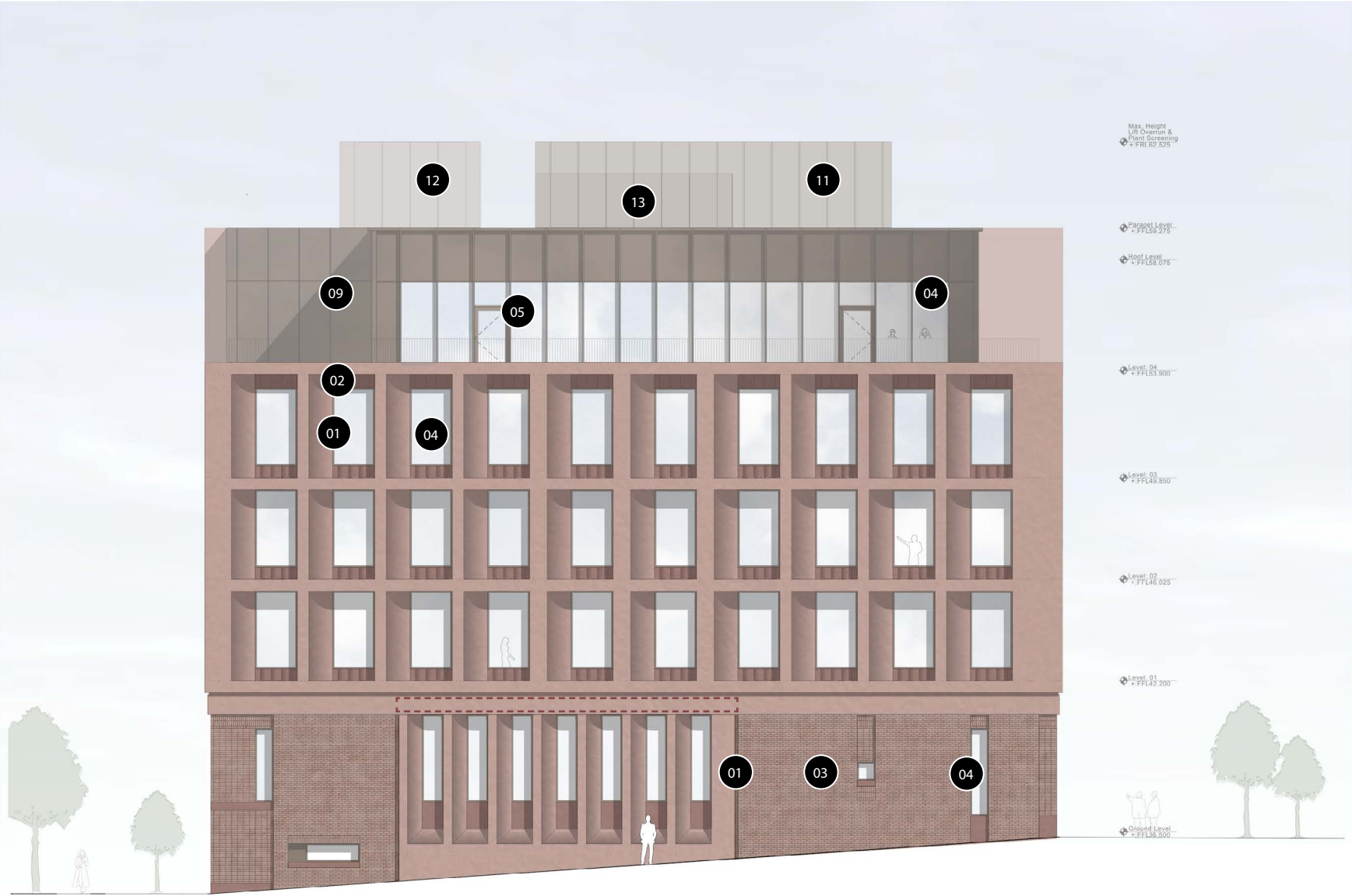


8.4.3 Southwest Elevation

Proposed Elevations (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
 - 2. Pre-cast concrete cladding panels with darker red sandstone colour
 - 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
 - 4. Aluminium framed window system with dark grey/ bronze powder coated finish
 - 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
 - 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
 - 7. Metal balustrading with dark grey/ bronze powder coated finish
 - 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
 - 9. Aluminium rainscreen cladding panel system & flashings with dark grey/ bronze powder coated finish - perforated & patterned to ground floor areas
 - 10. Louvred cladding system with integrated solid/ fully louvred doorsets - dark grey/ bronze powder coated finish
 - 11. Plant screening at roof level - expanded mesh panels & projecting vertical fins with light bronze powder coated finish as applicable
 - 12. Lift & stair overrun at roof level - aluminium rainscreen cladding panel system with light bronze powder coated finish
 - 13. Atria rooflight - treatment to match 12
 - 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish
-  Frieze: Zone for public art opportunity to pre-cast concrete cladding panels above Council Chamber



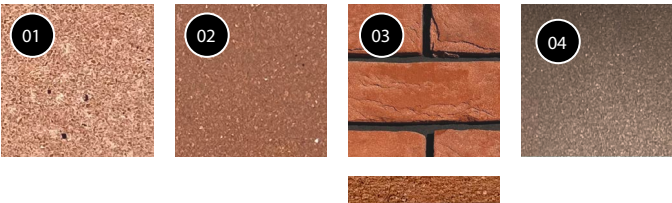
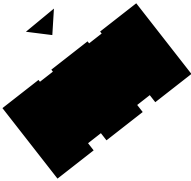


8.4.3 Northwest Elevation

Proposed Elevations (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
- 2. Pre-cast concrete cladding panels with darker red sandstone colour
- 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
- 4. Aluminium framed window system with dark grey/ bronze powder coated finish
- 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
- 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
- 7. Metal balustrading with dark grey/ bronze powder coated finish
- 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
- 9. Aluminium rainscreen cladding panel system & flashings with dark grey/ bronze powder coated finish - perforated & patterned to ground floor areas
- 10. Louvred cladding system with integrated solid/ fully louvred doorsets - dark grey/ bronze powder coated finish
- 11. Plant screening at roof level - expanded mesh panels & projecting vertical fins with light bronze powder coated finish as applicable
- 12. Lift & stair overrun at roof level - aluminium rainscreen cladding panel system with light bronze powder coated finish
- 13. Atria rooftop - treatment to match 12
- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish



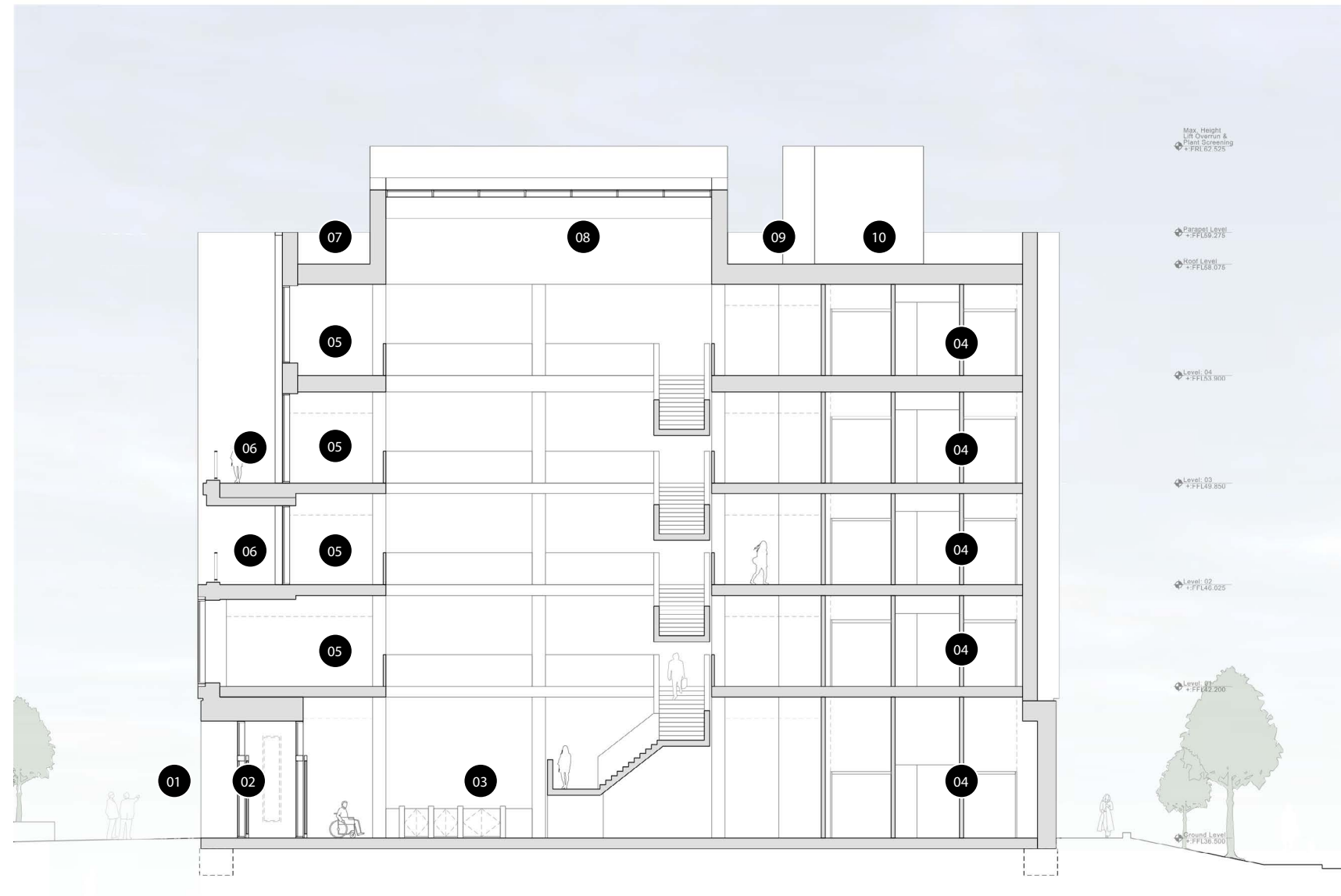


8.4.3 Short Section BB

Proposed Sections (Not to scale)

Key

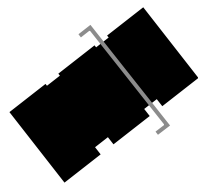
1. Main Entrance
2. Entrance Lobby
3. Reception
4. Core & WC Lobby
5. Office
6. Amenity Terrace
7. Rooftop PVs
8. Atrium Rooflight
9. Rooftop Plant Equipment
10. Lift & Stair Overrun



Cenotaph & Village Green

KMBC Headquarters

Archway Road

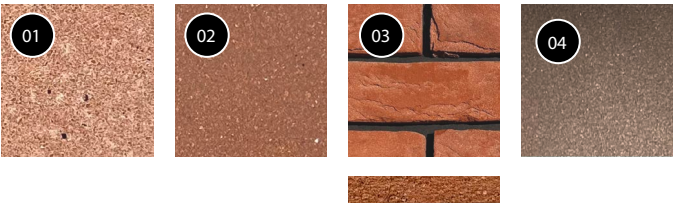
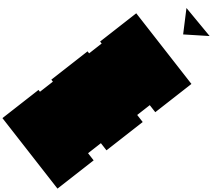
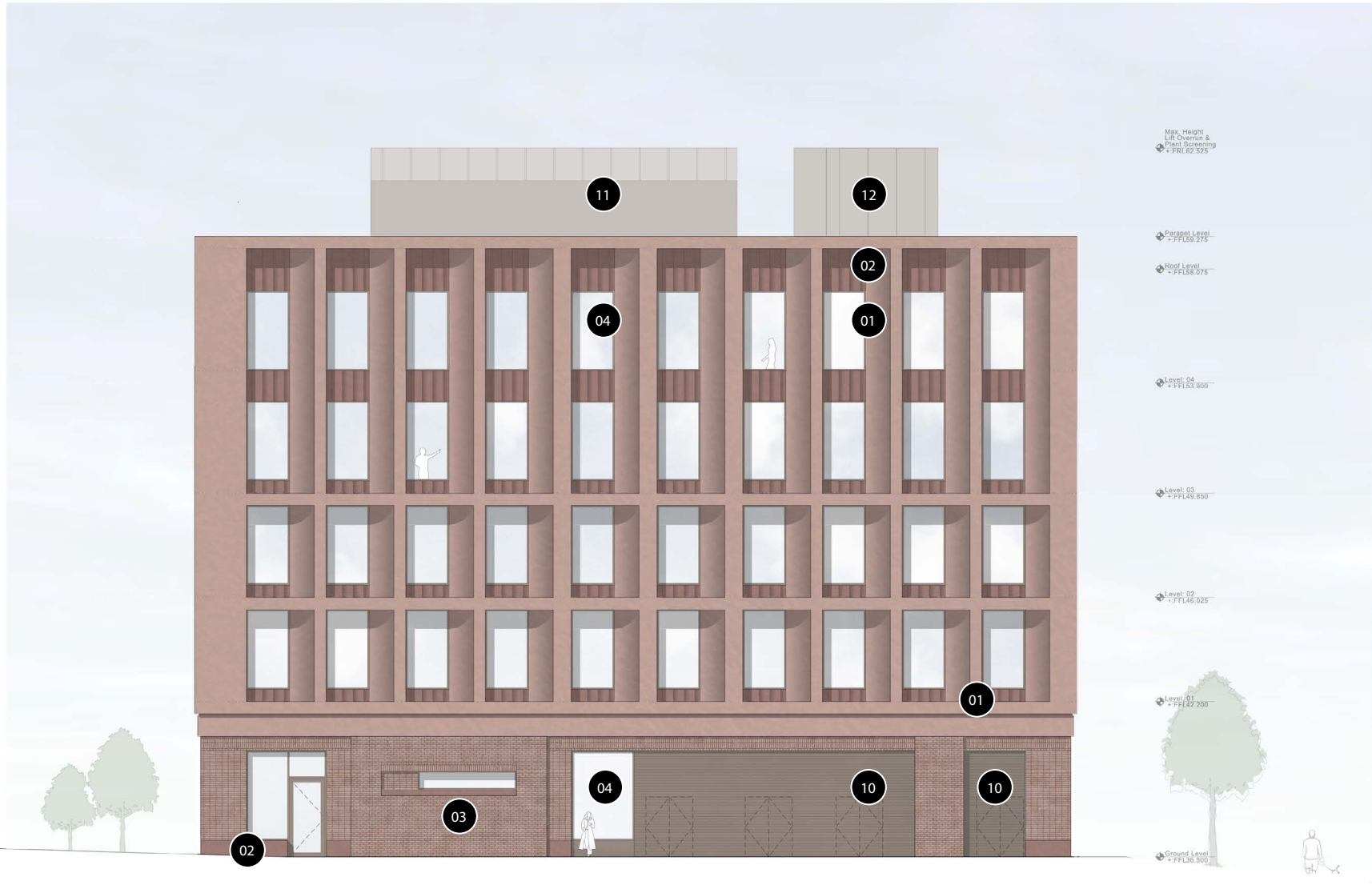


8.4.3 Northeast Elevation

Proposed Elevations (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
- 2. Pre-cast concrete cladding panels with darker red sandstone colour
- 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
- 4. Aluminium framed window system with dark grey/ bronze powder coated finish
- 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
- 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
- 7. Metal balustrading with dark grey/ bronze powder coated finish
- 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
- 9. Aluminium rainscreen cladding panel system & flashings with dark grey/ bronze powder coated finish - perforated & patterned to ground floor areas
- 10. Louvred cladding system with integrated solid/ fully louvred doorsets - dark grey/ bronze powder coated finish
- 11. Plant screening at roof level - expanded mesh panels & projecting vertical fins with light bronze powder coated finish as applicable
- 12. Lift & stair overrun at roof level - aluminium rainscreen cladding panel system with light bronze powder coated finish
- 13. Atria rooflight - treatment to match 12
- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish





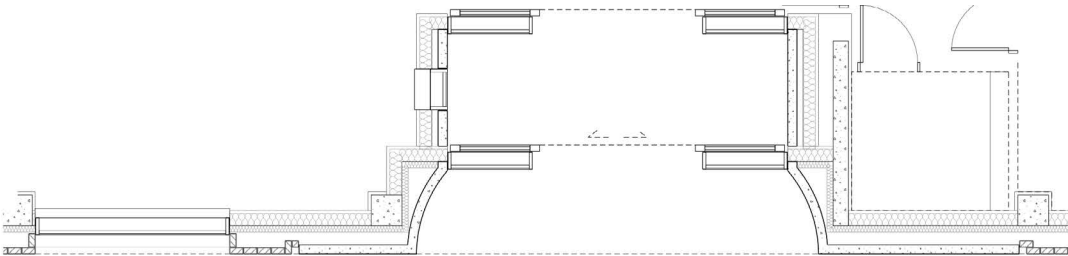
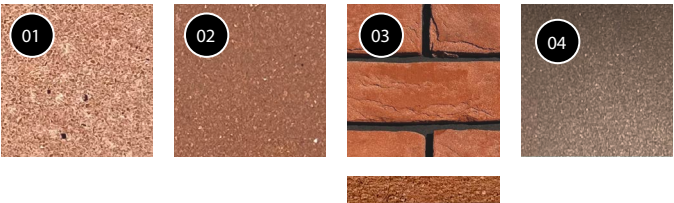
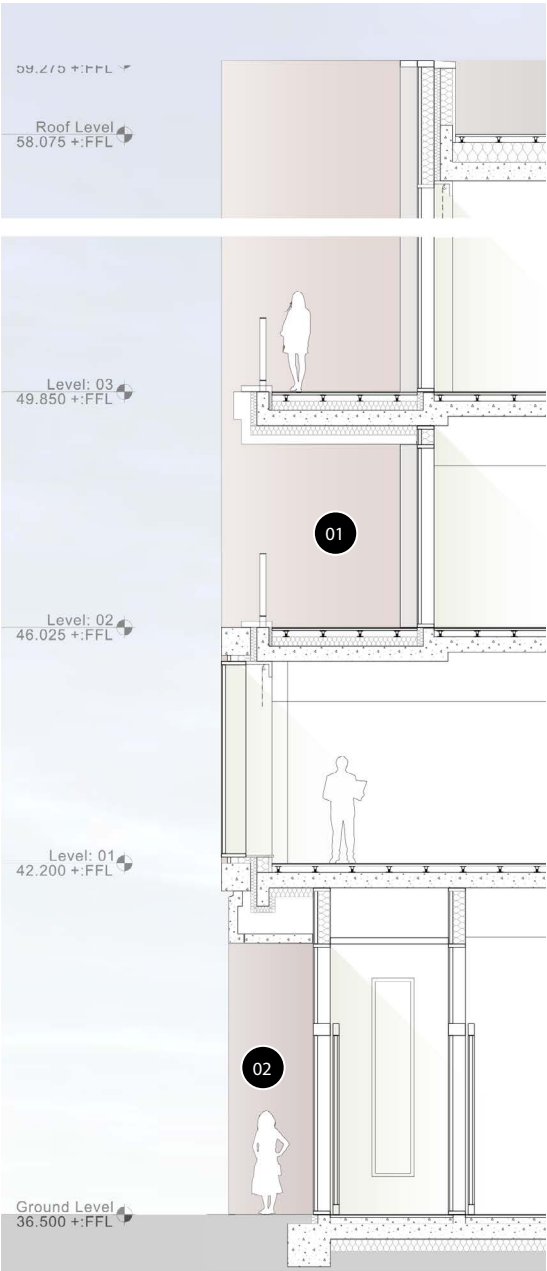
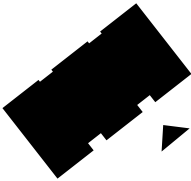
8.4.4 Main Entrance

Proposed Typical Bay Study (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
- 2. Pre-cast concrete cladding panels with darker red sandstone colour
- 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
- 4. Aluminium framed window system with dark grey/ bronze powder coated finish
- 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
- 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
- 7. Metal balustrading with dark grey/ bronze powder coated finish
- 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
- 9. Aluminium rainscreen cladding panel system & flashings with dark grey/ bronze powder coated finish - perforated & patterned to ground floor areas
- 10. Louvred cladding system with integrated solid/ fully louvred doorsets - dark grey/ bronze powder coated finish
- 11. Plant screening at roof level - expanded mesh panels & projecting vertical fins with light bronze powder coated finish as applicable
- 12. Lift & stair overrun at roof level - aluminium rainscreen cladding panel system with light bronze powder coated finish
- 13. Atria rooflight - treatment to match 12
- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish

- Frieze: Zone for public art opportunity to cladding panels above Council Chamber
- Patterning: Zone for cast-in pattern detailing to cladding panels surrounding main entrance



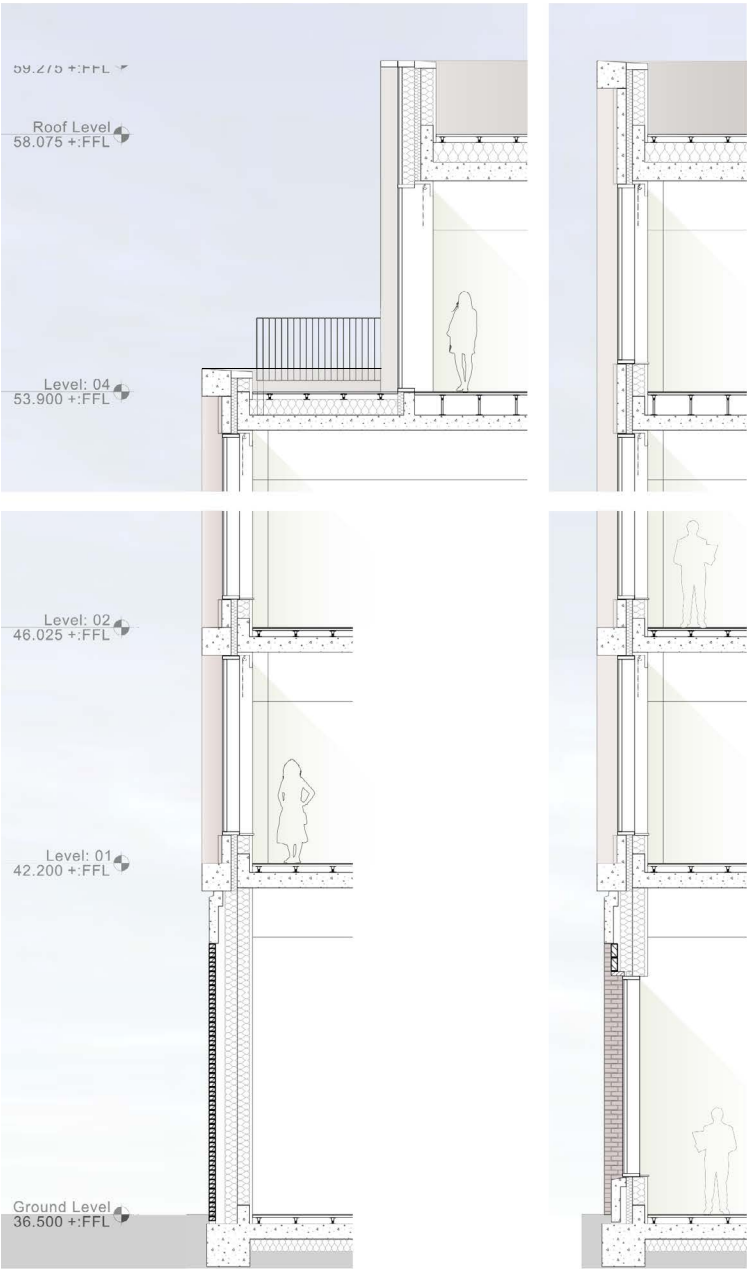


8.4.4 Typical Cladding & Terraces

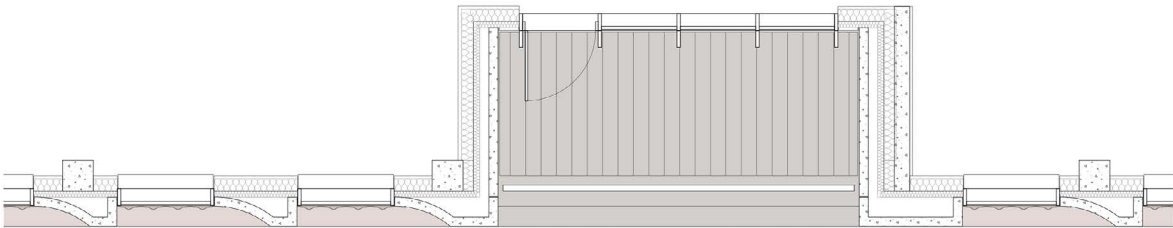
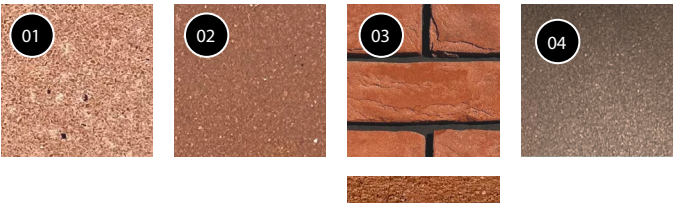
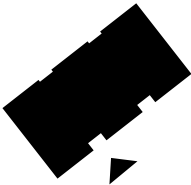
Proposed Typical Bay Study (Not to scale)

Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
- 2. Pre-cast concrete cladding panels with darker red sandstone colour
- 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
- 4. Aluminium framed window system with dark grey/ bronze powder coated finish
- 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
- 6. Main entrance glazed sliding door system with dark grey/ bronze powder coated finish
- 7. Metal balustrading with dark grey/ bronze powder coated finish
- 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
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- 13. Atria rooflight - treatment to match 12
- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish



Typical Bay Study - Entrance Elevation





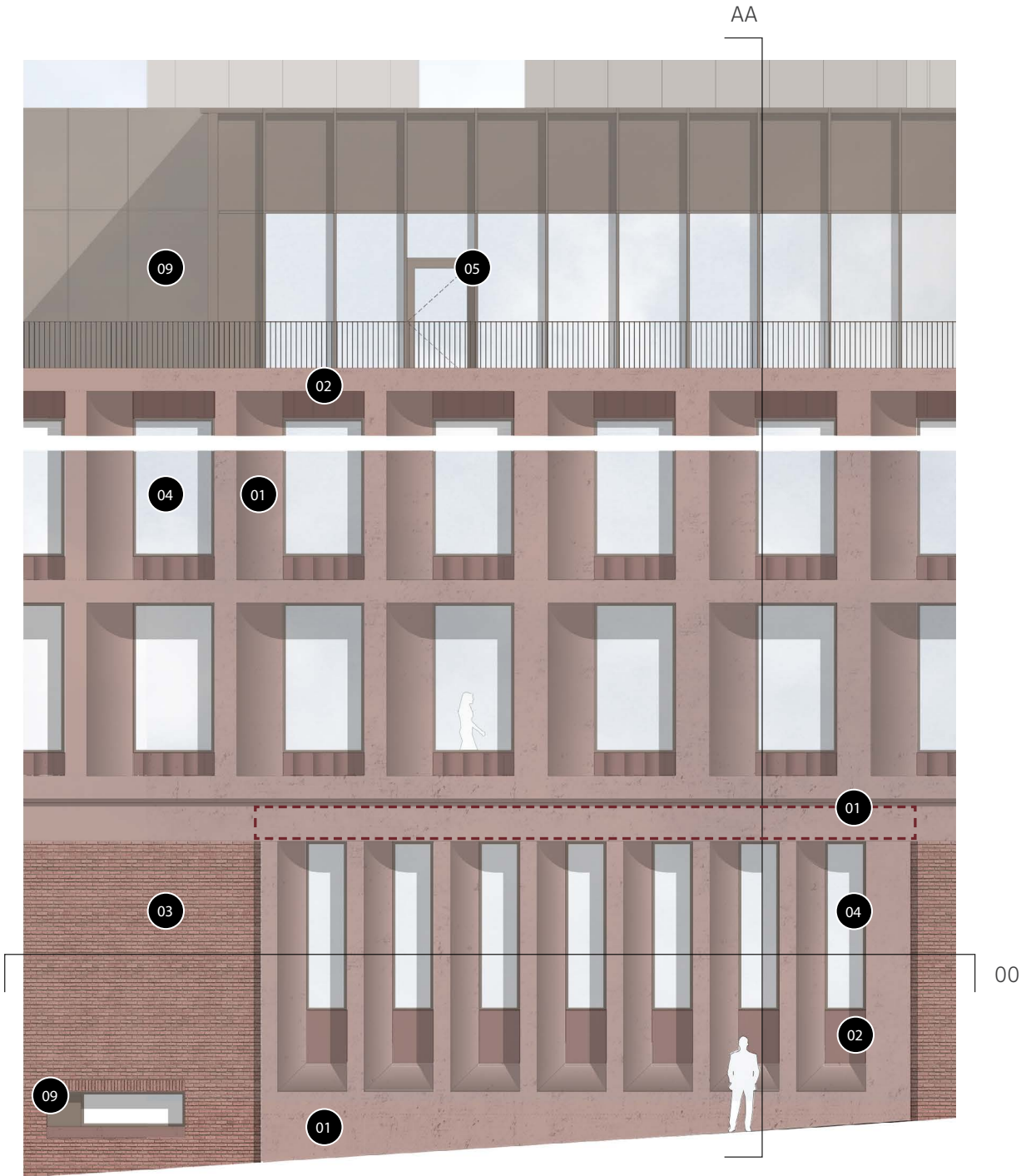
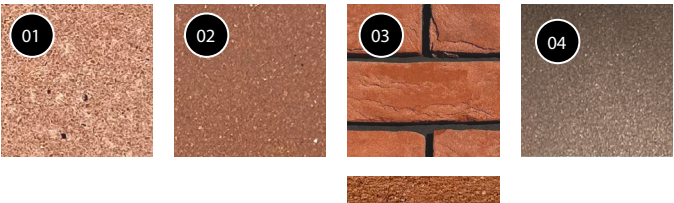
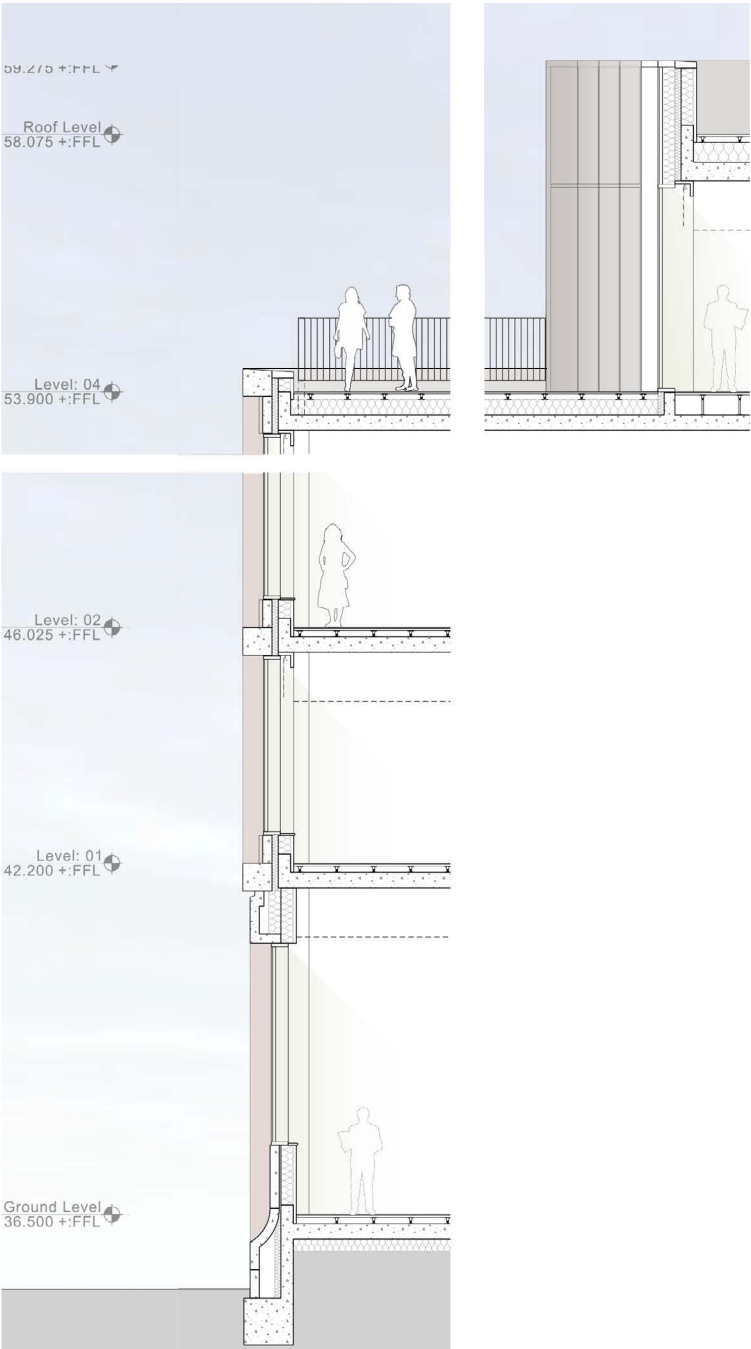
8.4.4 Council Chamber & Roof Terrace

Proposed Typical Bay Study (Not to scale)

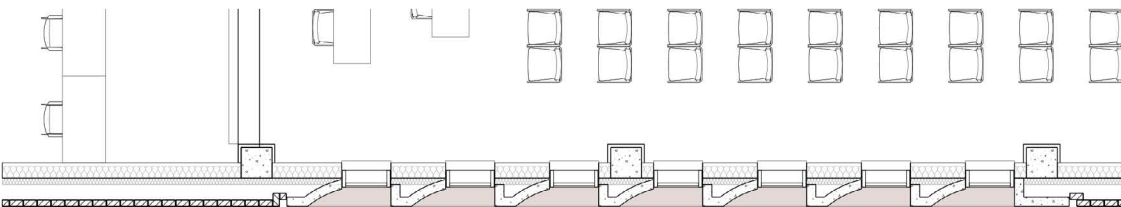
Key

- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
- 2. Pre-cast concrete cladding panels with darker red sandstone colour
- 3. Red brickwork with varying brick bonds - mix of stretcher/ soldier/ header coursing
- 4. Aluminium framed window system with dark grey/ bronze powder coated finish
- 5. Integrated glazed aluminium doors with dark grey/ bronze powder coated finish
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- 7. Metal balustrading with dark grey/ bronze powder coated finish
- 8. Aluminium framed capless structurally glazed window system with dark grey/ bronze powder coated finish
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- 13. Atria rooflight - treatment to match 12
- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish

Frieze: Zone for public art opportunity to cladding panels above Council Chamber



Typical Bay Study - Council Chamber Elevation



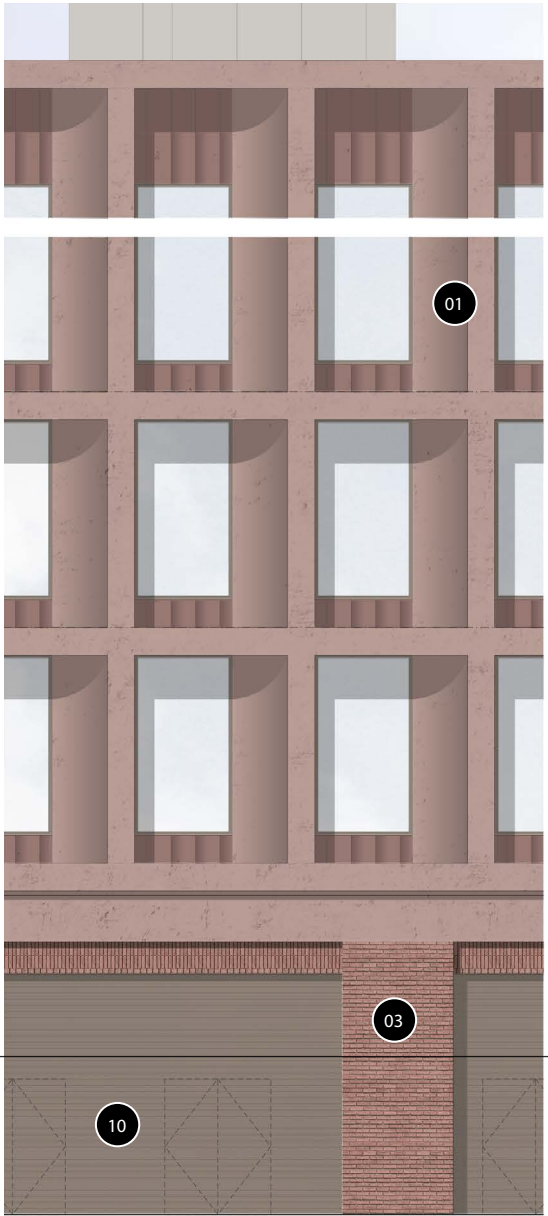
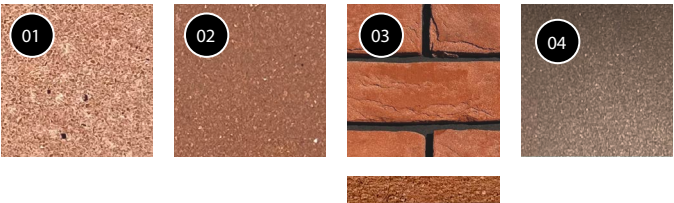
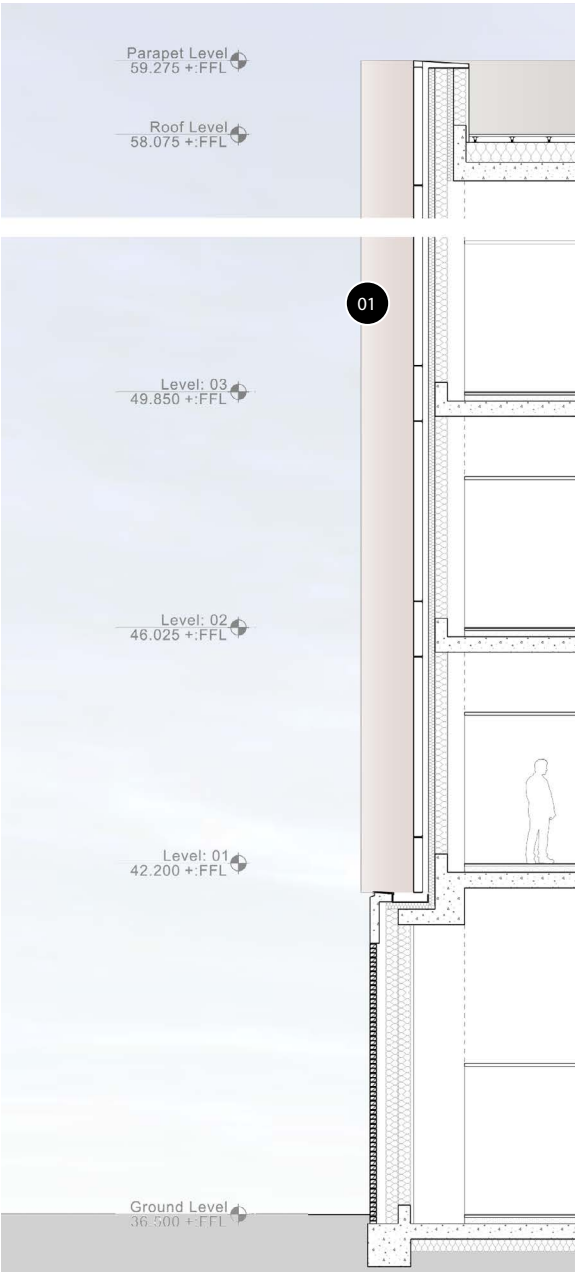


8.4.4 Back of House

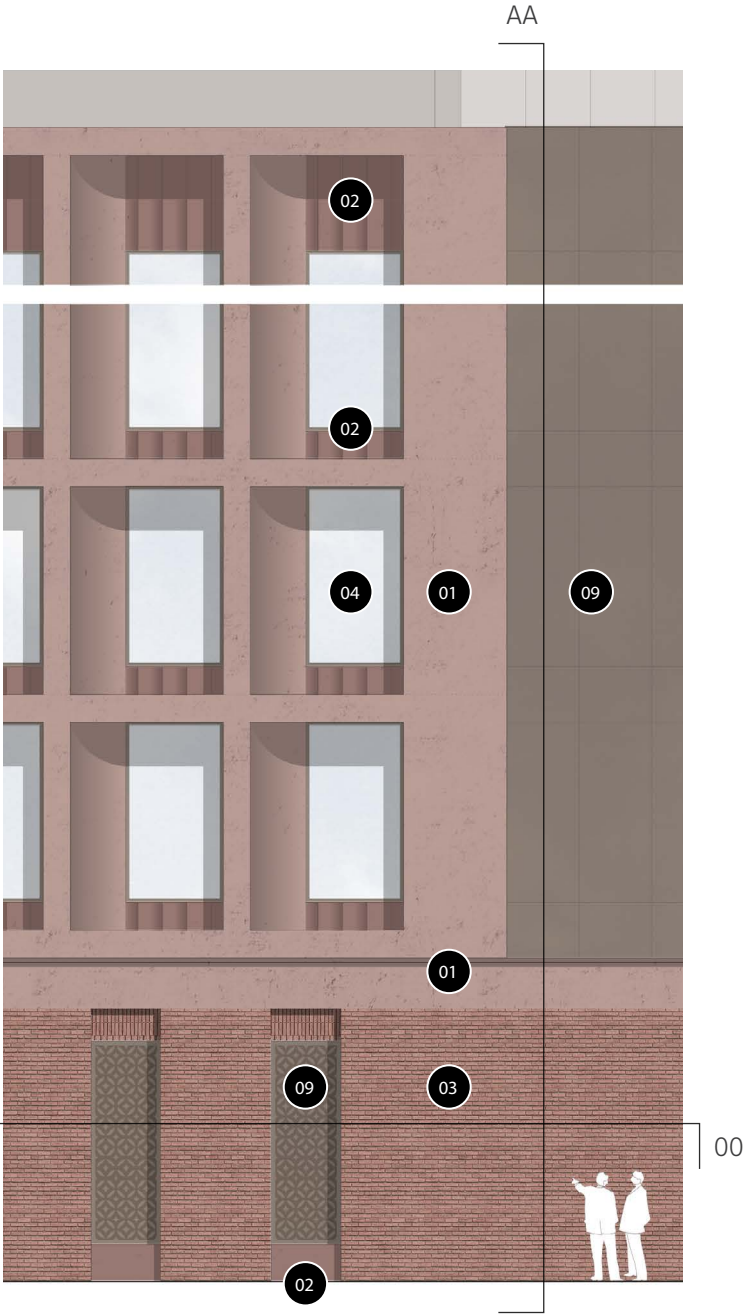
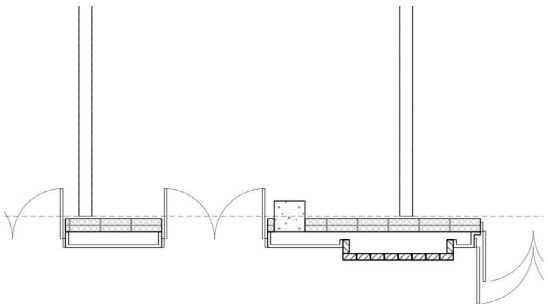
Proposed Typical Bay Study (Not to scale)

Key

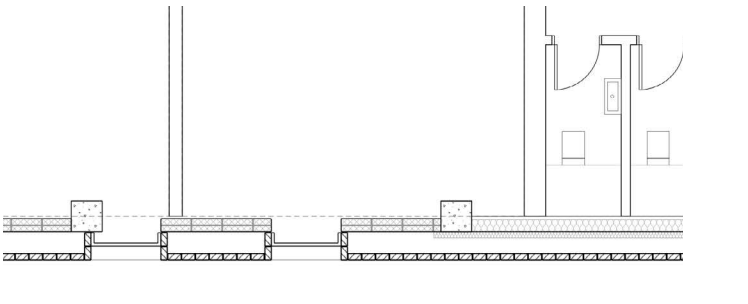
- 1. Pre-cast concrete cladding panels with lighter red sandstone colour
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- 14. Aluminium framed AOV window system with dark grey/ bronze powder coated finish



Typical Bay Study - Northeast Elevation



Typical Bay Study - Archway Road Elevation







8.4.5 External Lighting Design Concept

Southwest & Southeast Elevations

Strategy

An external lighting design concept has been developed alongside the wider masterplan lighting design. To ensure public realm areas are well lit & inviting, whilst also complimenting the design of the Council HQ itself.

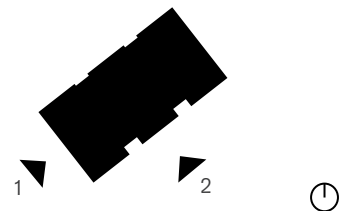
Each elevation will be uplit with large surface mounted spotlights/recessed LED lights integrated within the landscape design.

Proposals include feature lighting to key areas of the facade such as the Council Chamber and main entrance - with lighting enhancing the bespoke detailing to these areas.

Roof terrace lighting has been considered as part of the external lighting strategy. With each accessible area of roof to be well lit. Wall mounted lights are provided to light public footpaths alongside the CHQ.

Key

-  Ground recessed LED strip lighting (uplight)
-  Ground recessed LED luminaires (uplight)
-  External recessed spotlights/ linear LED strip lighting (downlight)
-  External wall mounted luminaires (downlight)



Precedents

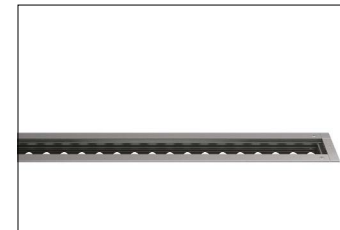
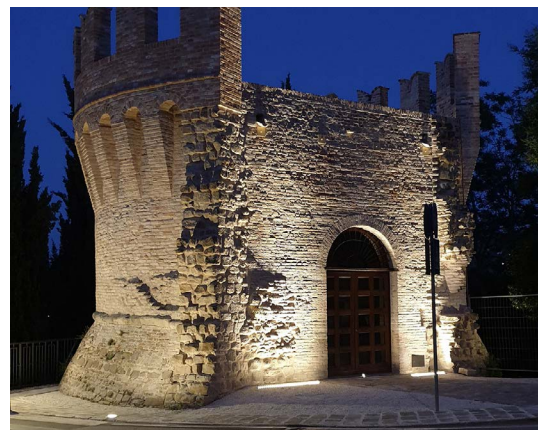


INDICATIVE LIGHT FITTING - iGUZZINI LIGHT UP EARTH FLUSH FRAME

- Floor/ground-mounted recessed luminaire intended for use with LED light sources.
- Comprises body and frame casing.



Project Precedents Indicative light fitting (Light up Earth) in use

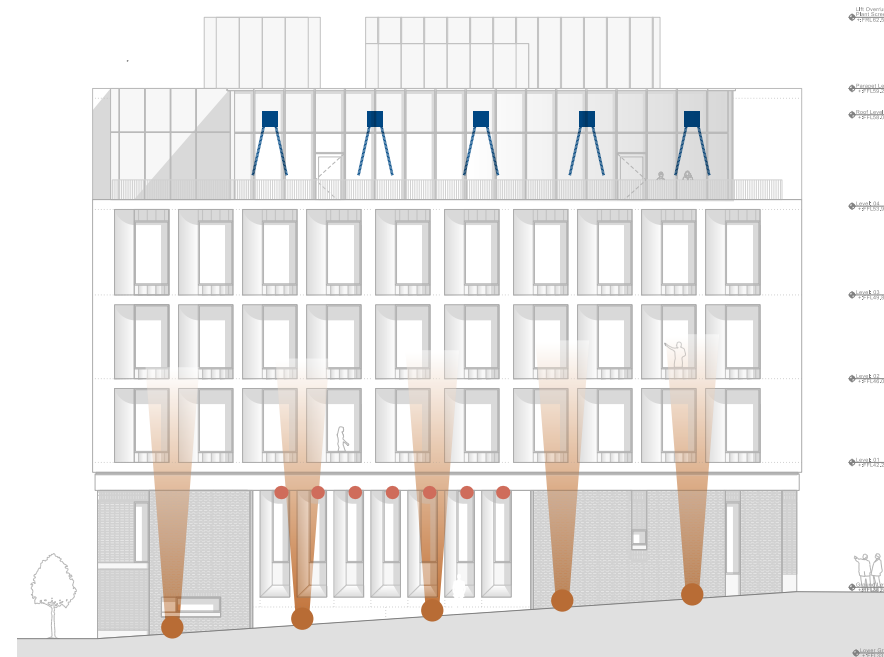


INDICATIVE LIGHT FITTING - iGUZZINI LINEALUCE 27 SURFACE FULL REMOTE

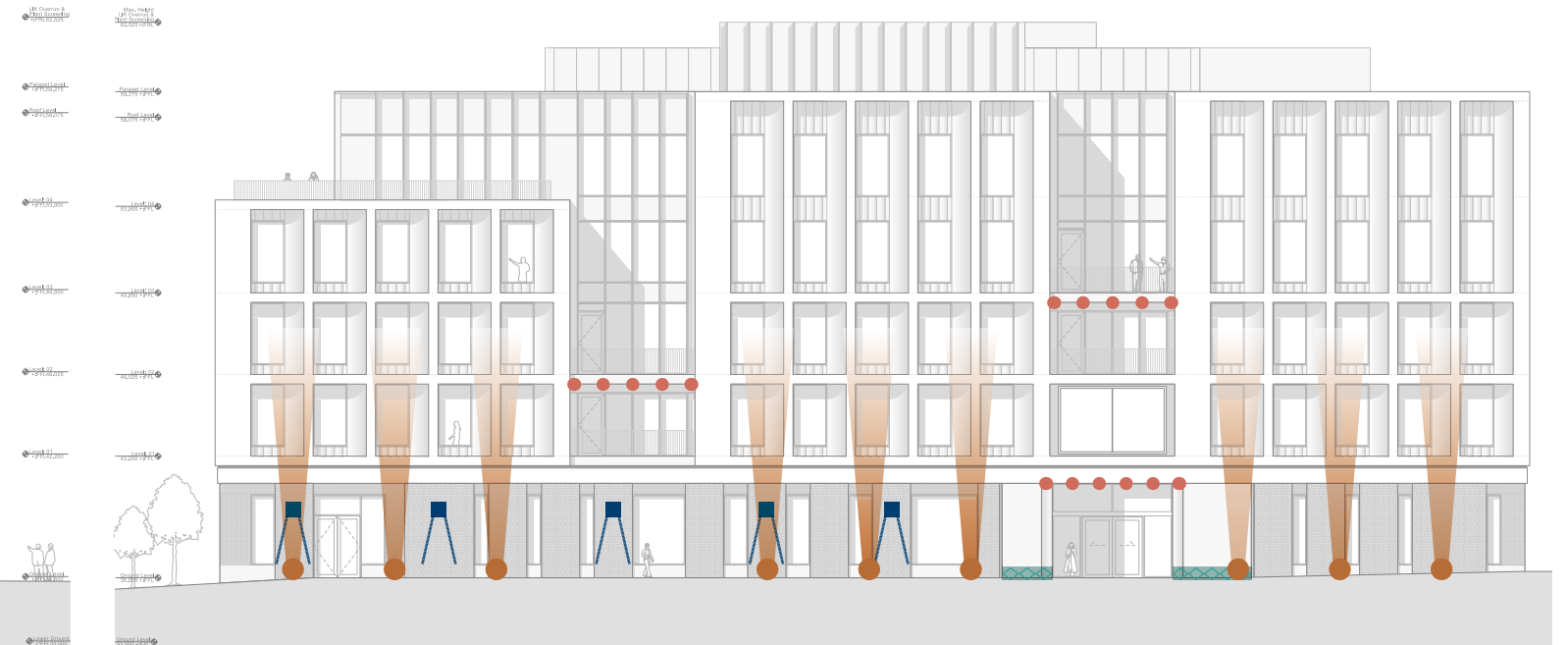
- Luminaire intended for use with monochromatic, RGBW, Tunable White and Tunable Warm LED.
- Ceiling, wall, surface installation.



Project Precedents Indicative light fitting (Linealuce) in use



1. Southwest Elevation



2. Southeast Elevation

8.4.5 External Lighting Design Concept

Northwest & Northeast Elevations

Colour & Control

All external lighting proposed to light the building itself will be controlled using a central control panel (indicative light fittings suggested are compatible with DALI control panels).

The colour of lighting can be controlled using the central control panel, to allow for different appearances to suit different events & public holidays (indicative light fittings suggested allow for RGB colour control). As a default, the colour setting is to be white light.

This excludes wall mounted lights used to light public realm, which will be integrated in to a separate site wide control strategy.

Precedents



INDICATIVE LIGHT FITTING - iGUZZINI ROUND RECESSED OUTDOOR DOWNLIGHT

- Luminaire with direct emission for use with LEDs.
- Recessed installation into the ceiling.
- High visual comfort.

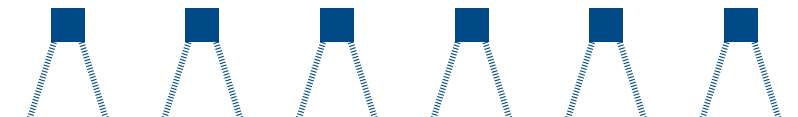


Project Precedents Indicative light fitting (Recessed downlight) in use



INDICATIVE LIGHT FITTING - iGUZZINI WALL MOUNTED

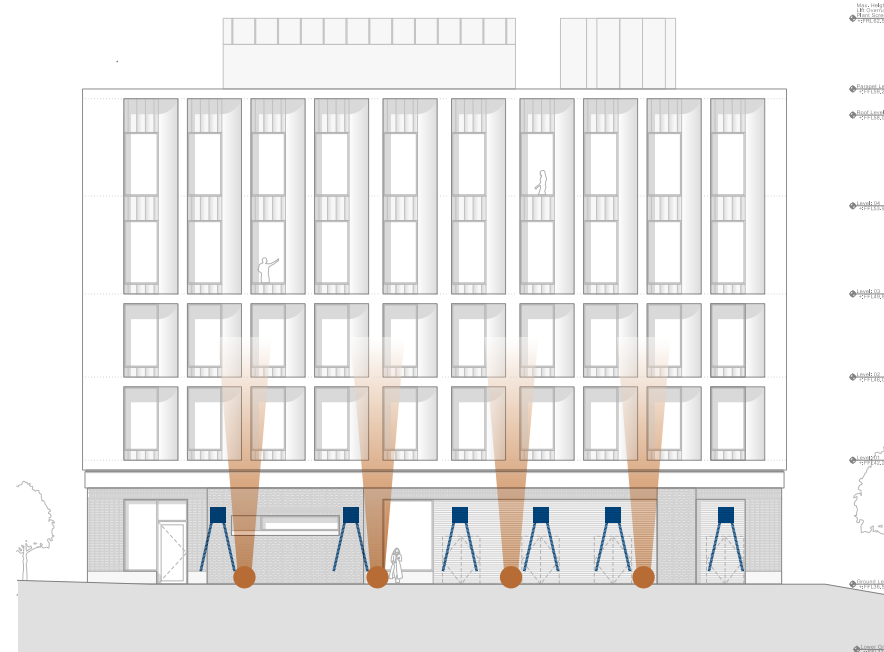
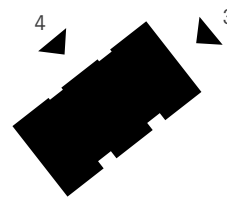
- Luminaire for use with metal halide sources and LEDs.
- Can be wall-mounted using the special base.



Project Precedents Indicative light fitting (Wall mounted) in use

Key

- Ground recessed LED strip lighting (uplight)
- Ground recessed LED luminaires (uplight)
- External recessed spotlights/ linear LED strip lighting (downlight)
- External wall mounted luminaires (downlight)



3. Northeast Elevation



4. Northwest Elevation



8.5

Access Statement

8.5.1 Access Strategy

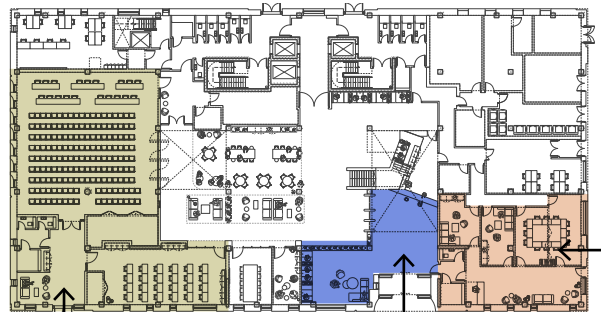
Ground Level

The three main elements at Ground Level, office reception, Children's Social Care and the Council Chamber/Training Facility, each have their own entrances, allowing for strategic building operation and security. These entrances face the new Village Green and have level pedestrian access.

Escape routes from the core exit onto Archway Road at Ground Level.

The core is equipped with WCs and accessible WCs that can be used by staff/ public depending on the activities happening at Ground Level. Children's Social Care and the Council Chamber/Training Facility also have their own WCs and accessible WCs provision with baby change facilities.

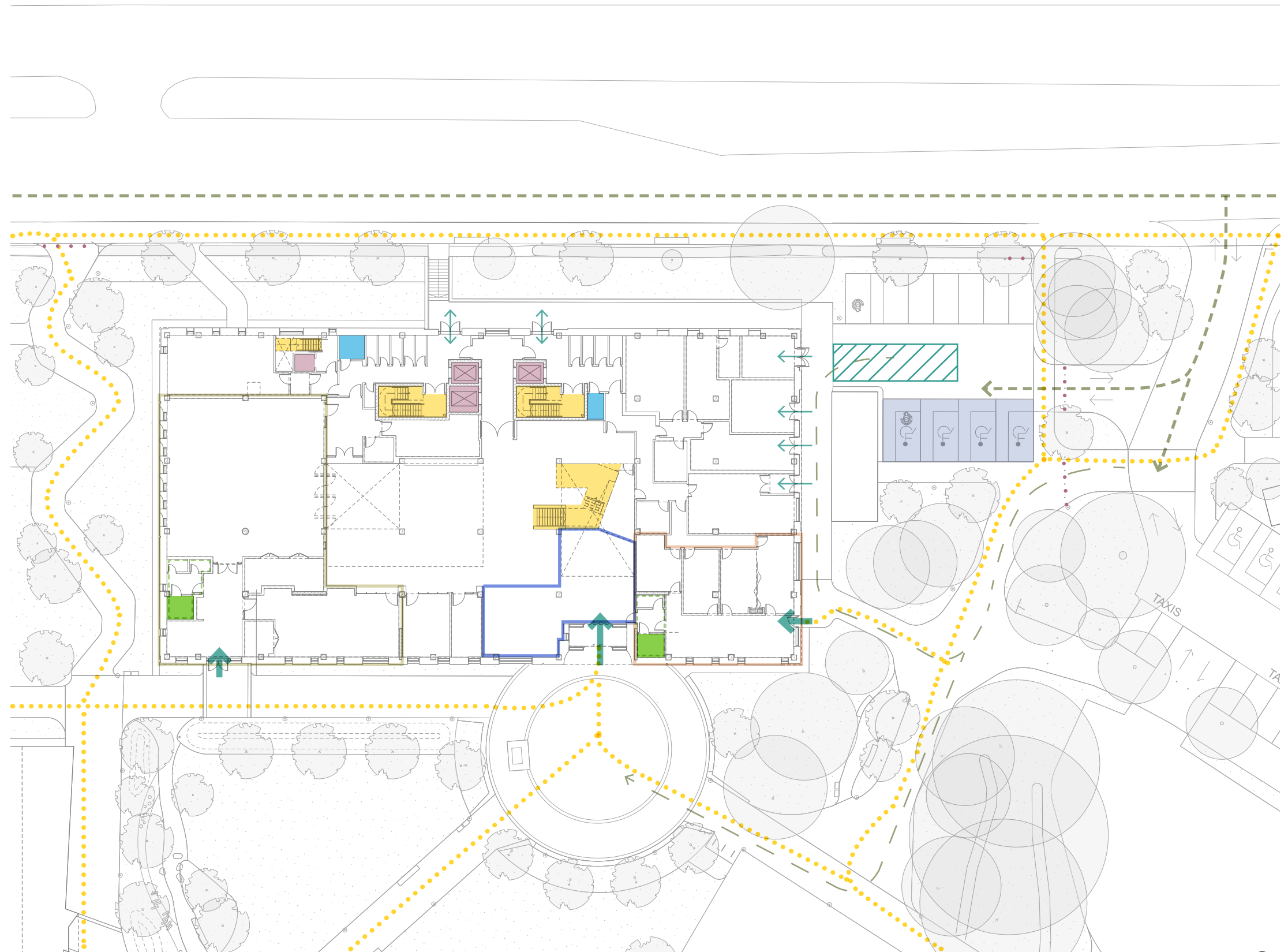
Vehicles access the site using the servicing route on Archway Road and refuse vehicle access/ egress is controlled with bollards positioned across the vehicular routes.



General Arrangement - Ground Floor Plan: Main Points of Entry & Function

Key

	Council Chamber & Training Facility		Children's Social Care Facility
	Main office reception		
	Pedestrian routes around the building (all gradients to be 1:21 or less)		Accessible car parking
	Level pedestrian access - Building entrances		Service vehicles lay by
	Level pedestrian access/ egress - Fire escape & servicing		WC Lobby
	General vehicular access		Accessible WCs with baby change
	Services vehicular access		Accessible WCs
	Bollards		Lifts
			Stairs



Site Location Plan Ground Level



8.5.2 Detailed Area Study

Lower Ground Level - Cycle Hub

The approximately 3m level change across the site, with the Northwest corner being the lowest point, allows the positioning of the cycle store in this corner at a Lower Ground Level. Accessed via a footpath connecting Archway Road & associated cycle networks to the building.

The cycle store has two-tier bike racks with space to accommodate up to 42 bikes. Additional space is provided for accessible bikes, maintenance equipment and additional racks if needed in the future. Equipped with lockers, showers, accessible WC and shower & drying room. Users can access ground level via the stairs or accessible platform lift.

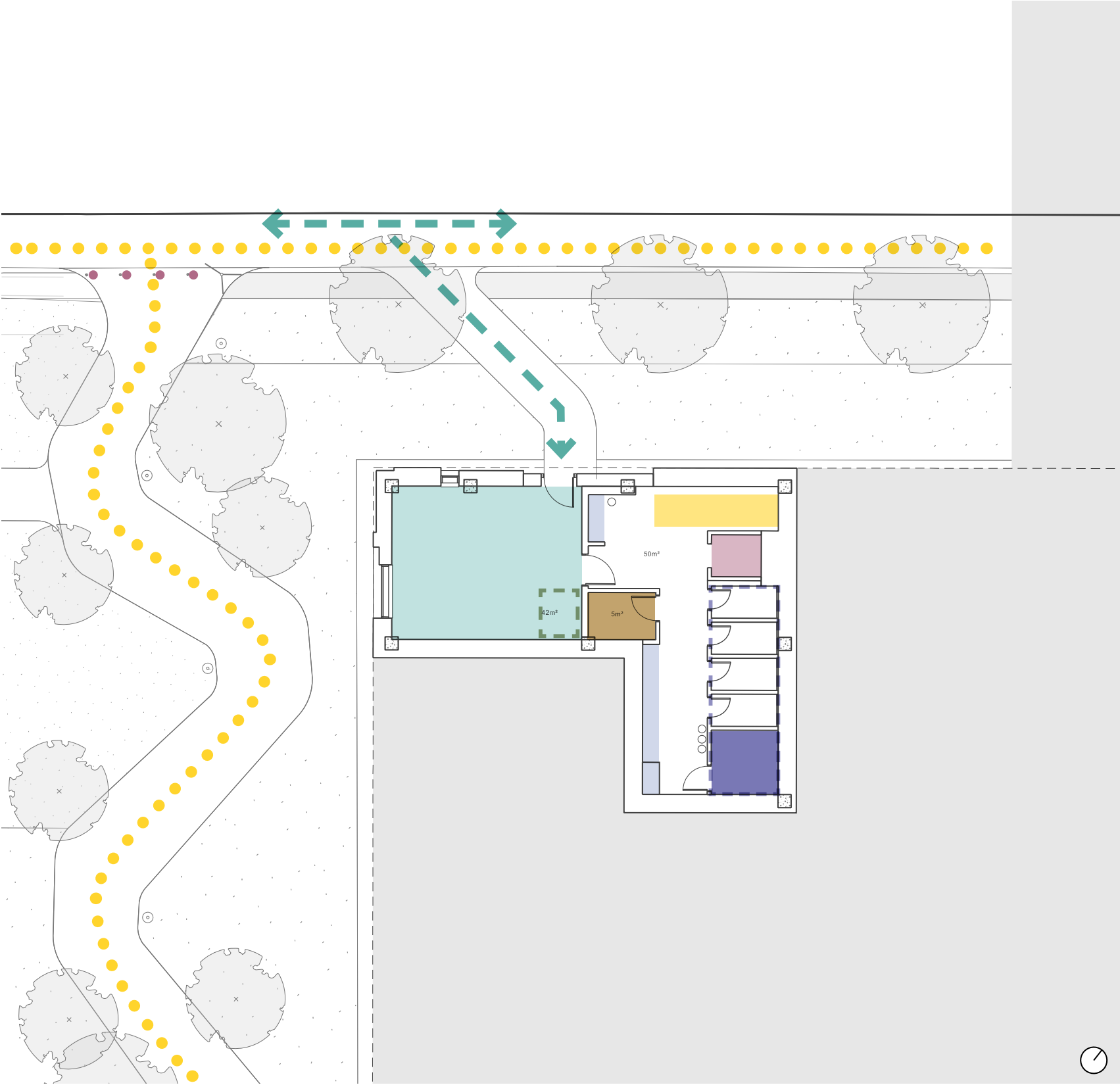
Services, finishes and way-finding are designed in line with Interior Design strategies and Building Regulations.



Interior design look & feel concept

Key

- Yellow dotted line: Pedestrian routes around the building (all gradients to be 1:21 or less)
- Purple dotted line: Bollards
- Green dashed arrow: Cycle store access
- Light blue rectangle: Cycle store (space for up to 50 spaces)
- Green dashed rectangle: Location for adapted bike storage
- Light blue rectangle: Lockers
- Blue dashed rectangle: Showers
- Dark blue rectangle: Accessible WC & shower
- Brown rectangle: Drying room
- Pink rectangle: Accessible platform lift
- Yellow rectangle: Stairs to main ground level



Site Location Plan Lower Ground Level



Materials and way-finding concept example



Metal mesh ceiling and exposed services



Graphic way-finding example

8.5.3 Security

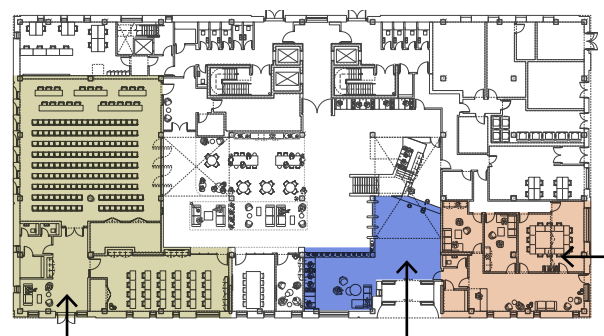
Ground Level

Due to the nature of the ground floor arrangement with various programmatic elements and activities, there is a variety of security measures proposed as part of the wider security strategy. Including CCTV, secure lines, on-site security facilities and active/passive surveillance.

Fob controlled access is proposed across staff-only accessed areas such as plant, stores and back of house. With CCTV coverage in place in each of the spaces.

Externally, CCTV will be located around the full perimeter of ground level, allowing full coverage of the building.

Sensitive areas such as reception desks, contact rooms within the Children's Social Care facility, the Council Chamber & Training facility, and the deliveries office are each equipped with panic alarms in case of emergency.

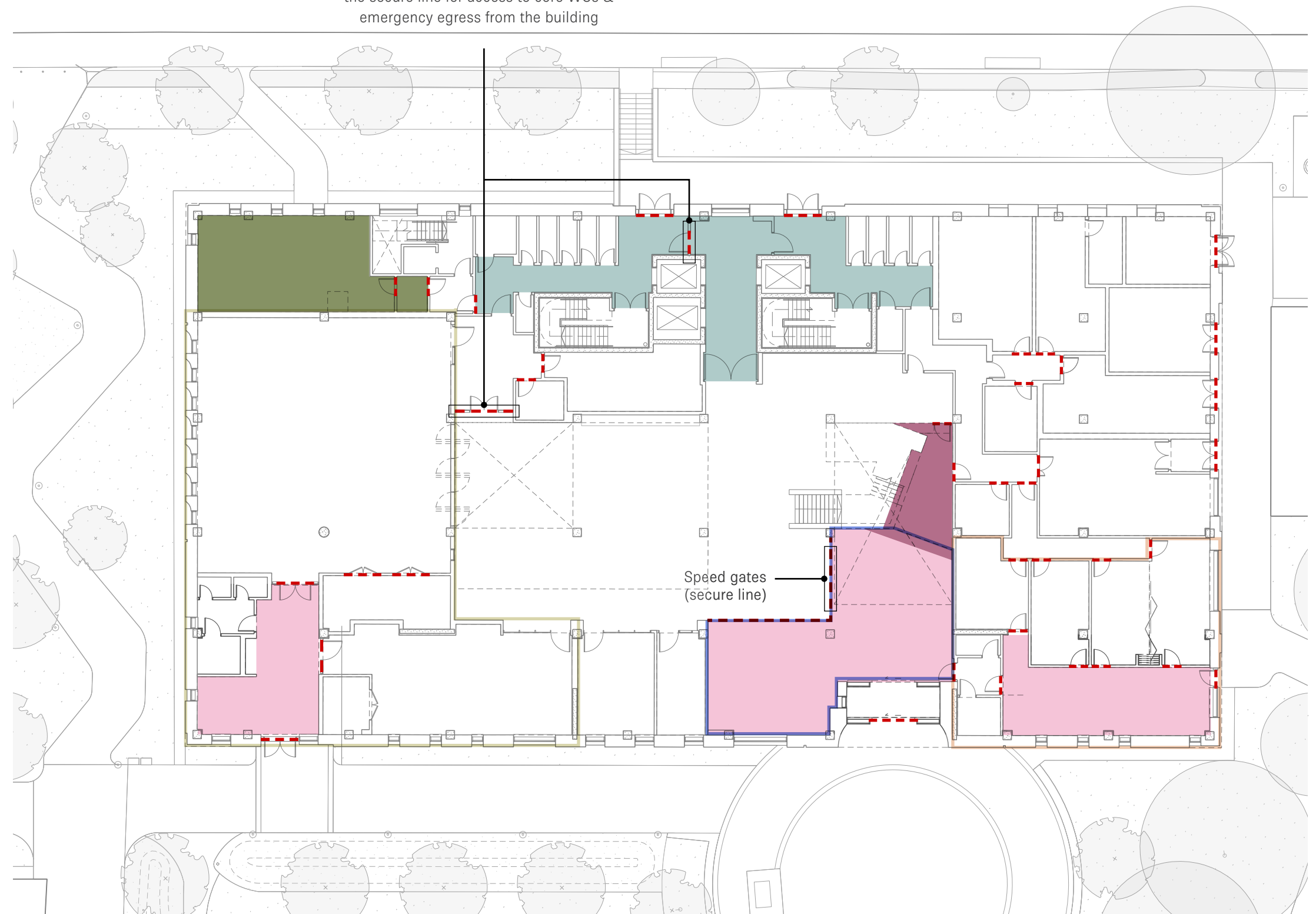


General Arrangement - Ground Floor Plan: Main Points of Entry & Function

Key

	Council Chamber & Training Facility		Children's Social Care Facility
	Main office reception		
	Main office CCTV area		Main reception
	Visitors CCTV area		On site 24/7 Knowsley Council security facility
	Secure line (access control)		

During public events in the Council Chamber - these doors are to form part of the secure line for access to core WCs & emergency egress from the building



Site Location Plan Ground Level



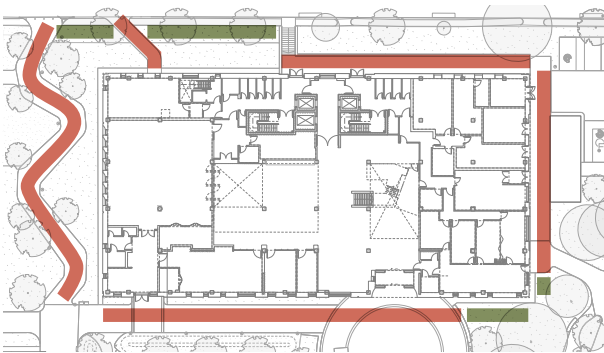
8.5.4 Facade Access - Cleaning and Maintenance

Ground Level

The height and scale of the building allows for facade access via MEWPs and other mobile platforms. The landscape design will incorporate pavements and surface finishes that enable MEWPs to be parked and operated within close proximity to the building. Reach & wash strategies will be adopted at ground level and on terraces at upper floors for more regular cleaning.



Facade access/ window replacement using MEWP systems



External Access Points Ground Floor Plan

Key

Reach & wash accessed from hard landscaped areas

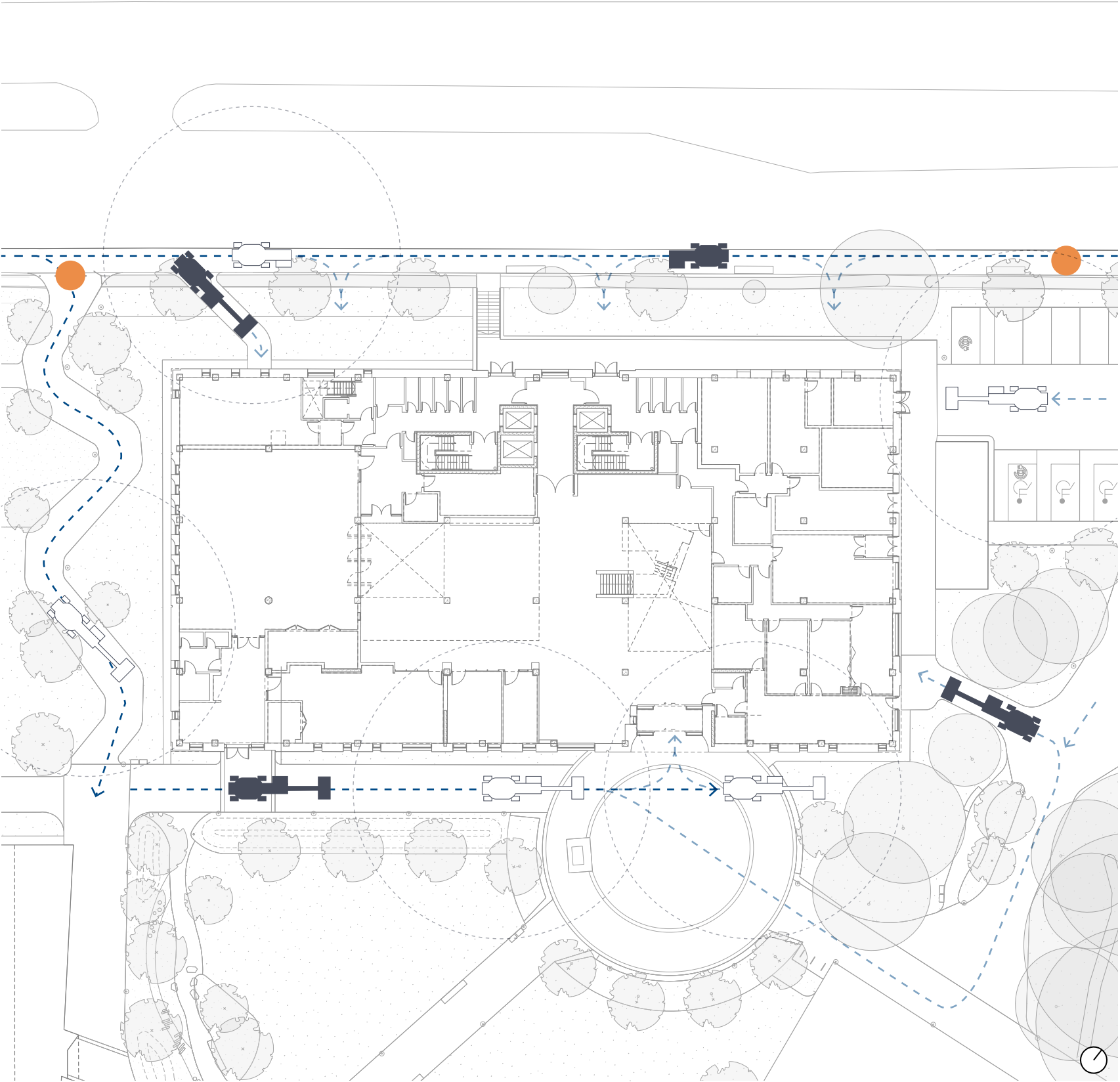
Levels and surface finishes of landscape allowing reach & wash access from planter/ landscaped areas

Indicative MEWP set down points - for cleaning upper levels

Indicative MEWP manoeuvring/ routes

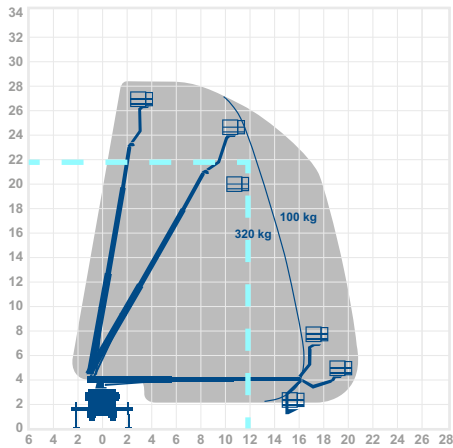
Indicative MEWP reach distances - operational areas

Indicative MEWP delivery points



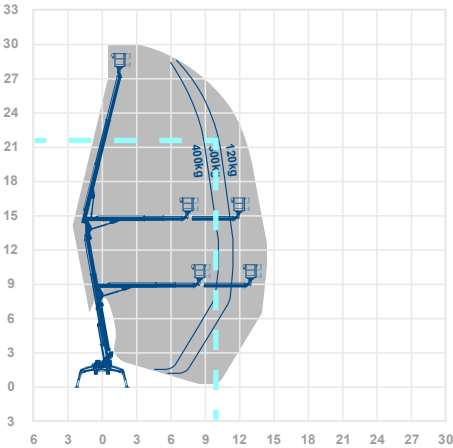
Site Location Plan Ground Level

T28RX - 28m Truck mount



Truck mount telescopic machine - suitable for rough terrain outdoor work such as cleaning, telecommunications and utilities.

TB30MB - 30m Bi-fuel tracked boom



Bi-fuel tracked boom machine - ideal solution for sites with challenging ground conditions such as telecoms and arboriculture.

Key

Reach distances and operational areas ranges

Equipment dimensions and specification required for proposed project (uppermost window height circa. 21m above ground level)

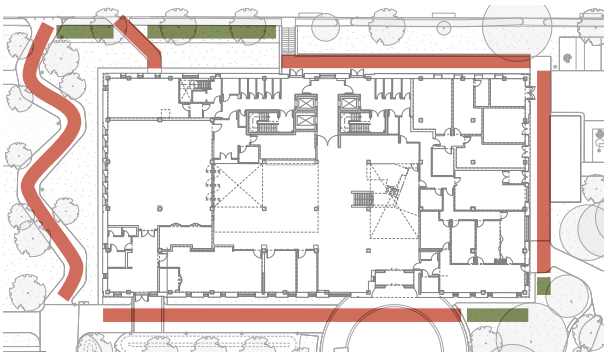
8.5.4 Facade Access - Cleaning and Maintenance

Elevations

Diagrams adjacent show the areas of the facade that could be cleaned and accessed from ground level using reach & wash/ water fed poles/ MEWP systems for more significant maintenance (blue colour). Other parts of the façades are cleaned and accessed from the large terraces on upper levels or roofs (yellow colour).



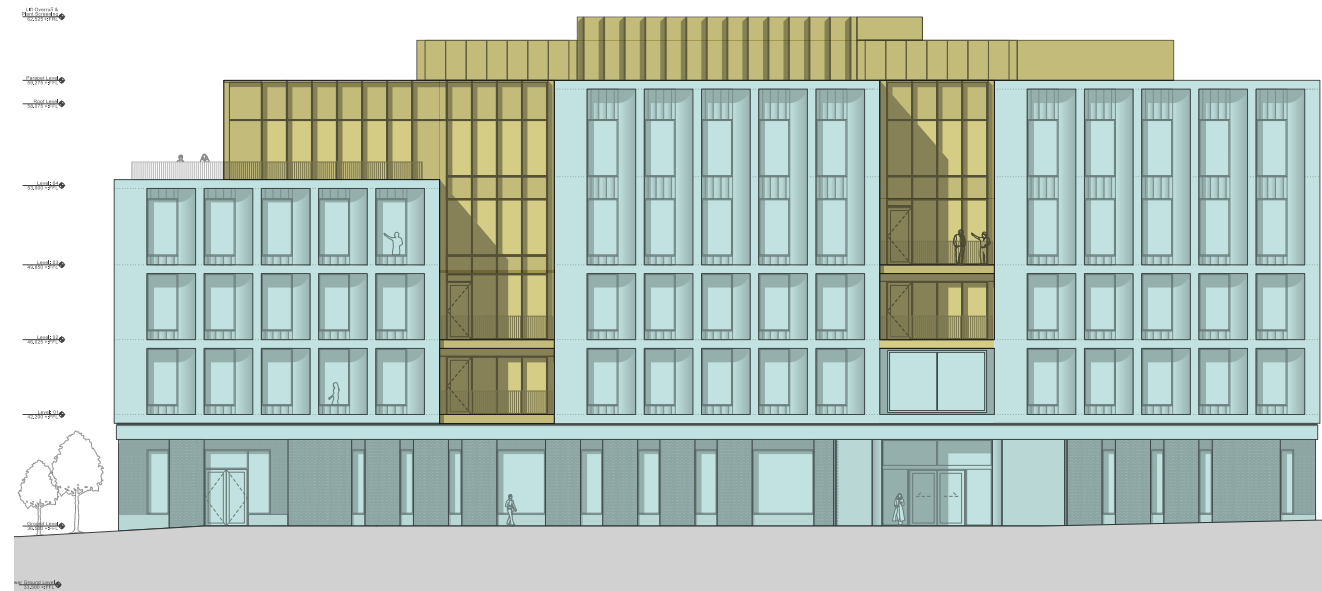
Water fed pole window cleaning



External Access Points Ground Floor Plan

Key

■	Reach & wash accessed from hard landscaped areas	■	Levels and surface finishes of landscape allowing reach & wash access from planter/ landscaped areas
■	Facade accessed and cleaned using reach&wash/ water fed pole - Accessed from ground level	■	Facade accessed and cleaned using reach&wash/ water fed pole - Accessed from roof and amenity terraces



1. Southeast Elevation



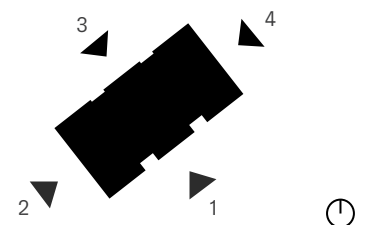
3. Northwest Elevation



2. Southwest Elevation



4. Northeast Elevation



8.5.6 Atria Access - Cleaning and Maintenance

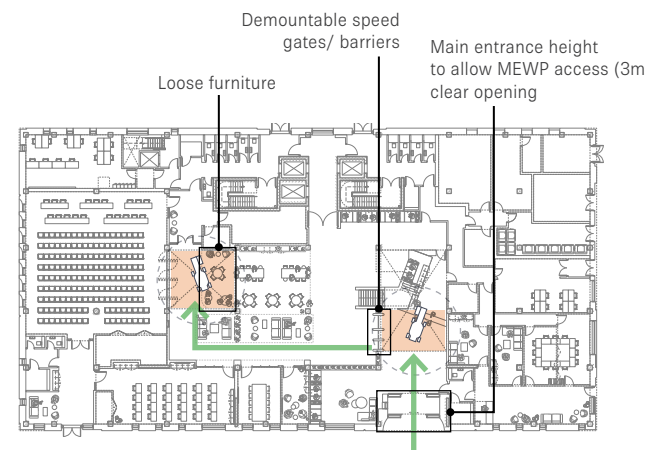
Atria Accessed Internally

Mobile platforms and MEWPs are proposed as part of the cleaning and maintenance strategy for the two atria - appropriate equipment can be hired for access.

Equipment can access the base of each atria at ground floor via the main entrance.

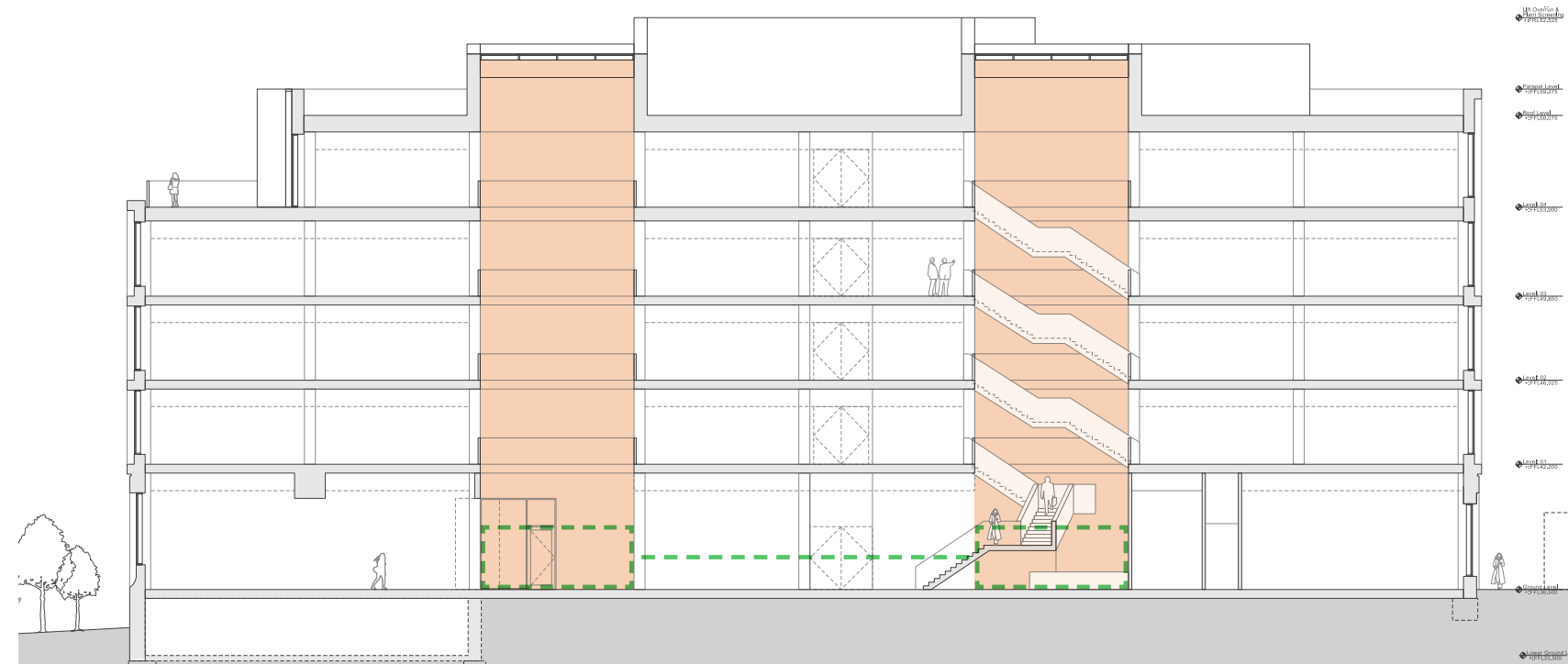
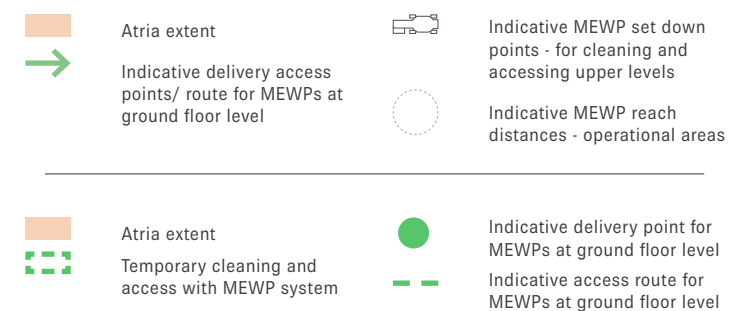


Temporary MEWP cleaning and access internally

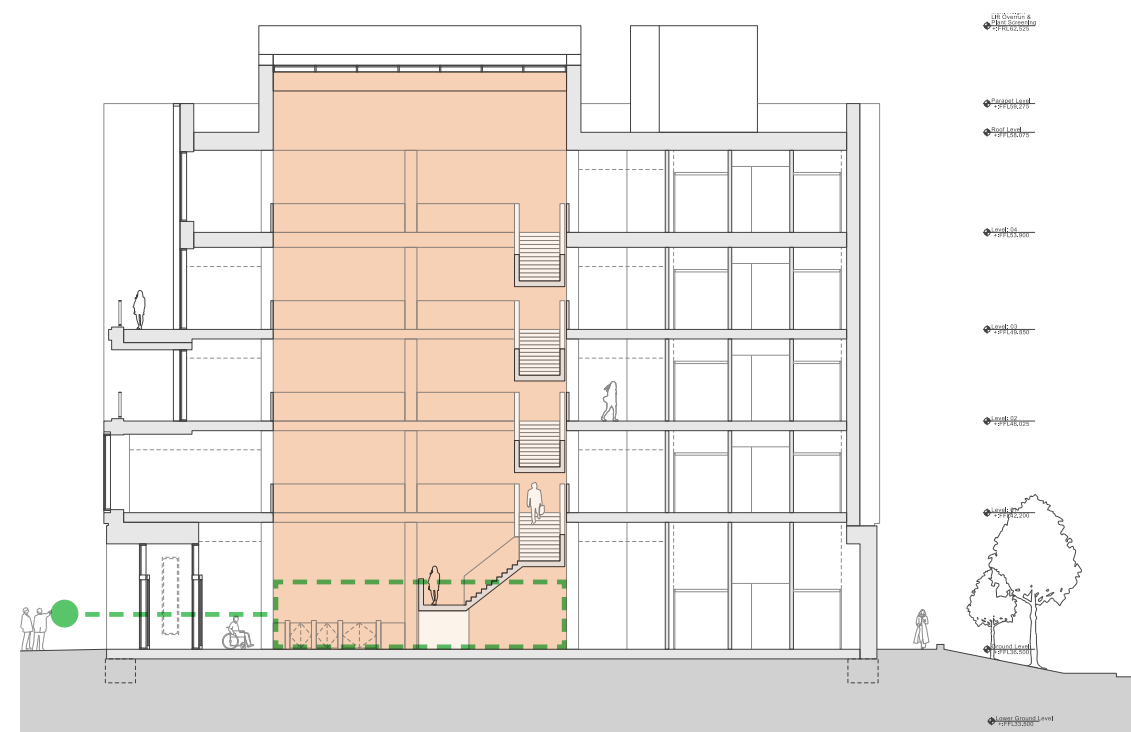


General Arrangement - Ground Floor Plan: MEWP set down points and access

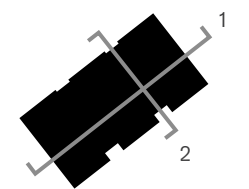
Key



1. General Arrangement - Long Section



2. General Arrangement - Short Section



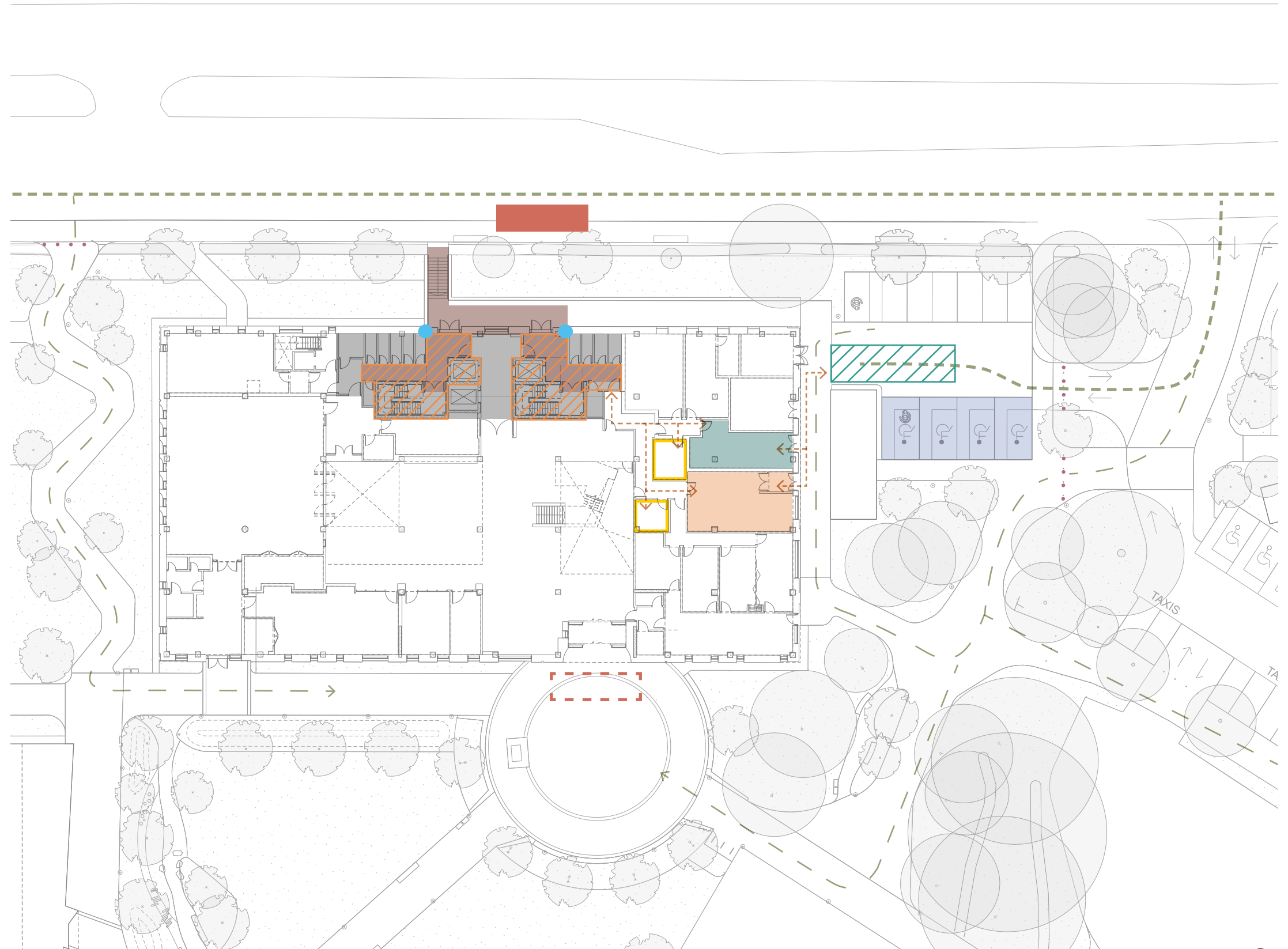
8.5.7 Servicing - Building & Waste Management

Ground Level

The diagram adjacent shows the proposed waste strategy and building management, working with existing site levels & conditions, and Building Regulations.

Key

	Bin store		Bollards
	Deliveries - storage and office		Accessible car parking
	Core		Service vehicles lay by
	Cleaning and management stores		Primary fire tender parking position along Archway Road
	Route for movement of goods and refuse		Possible secondary fire tender parking position
	General vehicular access		Fire-fighting lobbies
	Services & fire tender vehicular access as required		Fire strategy access
			Fire strategy access



Site Location Plan Ground Level







09

Hotel Detailed Application

Illustrative Massing Context

Here the Hotel plot 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.

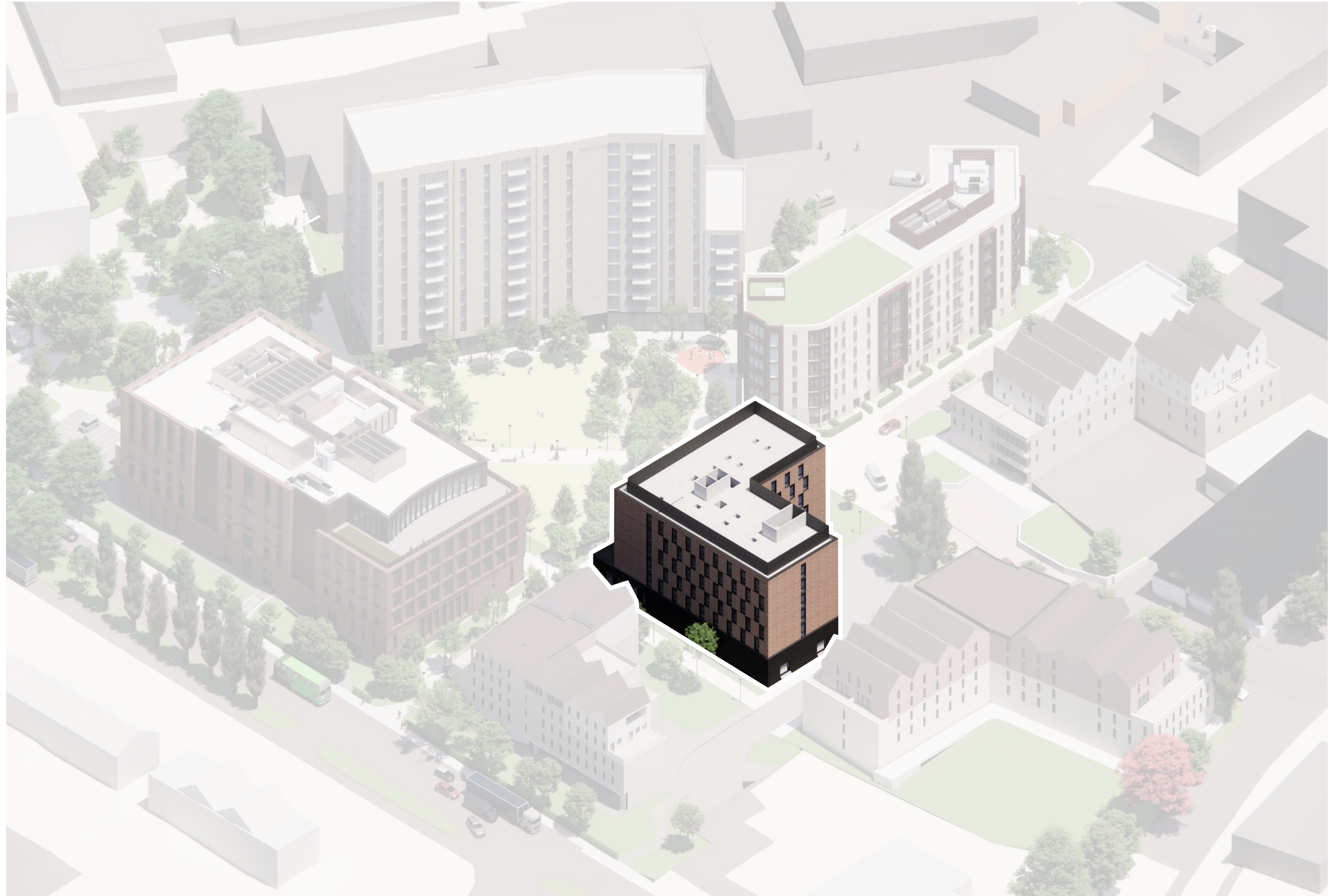


Image Caption

9.1.0 Foreword

9.1.1 Introduction

This Design & Access Statement has been prepared by KKA Architecture on behalf of Genr8 Kajima Regeneration for a Hotel in Huyton, Liverpool along Civic Way. This document is to inform the Hotel Detailed Application section of Lucid’s overall Masterplan & Hybrid Planning Application Design & Access Statement.

The Site and Hotel are part of a larger proposal for St Micheal's Place (SMP) Masterplan development. This development includes the new Knowsley Metropolitan Borough Council HQ facility, residential building, office space and extensive public realm area located in the heart of Huyton Town Center.

9.1.2 Design Brief

The initial brief was to investigate the integration of a Hotel within the SMP Masterplan in the most optimum and efficient format; exploring location, orientation, layouts and amount to establish the current brief for a minimum 130-bed Hotel within Plot 04 of the Masterplan.

The hotel will be constructed as part of Phase 1 of the SMP Masterplan development, along with the Council HQ Office, residential and central Village Green, Surface Carpark, with further office and residential spaces to follow in future phases. Phase 1 and the construction of the Hotel is currently anticipated to start in May 2026 with completion date during November 2027.

9.1.3 Brief Development

The brief for the Hotel has responded to and been informed by the evolution of the St Michael's Place Masterplan proposal and will form part of a Hybrid Planning Application for the development.

The principles of the Masterplan, its delivery and the context it will establish has set an overarching direction for;

- Use
- Location
- Layout
- Height
- Sustainability
- Construction
- Car Parking & Transport
- Site Security

9.1.4 Project Design Team

During the development for the Hotel the following Consultants have been engaged by GKRL to provide specialist input to the scheme;

Client - Knowsley Metropolitan Borough Council (KMBC)

Development Manager - Genr8 Kajima Regeneration Ltd. (GKRL)

Architect / Lead Designer - KKA Studio Ltd.

Cost Consultant - Arcadis Consulting Ltd.

Structural & Civil Engineers - Buro Happold Limited

MEP Services - Hannan Associates Ltd.

Acoustics - Acoustic & Engineering Consultants Limited

Fire Engineers - Jensen Hughes Ltd.

Masterplan / Landscape Architects - Lucid Design Studio Ltd.

Principal Designer CDM - Ridge and Partners LLP

Principal Designer BR - Ridge and Partners LLP

Planning Consultant - Turley Associates Ltd.

Council HQ Architect - 5Plus Architects Ltd.

9.1.5 Summary

KMBC and GKRL partnership is leading a transformative development of Huyton Town Center that is committed to creating a thriving, sustainable and inclusive town center that meets the needs of residents, businesses and visitors.

The opportunities and aspiration of the masterplan, discussed within this document, have been coupled with the following technical design review and concept proposals to establish a hotel that meets the requirements of an efficient design, that responds to the need for a contemporary building set within a progressive Masterplan proposal whilst celebrating the current and historical identity of Huyton, Liverpool.

The Design & Access Statement starts by setting out and analysing the existing Plot site and context, along with SMP Masterplan and how this proposal responds to these opportunities for the Hotel location.

With the setting of the Hotel established, the document covers the design development process to date followed by the design's response to both opportunities and constraints identified through analysis.

9.2.0 Plot Specific Design Principles

2.1 Site Location & Context

The proposed hotel plot is located along the southern boundary of the Masterplan site, fronting Civic Way and in close proximity to Huyton Library and the Asda petrol station off Archway Road. The site currently functions as a surface car park, serving both Knowsley Metropolitan Borough Council staff and visitors to the Huyton Village shopping area along Derby Road.

The site is predominantly comprised of hard landscaping that accommodates pedestrian walkways and vehicular access. Scattered throughout are modest pockets of soft landscaping, including trees and hedges, which provide separation between parking spaces and pavements. The western boundary features the most substantial soft landscaping, with grassed areas and a line of tall, mature trees that act as a natural backdrop to the original location of the Cenotaph. This monument is scheduled to be relocated within the enhanced public realm near the entrance to the Council headquarters.

The existing site features a noticeable change in level, rising by just under one metre in a northerly direction parallel to Archway Road. The hotel's design and access strategy will respond sensitively to these site levels, ensuring seamless integration with the surrounding context.

Beyond the topographical variation, the site presents few—if any—distinctive physical characteristics that would significantly inform or constrain the future design approach. The future design of the hotel plot will seek to retain as many existing mature trees as possible, integrating them into a thoughtful and sensitive landscape strategy.

2.2 Hotel Design Principles

The massing strategy will carefully respond to its immediate context, emphasising key interfaces with the public realm and adjacent development plots outlined in the masterplan. Particular attention will be given to the articulation of the ground floor, distinguishing it visually from the main body of the building to strengthen its connection to surrounding public spaces.

The active frontage at ground level will be shaped in response to pedestrian flows, aiming to encourage movement around and through the site while enhancing permeability and engagement at street level.

The external appearance of the hotel will align with the broader design language of the masterplan and complement the architectural character of the new Council Headquarters. The façade strategy will draw upon local context and incorporate materials and details that reflect Huyton's identity and heritage.



Huyton Town Center Aerial View



01.



02.



03.



04.

Site Location

01. West Existing View

02. South Existing View

03. East Existing View

04. North Existing View

9.3.0 Site Arrangement

9.3.1 Hotel Layout Design

The design of the hotel is function-driven, with a clear spatial hierarchy: the ground floor accommodates all public-facing areas and operational back-of-house functions, guest rooms are situated on the upper levels, and plant and servicing areas are located at the top of the building.

Layout of the building is dictated by site constraints as well as brief requirements and hotel brand requirements. The L shape building was formed on available site and allowed for achieving 130 guestrooms with all front and back of house that will be required.

Ground floor is predominantly taken by the public areas facing the new public realm and back of house areas located at the north of the site with easy operational access from the secured service yard area. Main entrance to the hotel is located centrally on the north elevation allowing for easy way finding and recognizable form.

All upper levels follow the most efficient and logical hotel layout. A double-loaded Bedroom-Corridor-Bedroom arranged in L-shape is employed on all levels ensuring simplicity of guestroom servicing and structural strategy.

The escape stair cores are located at both ends of the building with lift shaft centrally located to minimise walking distance to guestrooms. Goods lift also doubling as a guest lift is also located centrally on the footprint with direct access to housekeeping area.

Roof of the building is used for plant enclosure and accommodates all primary mechanical equipment which is hidden behind the plant screen.

9.3.2 Amount

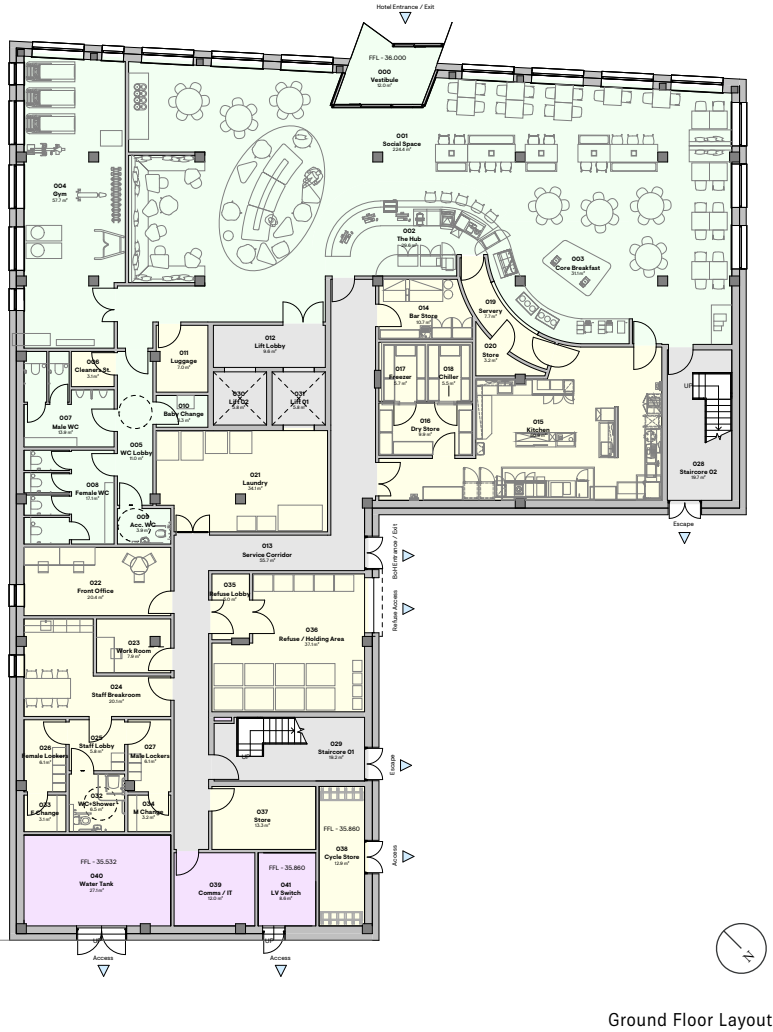
Adjoining schedule of accommodation outlines detailed schedule of accommodation as well as room mix of this 130-bed hotel.

9.3.3 Building Orientation

The site allocation within the wider masterplan played a significant role is form of the building. To ensure we meet client’s aspiration for number of bedrooms on site we proposed a use of L-shape footprint.

We have undertaken several options that would consider building orientation and its influence on surrounding plots.

The preferred option ensured not only the correct interface is included for adjoining sites but also made sure we are protecting existing mature trees as much as possible. Access to the site also allowed for simplified arrangement and one way access from south of Civic Way and exit towards the west of Civic Way.

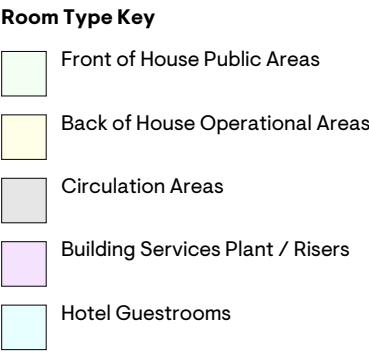


Ground Floor Layout

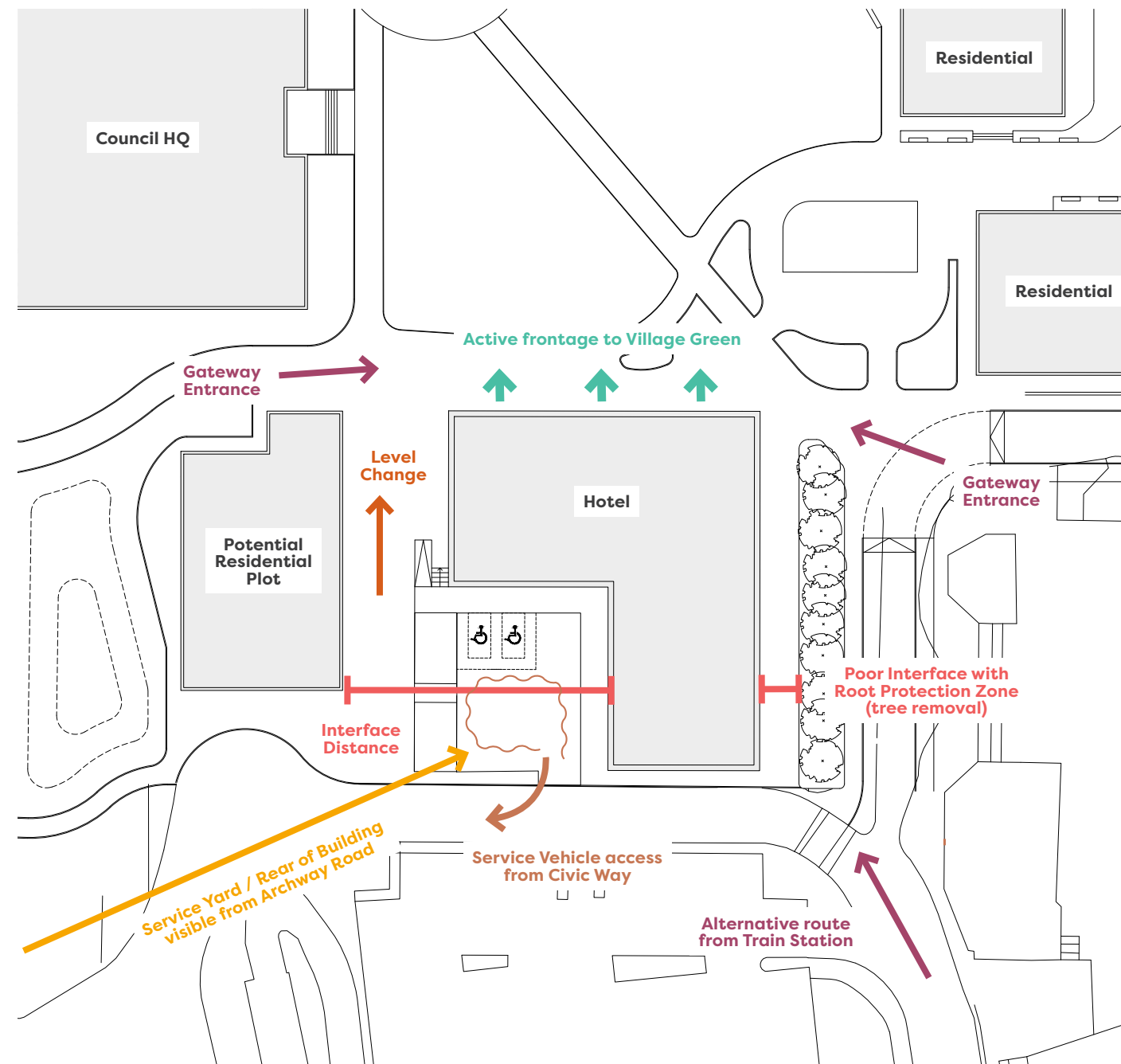


Guestroom Floor Layout

Guestroom Type		Area Schedule (GIA)	
Name	Count	Level	Area
Accessible	10	LVL 00	913.0 m ²
King	45	LVL 01	785.8 m ²
Superking Flex	65	LVL 02	785.8 m ²
Twin	10	LVL 03	785.8 m ²
Total	130	LVL 04	785.8 m ²
		LVL 05	785.8 m ²
		Total Area	4841.8 m ²
Accessible Guestroom Requirements			
5% of Total = 7 Accessible Guestroom			

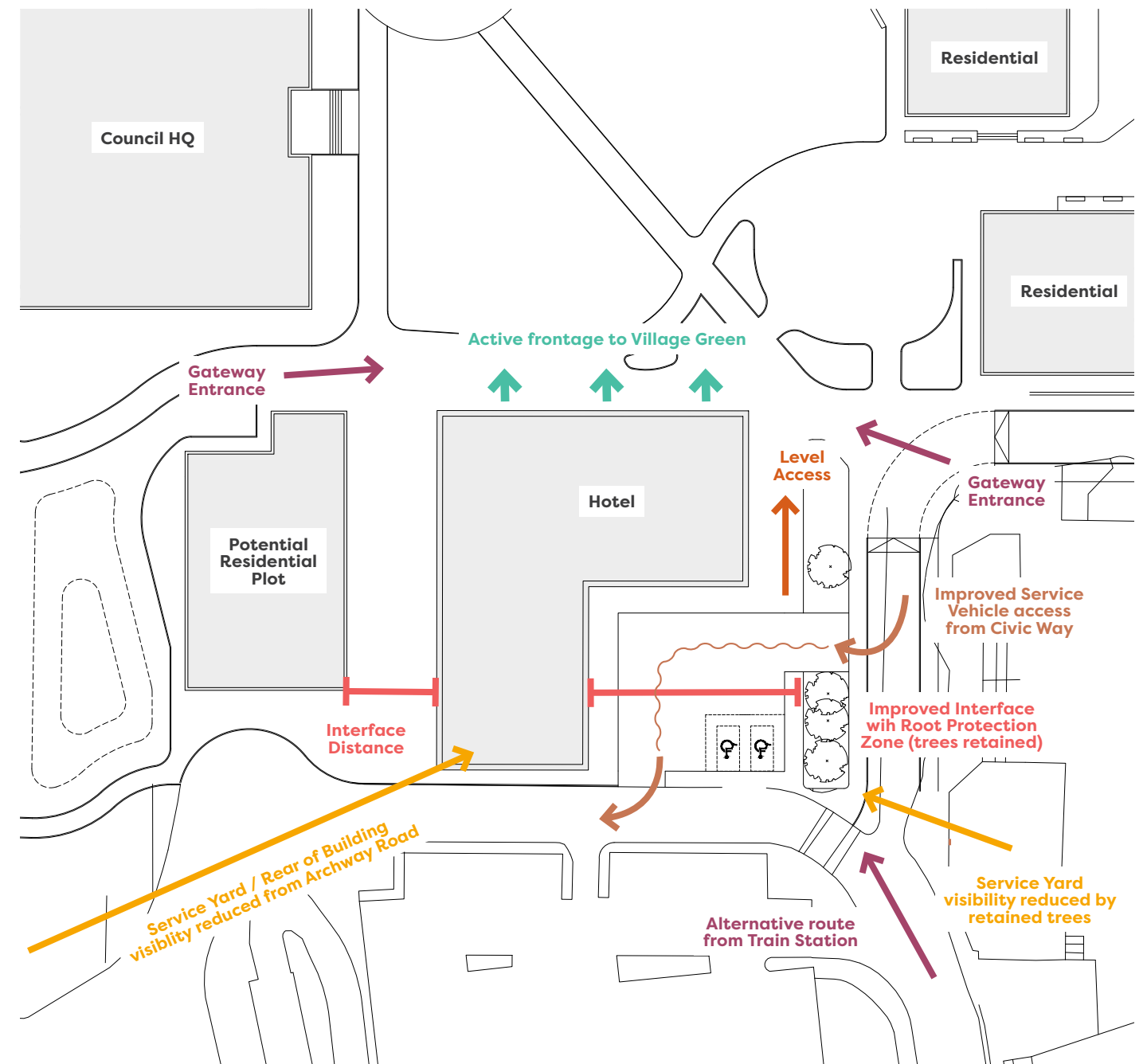


Site Arrangement Options



Original Site Arrangement (Feasibility / Concept)

- ✓ Connection to surrounding context / gateway arrival
- Building rear & service yard visibility from main road
- ✗ Level access from accessible parkin
- ✓ Connection active frontage to village green
- ✗ Interface with tree root protection zone
- Service vehicle access to service yard



Improved Site Arrangement

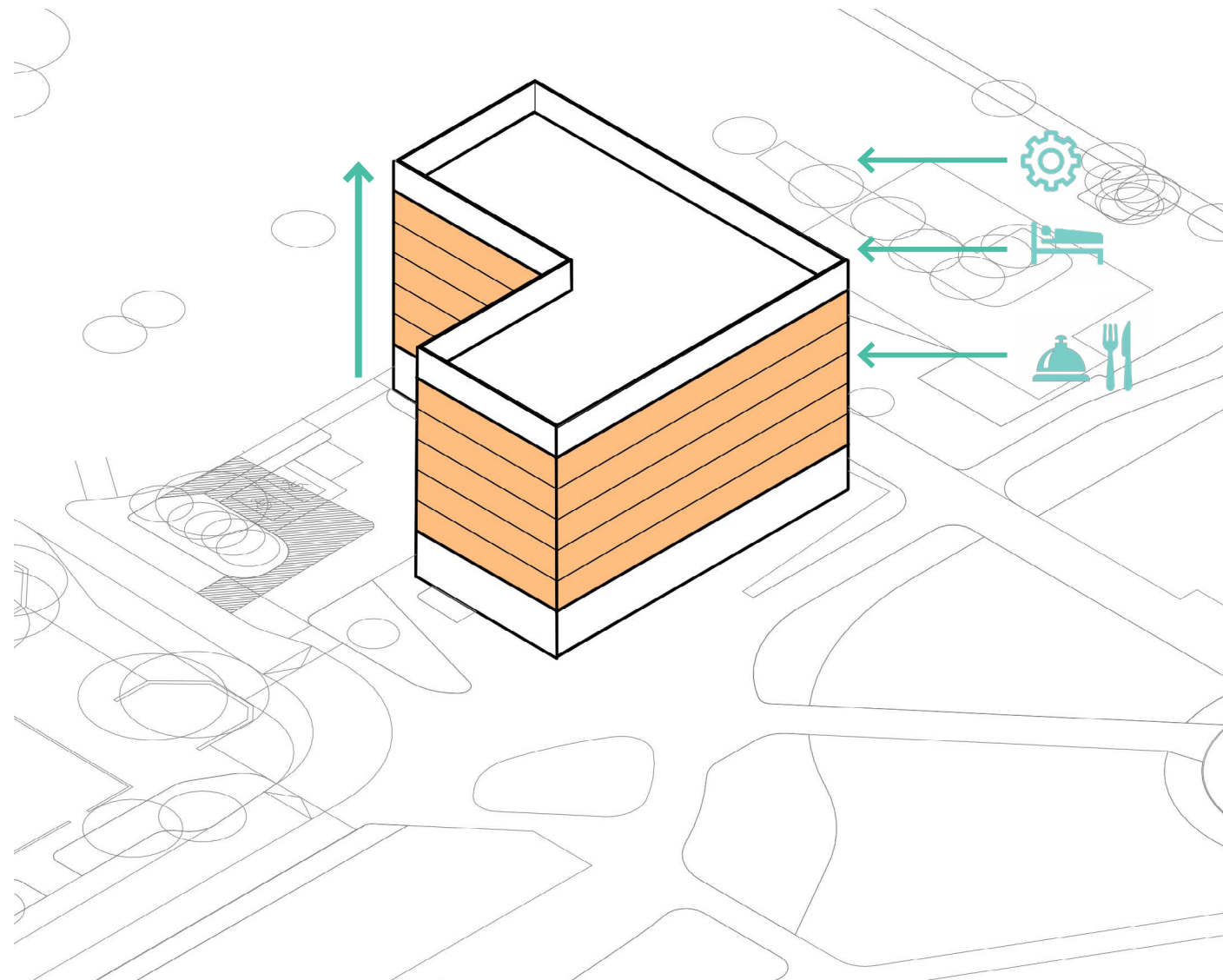
- ✓ Connection to surrounding context / gateway arrival
- ✓ Building rear & service yard visibility from main road
- ✓ Level access from accessible parkin
- ✓ Connection active frontage to village green
- ✓ Clear Interface with tree root protection zone
- ✓ Service vehicle access to service yard

9.3.4 Scale & Massing

The scale of the hotel is directly informed by the requirements set out in the project brief. The current proposal reflects close collaboration with the hotel operator, resulting in a design that aligns with operational and spatial needs.

The proposed building comprises six storeys, consisting of a ground floor with public and back-of-house functions, five upper levels dedicated to guest accommodation, and a seventh level housing a plant enclosure only.

The overall height and scale are comparable to the proposed Council Headquarters and are considered appropriate within the context of the wider St Michael's Masterplan. The design forms a well-integrated addition to the evolving urban fabric of the area.

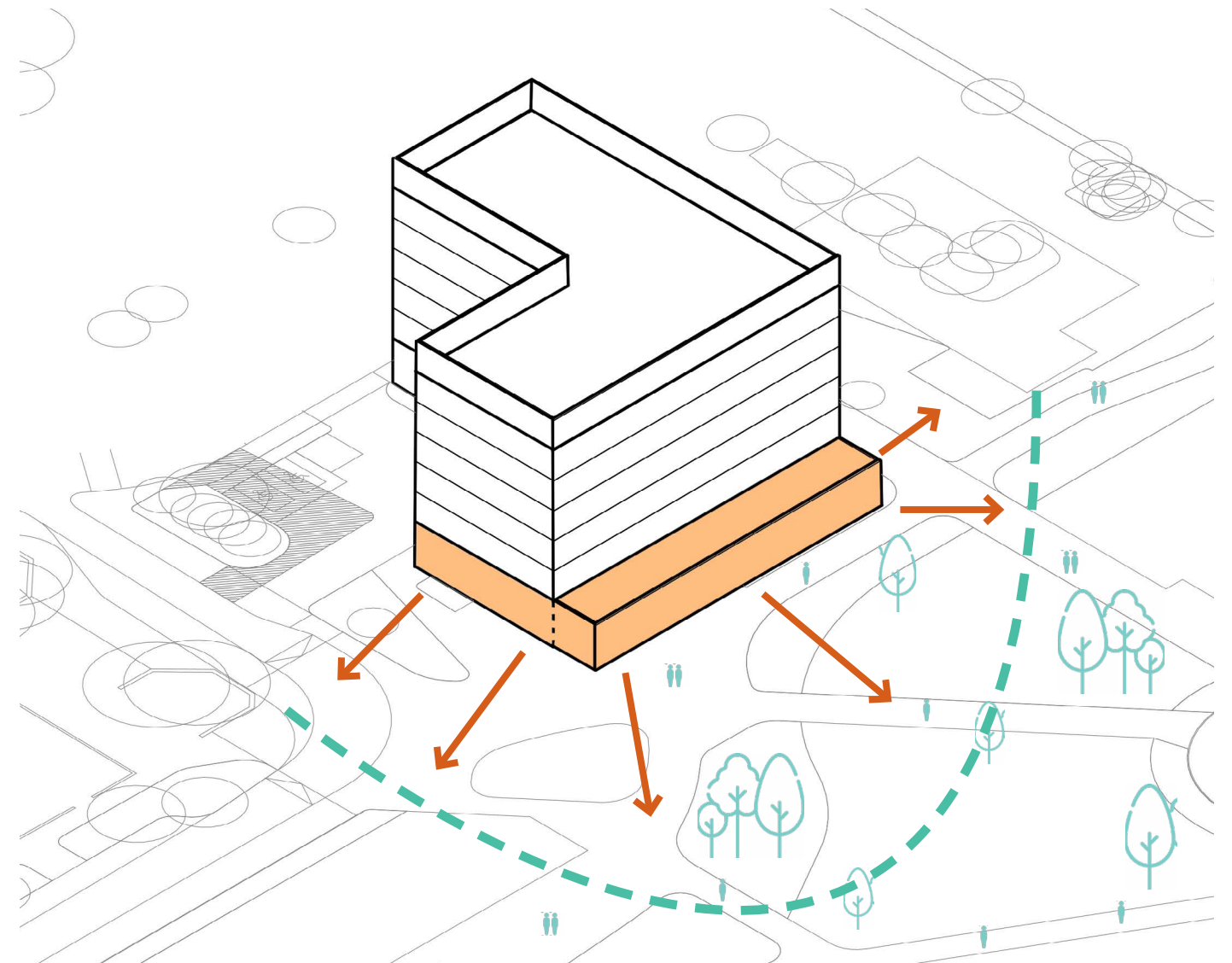


Basic Form

130 bed hotel with front & back of house facilities on ground floor, accommodation on upper levels and plant equipment at roof level.

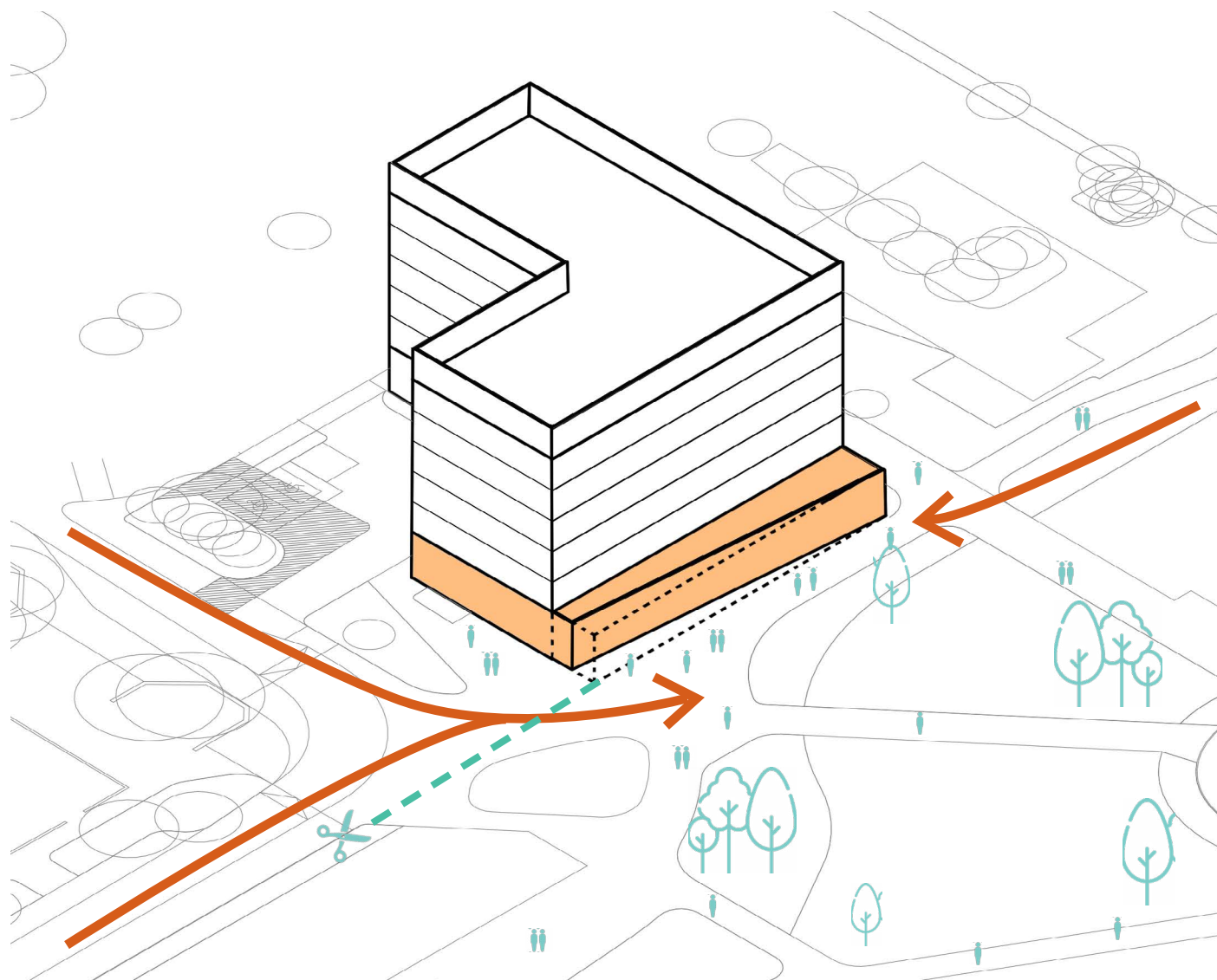
9.3.5 Plinth & Street Interface

The massing strategy highlights key interfaces with the public realm, and as such, an extension to the ground floor is proposed. This will provide a distinct visual base to the building, enhancing engagement at street level and strengthening connectivity between the hotel and surrounding public spaces.



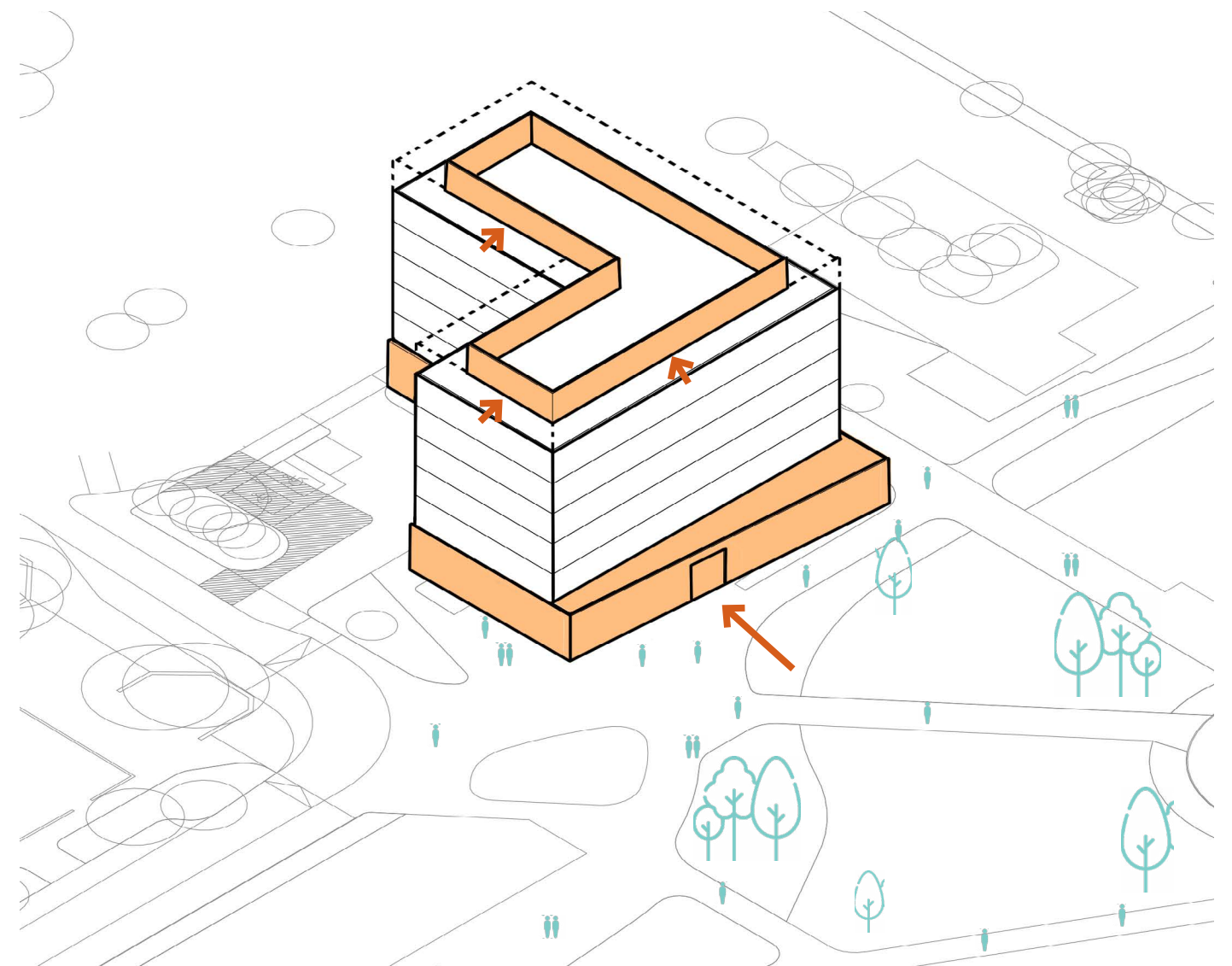
Interface with Public Realm

Increased ground floor footprint project as primary form to interact with public realm with accommodation levels set back as the secondary form.



Pedestrian Movement

Projected ground floor angled / cut back to respond to pedestrian movement & masterplan gateway entrances to improve flow and circulation of users.



Building Form Elements

Perimeter of ground floor projected to enhance primary form and interface with public realm. Main hotel entrance introduced, set back from the flow of site circulation. Roof plant screening set back to create massing crown and separates from primary and secondary form.

9.4.0 Facade Strategy

9.4.1 Contextual Influences

Central location of the site is influenced by several key historical references; those influences would play a significant role in external envelope design and allow us to ensure appropriate detail is incorporated:

- **01.** St Michael's Parish Church - Built around 14th Century with 15th & 16th Century works. Grade II* Listed Anglican Church which is a key Landmark in Huyton. The Huyton settlement grew up on the slightly higher land around St. Michael's Church. The building is one of the key gateways into Huyton Village Centre.
- **02.** Rapid industrial development during 19th century - The Huyton Quarry mine was the closest of the south Lancashire coal mines to Liverpool. Establishment of various industries coal mining, pottery, iron works, gas works and chairmaking factory. Terraced housing was built for the workforce. Opening of Liverpool and Manchester Railway in 1830 played crucial role in the industrial development, facilitating the movement of goods and people.
- **03.** The "Orchard Conservation Area" in Huyton is a designated area recognized for its special architectural and historic interest, primarily featuring a tree-lined road with substantial residences built for wealthy colliery owners, shipowners, and merchants, considered one of Huyton's most affluent developments.



01. St Micheal's Parish Church

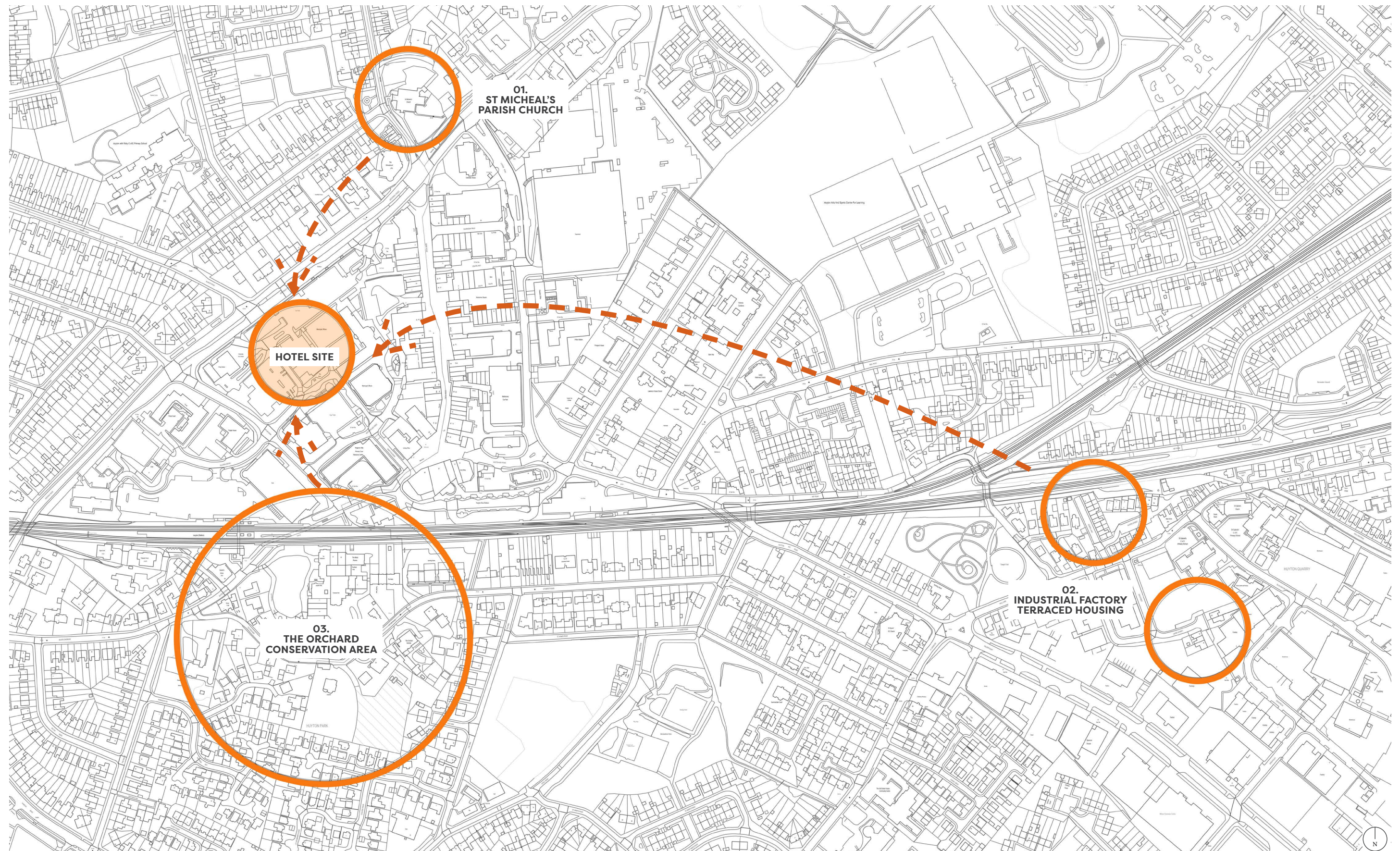


02. Terraced Factory Housing - Derby Street, Huyton Quarry



02. Terraced Factory Housing - Derby Street, Huyton Quarry

Site Influences Location Plan

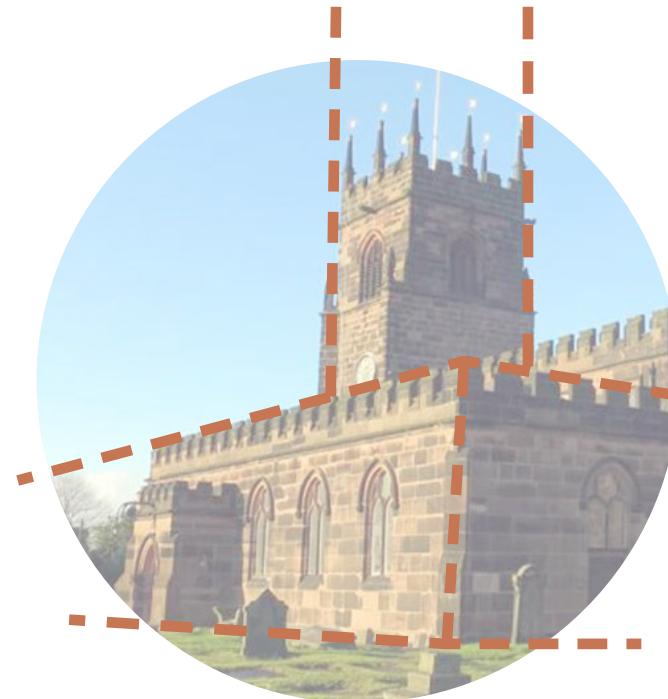


9.4.2 Contextual Facade Treatments

During the design process we have recognised the most relevant contextual references that would lead to design of the building and create a façade design strategy. Those are as follows:

- Hierarchy of massing – primary and secondary volumes
- Hierarchy of elements – horizontal banding and heavy parapet detailing
- Highlighted projected entrance
- Uniform window details with large solid spacing
- Staggered window arrangement
- Overall simplicity of design and rhythm of façade

These key elements allowed us to move forward with elevational studies and select the appropriate solution for building design further explained.



Hierarchy of massing -
Primary & secondary volumes



Highlighted / projected entrance



Staggered window arrangement



Hierarchy of elements -
Horizontal banding & heavy parapet detailing



Uniform window details with large solid spacing



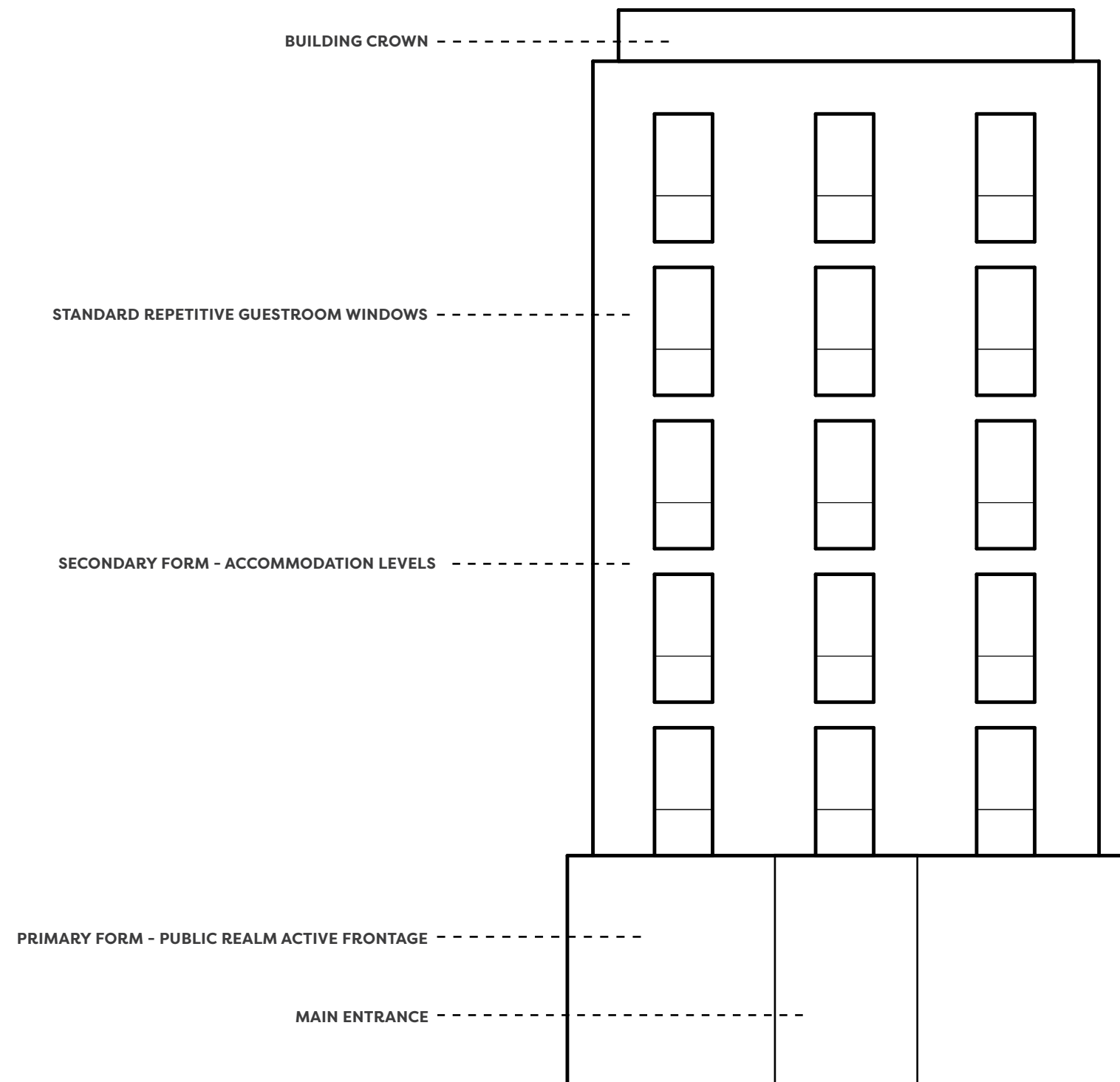
Overall simplicity of design & rhythm of facade

9.4.3 Facade Studies & Design Principles

Façade design was simply split into key elements of the façade:

- Secondary Form – Accommodation Levels
- Primary Form – plinth and public realm active frontage
- Building Crown
- Main entrance

All of those create a coherent design proposal.



Facade Study - Secondary Form Accommodation Levels: Design Principles

The design features simple, functional punched-through windows that reflect the industrial heritage of Huyton's factory terraced housing. These windows are articulated with expressed stepping and overhead panels. The fenestration contrasts with the brick facade through the use of dark-colored aluminum detailing and Slim Profile box surrounds, providing a clean, detailed look that references the site's industrial past.

Similarly to St Micheal's Parish Church the elevation is divided by levels using recessed horizontal banding, which accentuates the window stepping. This is achieved through recessed brickwork and the strategic use of shadows to create distinction. referencing the weathered dark sandstone cills of the church. The majority of the building's mass follows this format, with the brickwork intended to be softer in tone compared to the ground floor plinth elements and the building crown.



Principle 01

Stepped Window arrangement



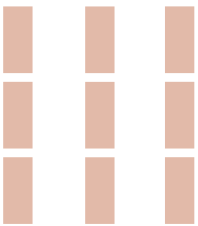
Principle 02

Window Overhead Panelling



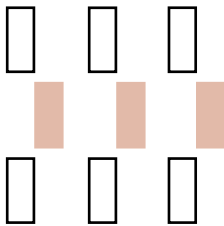
Principle 03

Horizontal Banding



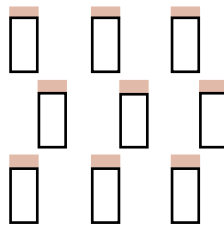
Basic Form

Standard Repetitive Guestroom Windows



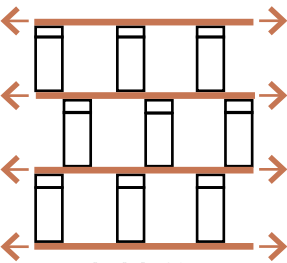
Principle 01

Stepped Window arrangement



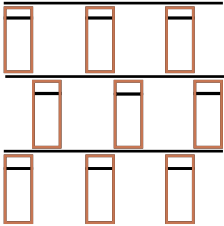
Principle 02

Window Overhead Panelling



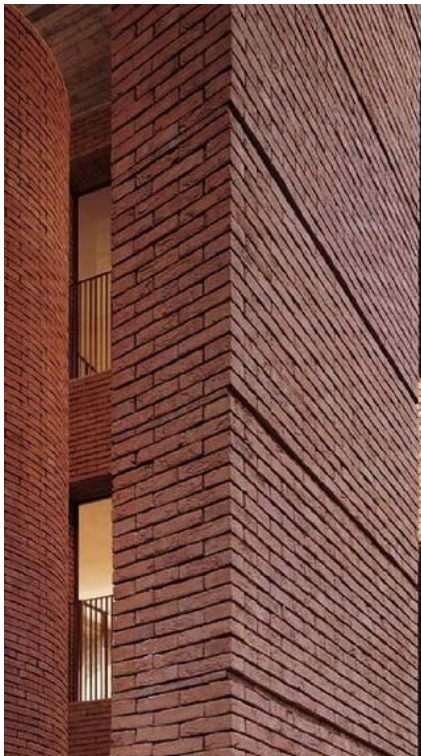
Principle 03

Horizontal Banding



Detailing

Dark Aluminium window surround referencing industrial heritage



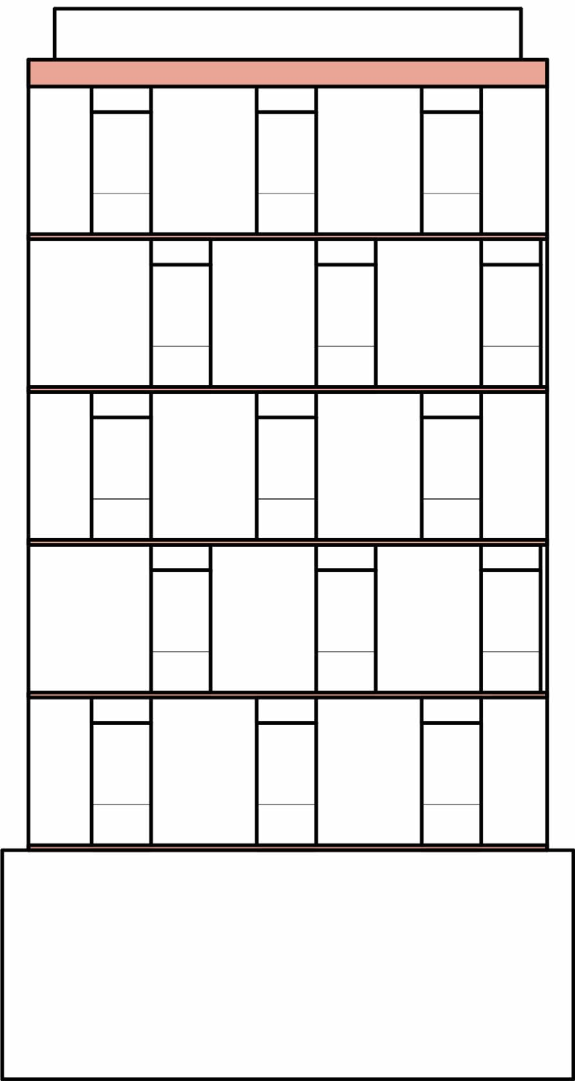
Principle 03 - Horizontal Banding Precedent



Brickwork Tonal Colour Range



Detailing - Aluminium Window Surround



Combined Principles - Secondary Form

Facade Study - Primary Form Active Frontage: Design Principles

The brick upper levels will sit atop a plinth element. In a clean, contemporary manner, the openings are aligned with the fenestration on the upper levels, maintaining overall simplicity and rhythm in the facade. The plinth comprises both strong horizontal and vertical elements using contrasting brick courses, allowing it to serve as the primary form while interacting with the public realm. The glazing is recessed into the form, allowing the solid plinth elements to stand proud. The ground element will be dark-colored in detailing, providing a clean, detailed look that references the site's industrial past. The texture of the dark brick work will reference the duality of tones found within coal.



Combined Principles - Primary Form



Principle 01

Overall simplicity of design & rhythm of facade



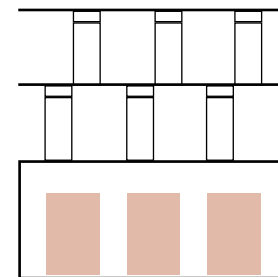
Principle 02

Horizontal Banding & Heavy Parapet



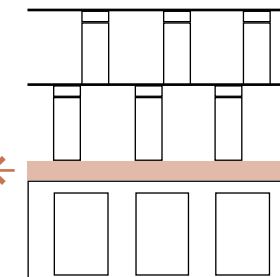
Principle 03

Uniform window details with solid spacing



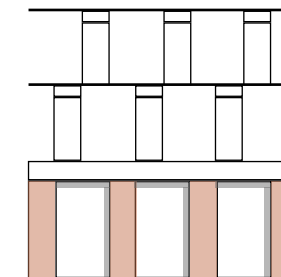
Principle 01

Window openings inline with upper levels maintaining simplicity and rhythm of facade



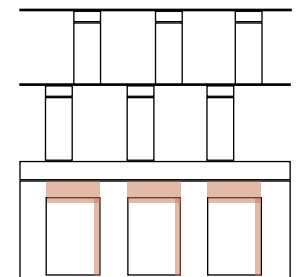
Principle 02

Horizontal Banding & Heavy Parapet



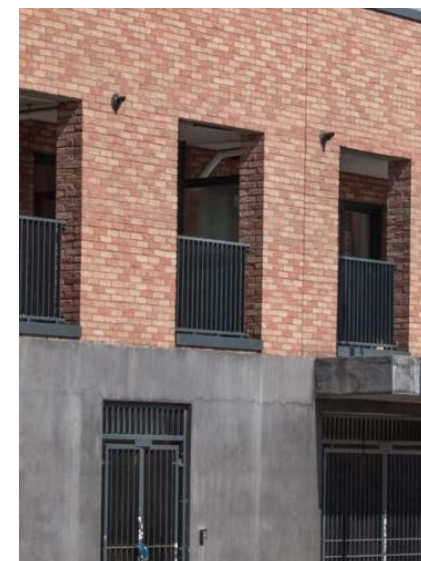
Principle 03

Windows extended to create separation and solid piers



Detailing

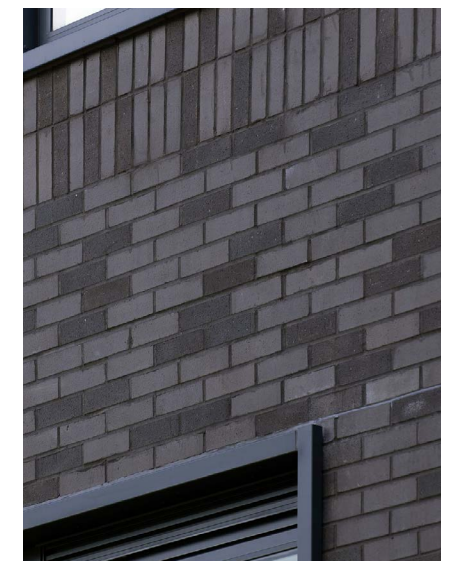
Overhead panels to suit internal ceiling heights and adding depth to reveal



Ground Floor colour range with upper levels



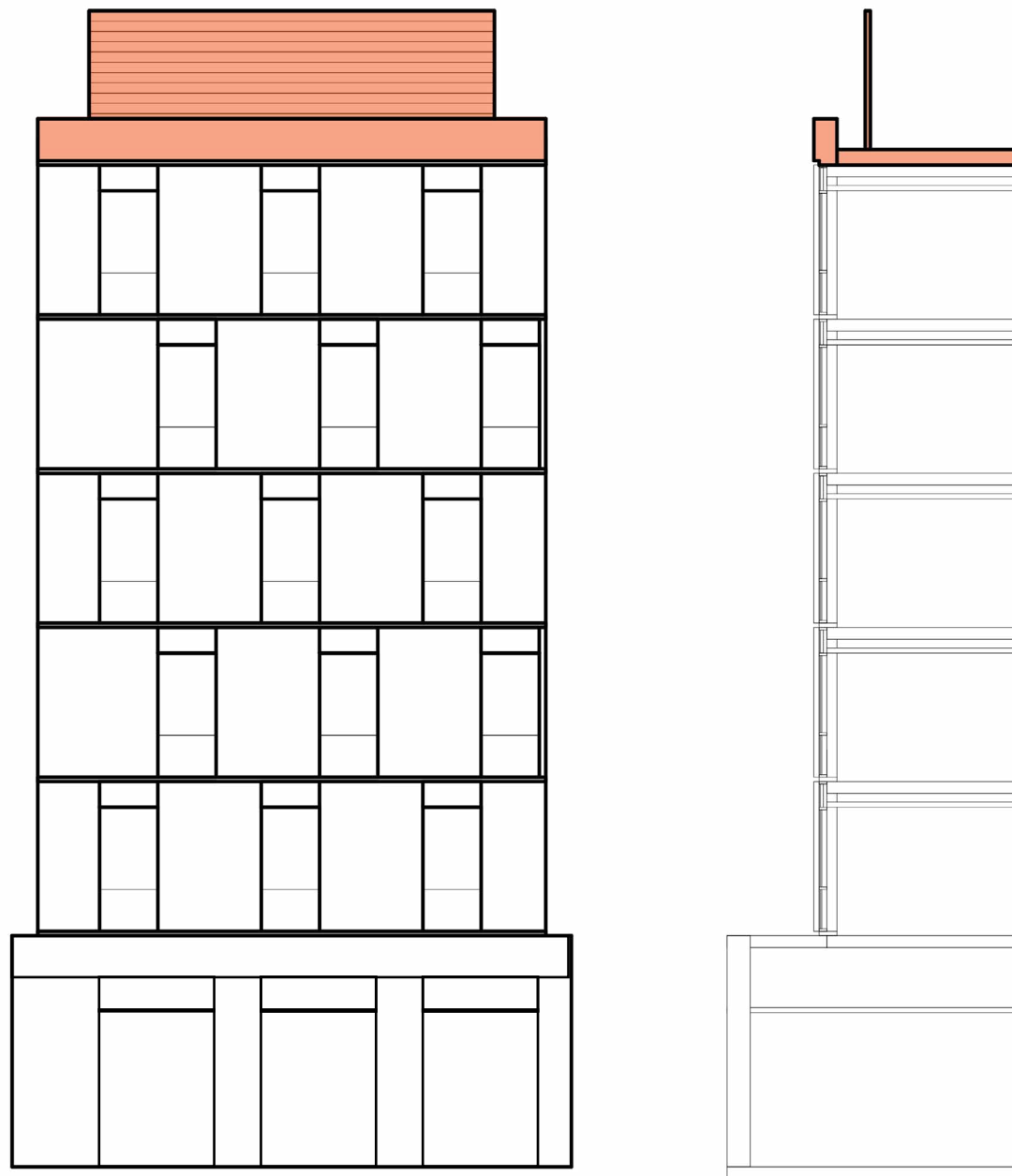
Large street level openings with piers



Brick course & aluminium metalwork details

Facade Study - Building Crown: Design Principles

The crown of the building extends the dark aluminium metalwork detailing that is featured throughout the façade, creating a cohesive and unified architectural expression. The offset placement of the plant screen effectively conceals mechanical equipment while also enabling both the primary and secondary building forms to stand prominently within the composition of the façade. Louvred panels introduce a sleek, linear rhythm to the design, functioning as a distinctive metal band that accentuates the crown's profile. The use of a dark colour palette on both the crown and the ground floor visually anchors the building, tying the overall form together with a grounded, balanced aesthetic. In addition to its visual impact, the crown structure also serves as a permanent fall protection barrier, ensuring safe access for the maintenance of rooftop equipment.



Combined Principles - Primary Form



Principle 01

Horizontal Banding &
Heavy Parapet



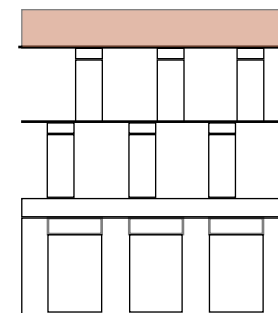
Principle 02

Offset roof line from
main building facade



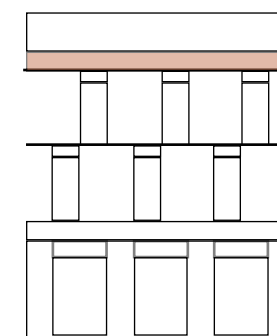
Detailing

Feature detailing



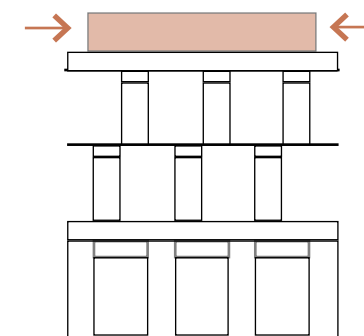
Basic Form

Perimeter Plant Screen



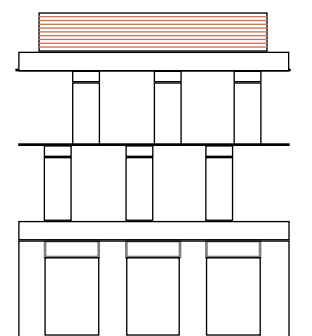
Principle 01

Horizontal Banding &
Heavy Parapet



Principle 03

Plant Screen offset from
main building facade



Detailing

Aluminium Louvred
Plant Screen



Offset Plant Screen with brick parapet



Louvred Screen at roof level



Louvred metalwork finish and detailing

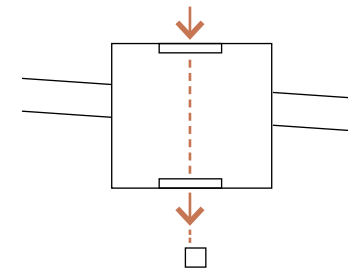
Facade Study - Main Entrance Design Principles

Similar to the remainder of the ground floor perimeter, the entrance opening is aligned with the fenestration on the upper levels, maintaining the rhythm of the facade. The route through the entrance is offset to prevent wind tunneling and to avoid the structural column as you enter the building. These constraints help direct pedestrian traffic towards the main counter of the hotel reception and lifts upon arrival, allowing the restaurant and bar area to feel like a separate element.

The external entrance form is influenced by the flow of pedestrian movement towards the hotel entrance, utilizing the walkways and paths outlined in the masterplan. The expressed entrance surround is angled to welcome guests from all directions as they arrive. To represent the site's industrial heritage and metal works, the entrance is constructed using pressed metal sheeting, creating strong geometric angles that make it stand out from the rest of the building. The color of the entrance will match the recessed brick on the upper levels.

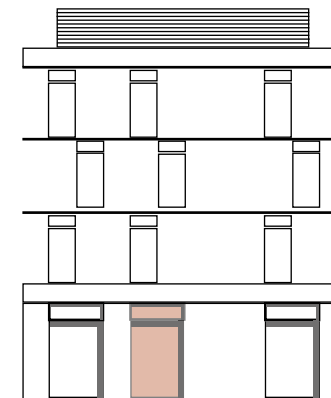


Projecting Building Entrance



Basic Form

Minimum Hotel Brand Dimension

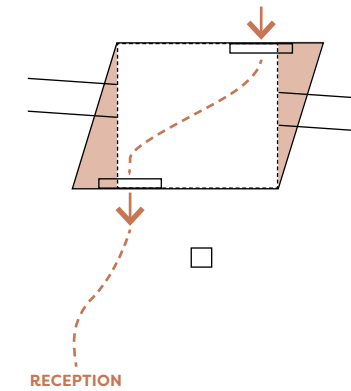


Basic Form

Door Opening maintaining rhythm of facade

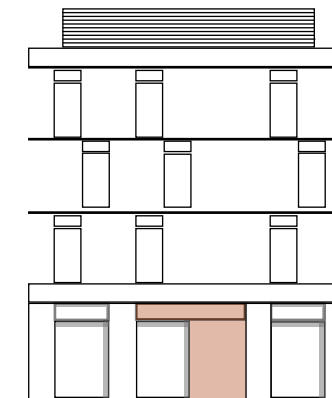


LED Strip lighting to feature entrance



Principle 01

Door ways offset to improve internal movement to reception (avoiding column / wind tunneling)

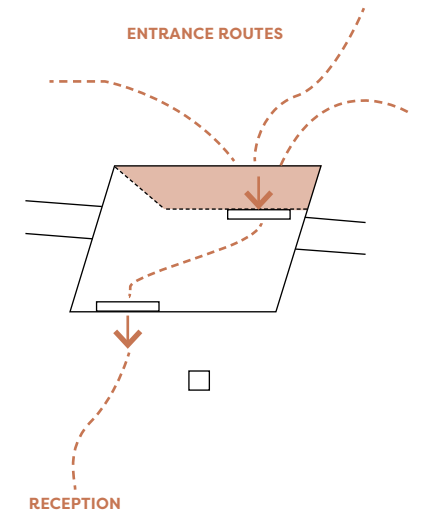


Principle 03

Feature Paneling around entrance opening maintaining facade spacing and solid vertical piers

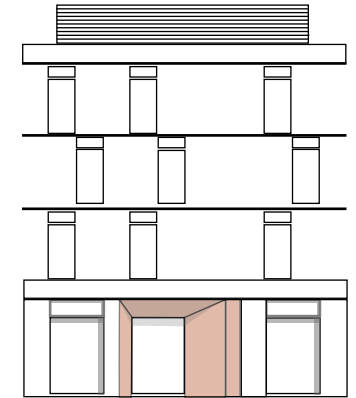


Sleek profile metal work feature panels



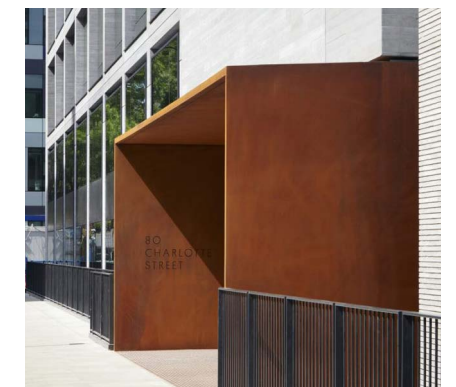
Principle 02

Entrance angled to improve movement from all external pathways



Detailing

Feature metalwork panel detailing to entrance



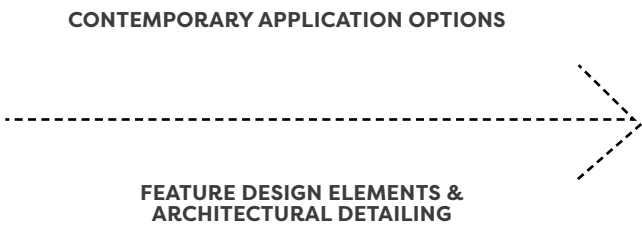
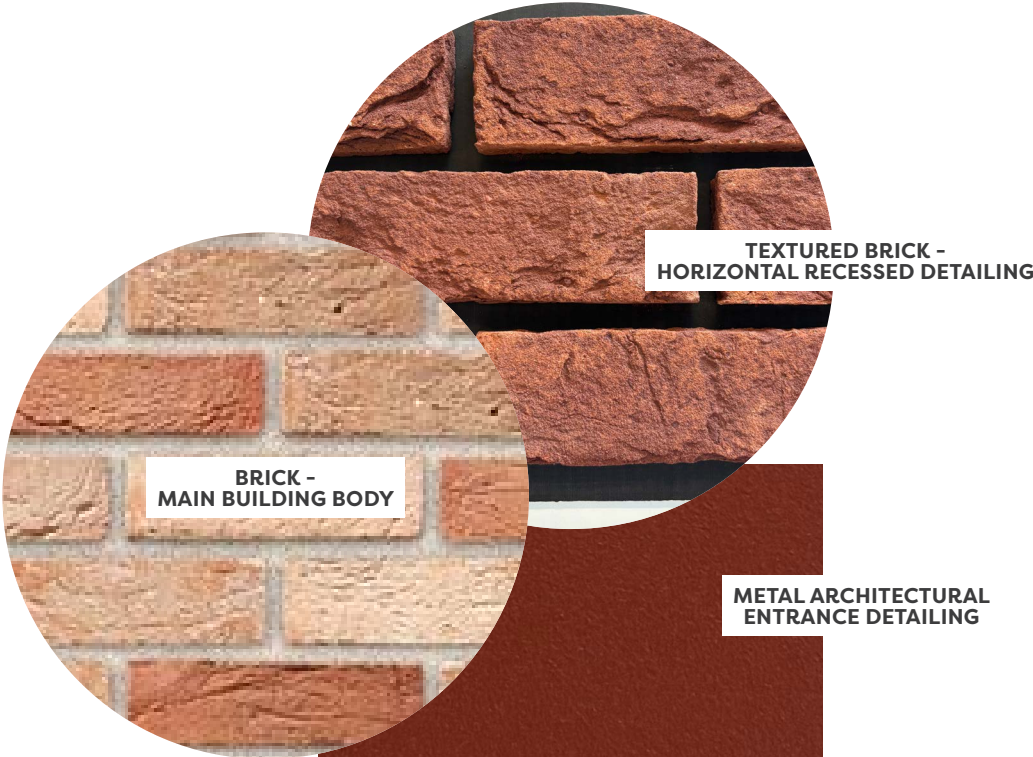
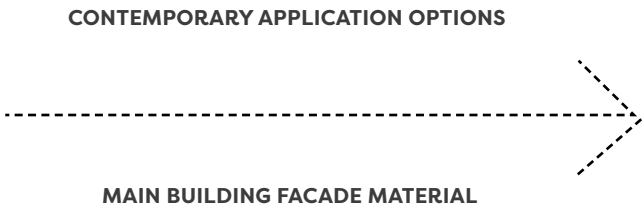
Project entrance offset from main facade

9.4.4 Material Palette

Materiality in this architectural proposal is deeply rooted in the geological and cultural context of Huyton, drawing inspiration from the township's foundational red sandstone and industrial coal heritage. The underlying bedrock of red sandstone, prominently featured in landmarks such as St Michael's Parish Church, informs the dominant palette of multicolour brickwork (ranging from red to buff) that forms the primary massing of the building. This not only acknowledges the historic material identity of the area but also grounds the design within its geological narrative. In contrast, the industrial legacy of the Huyton Quarry coal mine is reflected through contemporary applications of dark grey and black brickwork, which define the architectural detailing at the ground floor and crown levels. These elements, paired with sleek metalwork in window surrounds and overhead panels, create a deliberate interplay between past and present, embedding a tactile sense of place through materials that resonate with the landscape's layered history.



RANGE OF COLOUR + TECTILE TEXTURE



9.4.5 External Signage Strategy

Indicative locations for external signage have been identified on the elevation drawings and will be subject to separate signage application. All external signage is likely to be in accordance with the chosen Hotel brand requirements and will ensure consistency in branding, colour, and visual identity across all installations.

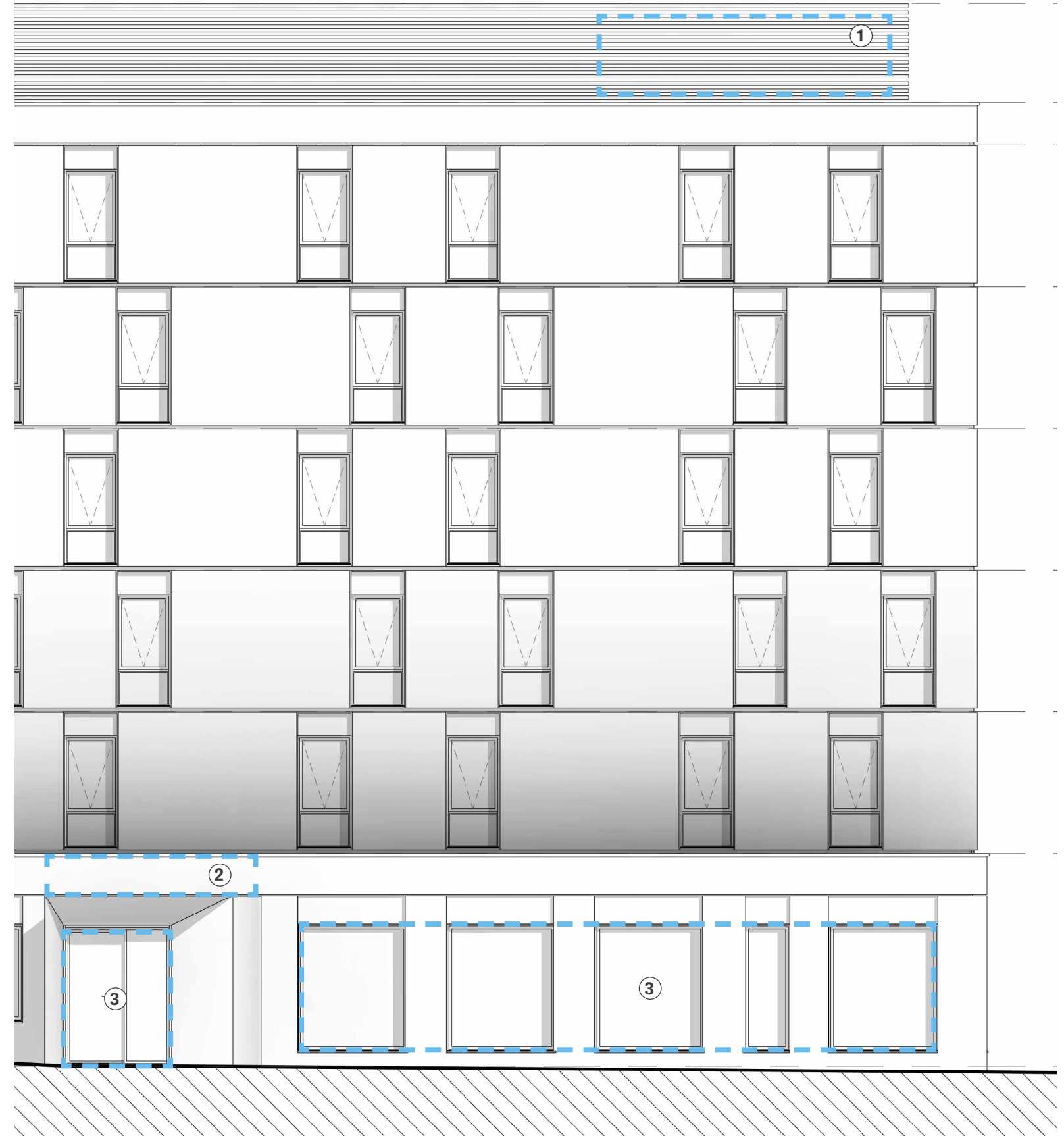
Prominent high-level signage is strategically positioned to enhance visibility from key approach routes, including nearby public transport nodes and pedestrian corridors, aiding wayfinding for guests and visitors alike.

Feature signage marks the hotel's primary entrance, animating the active frontage onto the village green and enhancing the guest arrival experience.

Ground Floor Glazing for both doors and windows will receive Hotel Branded Manifestation to comply with Part M regulations and provide privacy to guests within the social spaces and gym.

Directional signage for the service yard will be located at the designated vehicle access point, guiding both guests and service vehicles. This will take the form of totem signage, consistent with the wider signage strategy.

Refer to the following elevations for proposed signage locations. Exact sizing and specification details will be detailed within a separate signage application.



North Elevation

Key

- 1. High level Hotel Brand Signage
- 2. Low Level Hotel Brand Entrance Signage
- 3. Hotel Brand Glazing Manifestation

9.4.6 External Lighting Strategy

The external lighting strategy has been thoughtfully designed to highlight the architectural details of the hotel and facilitate intuitive wayfinding throughout the site. During nighttime hours, illuminated hotel signage (outlined in the external signage strategy) will help guests easily identify both the hotel building and its entrance. This supports overall navigation and orientation within the wider masterplan, particularly in low-light conditions.

A key component of this strategy is the feature entrance, which incorporates LED strip lighting set within the cladding to accentuate the geometry of the architectural form. This lighting reinforces the dynamic flow of movement as guests transition from exterior spaces into the hotel. It serves as a visual focal point, enhancing the arrival experience and establishing a welcoming sense of place.

Integrated uplighters set into the pavement around the building's ground floor perimeter cast subtle yet effective lighting onto the façade, amplifying the building's street presence while elevating the ambiance of the surrounding public realm.

As the hotel operates 24 hours a day, continuous illumination of the entrance and ground floor façade ensures clear visibility and a strong presence during nighttime hours. This approach also enhances safety and wayfinding, allowing guests and visitors to navigate the space with confidence while avoiding poorly lit areas across the masterplan.



2. Example: Feature LED Strip Lighting to Entrance



3. Example: Perimeter Building uplighters

Key

- 1. Hotel Branded Illuminated Signage
- 2. Feature Entrance LED Strip Lighting
- 3. Uplighter lighting



North Elevation

9.5.0 Sustainability

9.5.1 Responding to Climate

The wider masterplan embraces a comprehensive sustainable approach, integrating green spaces and prioritising Biodiversity Net Gain through the retention, enhancement, and creation of ecological habitats. Further detail is provided within the design documentation by Lucid.

Sustainable Travel and Connectivity Promoting sustainable modes of transport is a key component of the masterplan. The development is strategically located within walking distance of Huyton railway station and key bus routes, encouraging the use of public transport for both guests and staff. Extensive pedestrian linkages and cycle-friendly routes are integrated throughout the site, supported by the provision of secure cycle parking and staff shower facilities within the hotel to further incentivise cycling to and from work.

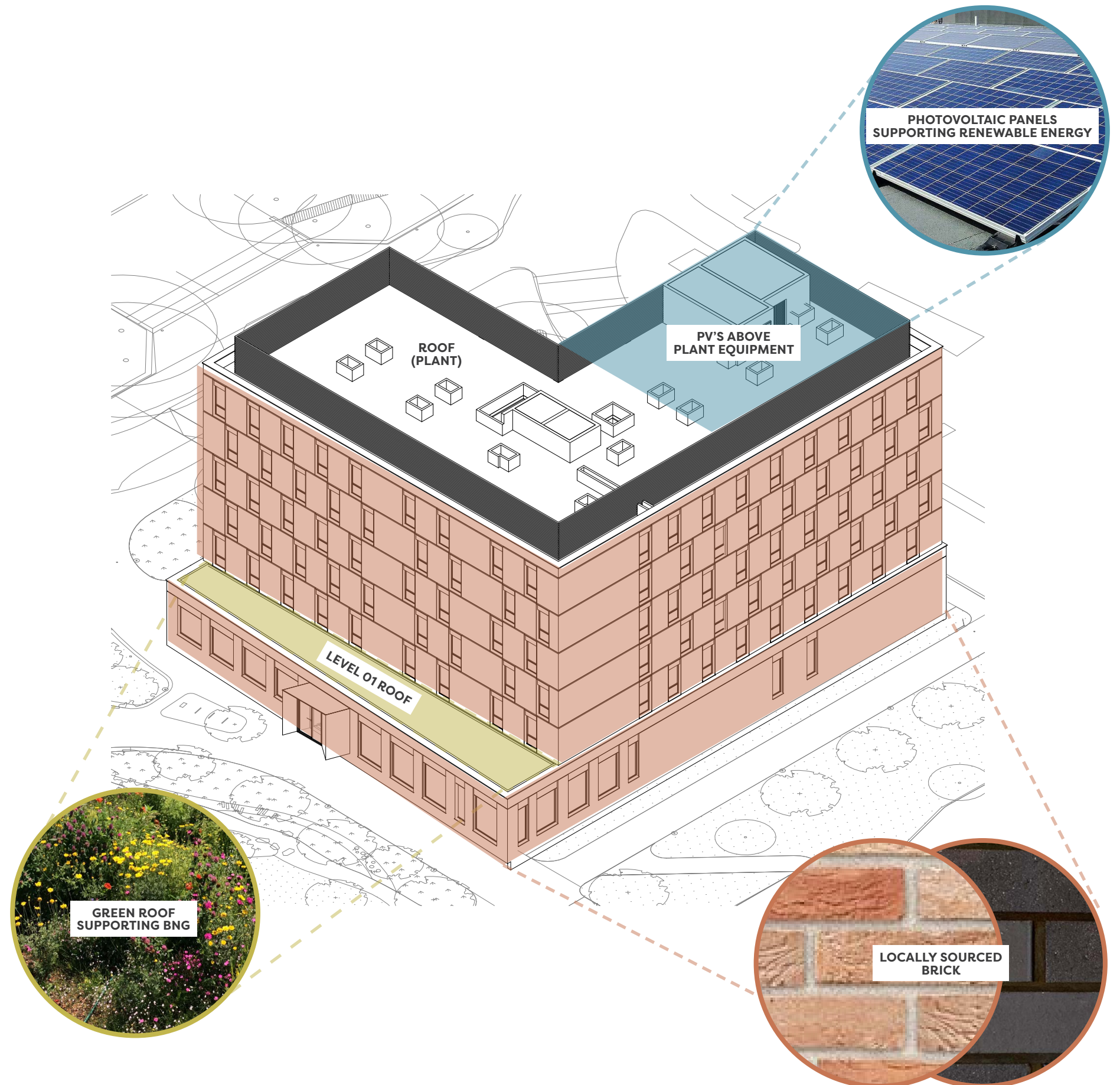
Architectural and Operational Sustainability Measures Include:

- Installation of a green roof to support biodiversity and manage rainwater
- Use of locally sourced, sustainable external materials to reduce embodied carbon
- Photovoltaic panels at roof level for on-site renewable energy generation
- Maximised natural daylight to enhance occupant wellbeing and reduce energy use
- Specification of environmentally responsible internal finishes
- Provision of staff showers to support active travel options

Building Services Strategy – Lean, Clean, Green:

- Be Lean – Reduce energy demand through enhanced fabric performance
- Be Clean – Supply energy efficiently to minimise losses
- Be Green – Maximise on-site renewable energy opportunities through solar and efficient systems

This holistic approach supports the masterplan's ambition to deliver an environmentally responsible, future-focused development that contributes positively to wellbeing, climate resilience, and sustainable urban living.



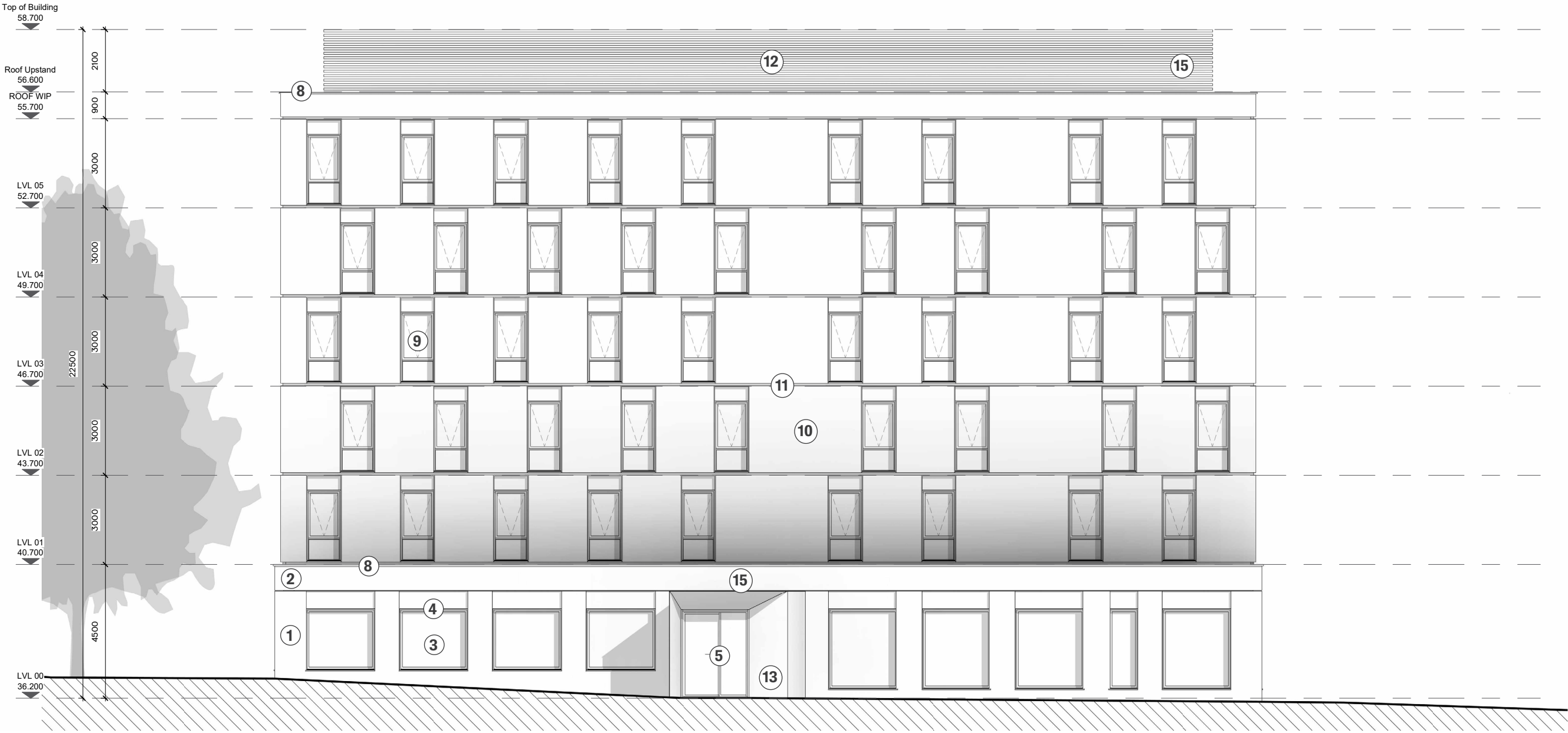
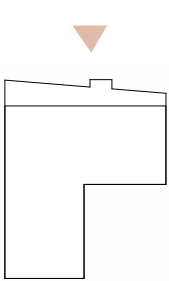
9.6.0 Visual Proposals

9.6.1 Elevations

North Elevation

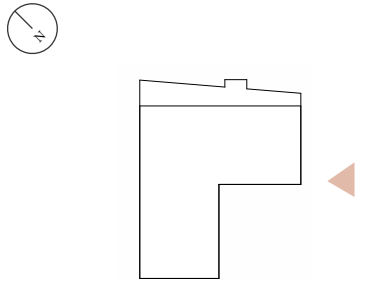
Elevation Material Key

- 1. Brick (Rotated Running Bond) - Dark Grey
- 2. Brick (Soldier Course) - Dark Grey
- 3. Glazing with Aluminium PPC frame - Dark Grey
- 4. Fixed PPC Aluminium Panel - Dark Grey
- 5. Glazed Sliding Entrance Door with PPC Aluminium Frame - Dark Grey
- 6. External Steel access Doors - Dark Grey
- 7. External Roller Shutter Doors - Dark Grey
- 8. Aluminium PPC Parapet Capping - Dark Grey
- 9. Casement Window with overhead Panel, PPC Surround Frame - Dark Grey
- 10. Brick (Running Bond) - Colour to be confirmed
- 11. Brick (Recessed Running Bond) - Colour to be confirmed
- 12. Aluminium Plant Screening Panels - Dark Grey
- 13. Pressed Metal Entrance Surround - Colour to be confirmed (to match no. 11)
- 14. Aluminium Cladding - Dark Grey
- 15. Indicative Illuminated Hotel Signage Location

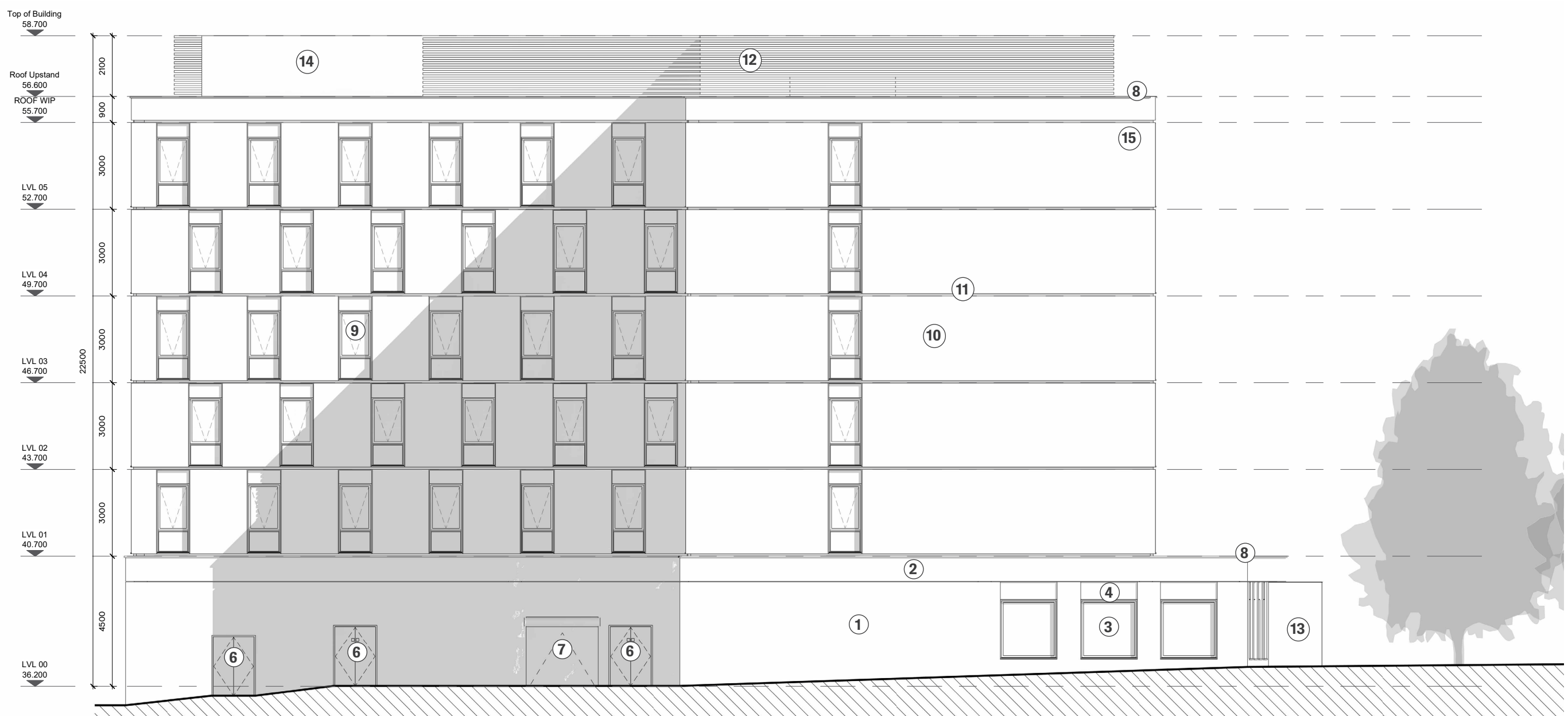


Elevation Material Key

- 1. Brick (Rotated Running Bond) - Dark Grey
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- 3. Glazing with Aluminium PPC frame - Dark Grey
- 4. Fixed PPC Aluminium Panel - Dark Grey
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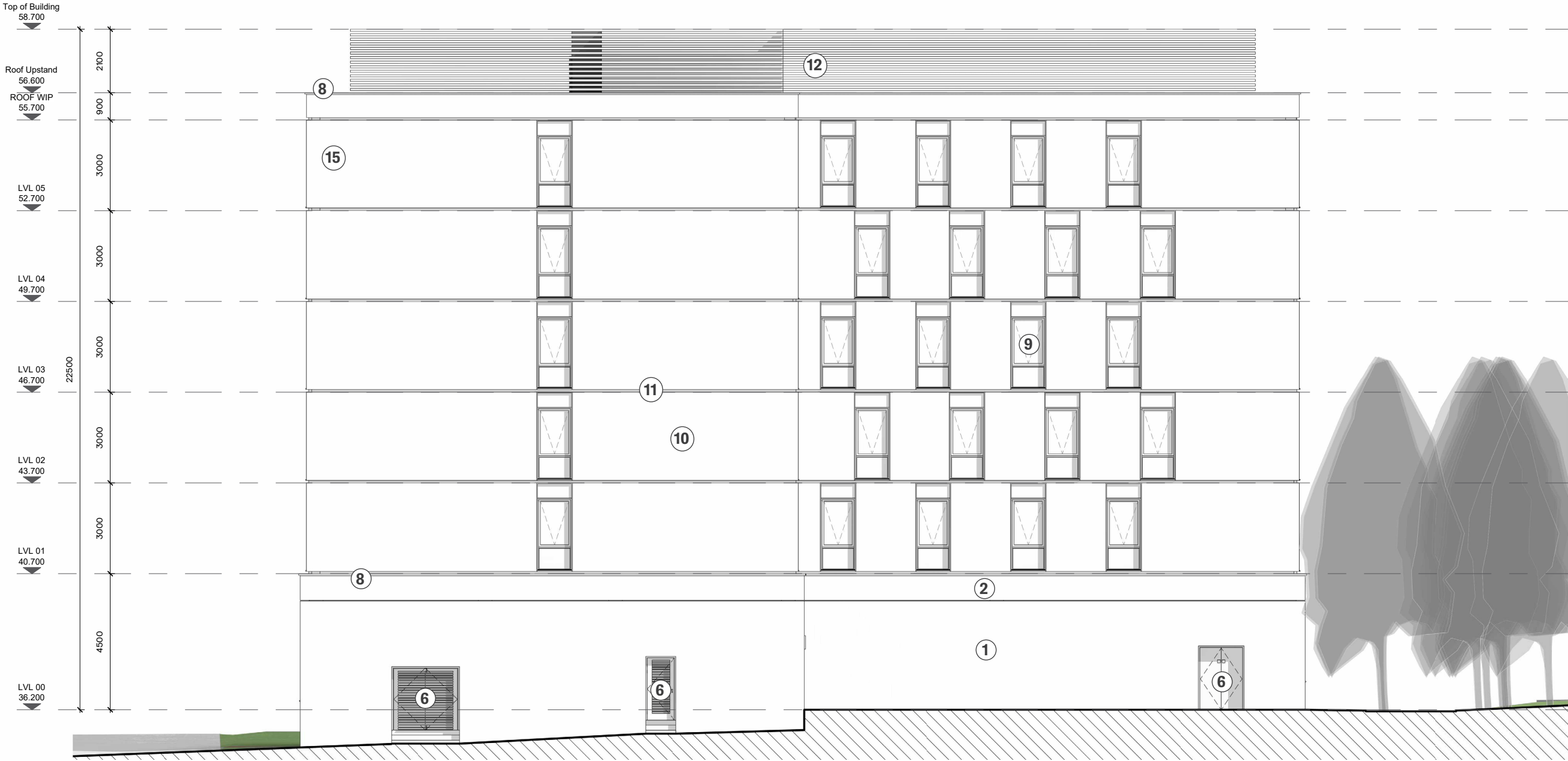
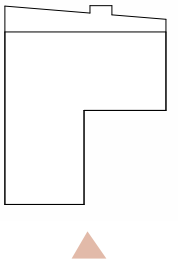
East Elevation



South Elevation

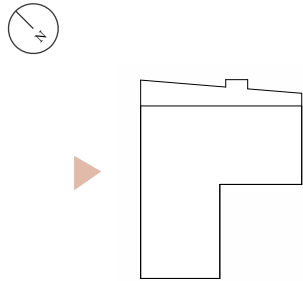
Elevation Material Key

- 1. Brick (Rotated Running Bond) - Dark Grey
- 2. Brick (Soldier Course) - Dark Grey
- 3. Glazing with Aluminium PPC frame - Dark Grey
- 4. Fixed PPC Aluminium Panel - Dark Grey
- 5. Glazed Sliding Entrance Door with PPC Aluminium Frame - Dark Grey
- 6. External Steel access Doors - Dark Grey
- 7. External Roller Shutter Doors - Dark Grey
- 8. Aluminium PPC Parapet Capping - Dark Grey
- 9. Casement Window with overhead Panel, PPC Surround Frame - Dark Grey
- 10. Brick (Running Bond) - Colour to be confirmed
- 11. Brick (Recessed Running Bond) - Colour to be confirmed
- 12. Aluminium Plant Screening Panels - Dark Grey
- 13. Pressed Metal Entrance Surround - Colour to be confirmed (to match no. 11)
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- 15. Indicative Illuminated Hotel Signage Location

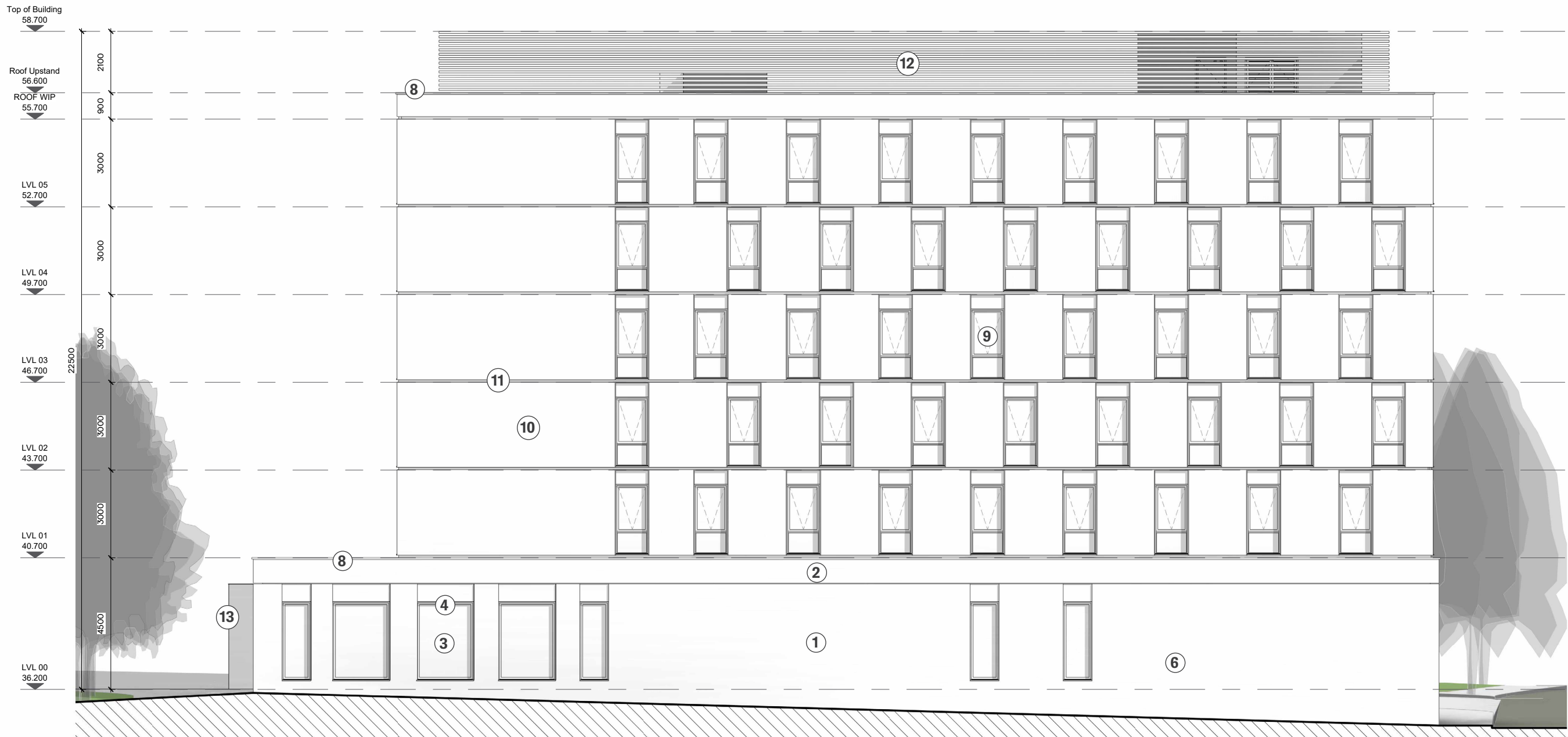


Elevation Material Key

- 1. Brick (Rotated Running Bond) - Dark Grey
- 2. Brick (Soldier Course) - Dark Grey
- 3. Glazing with Aluminium PPC frame - Dark Grey
- 4. Fixed PPC Aluminium Panel - Dark Grey
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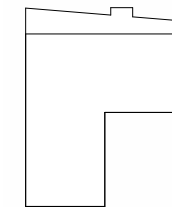


West Elevation



9.6.2 Sketch Visuals





9.7.0 Access Strategy

9.7.1 Hotel Site General Access

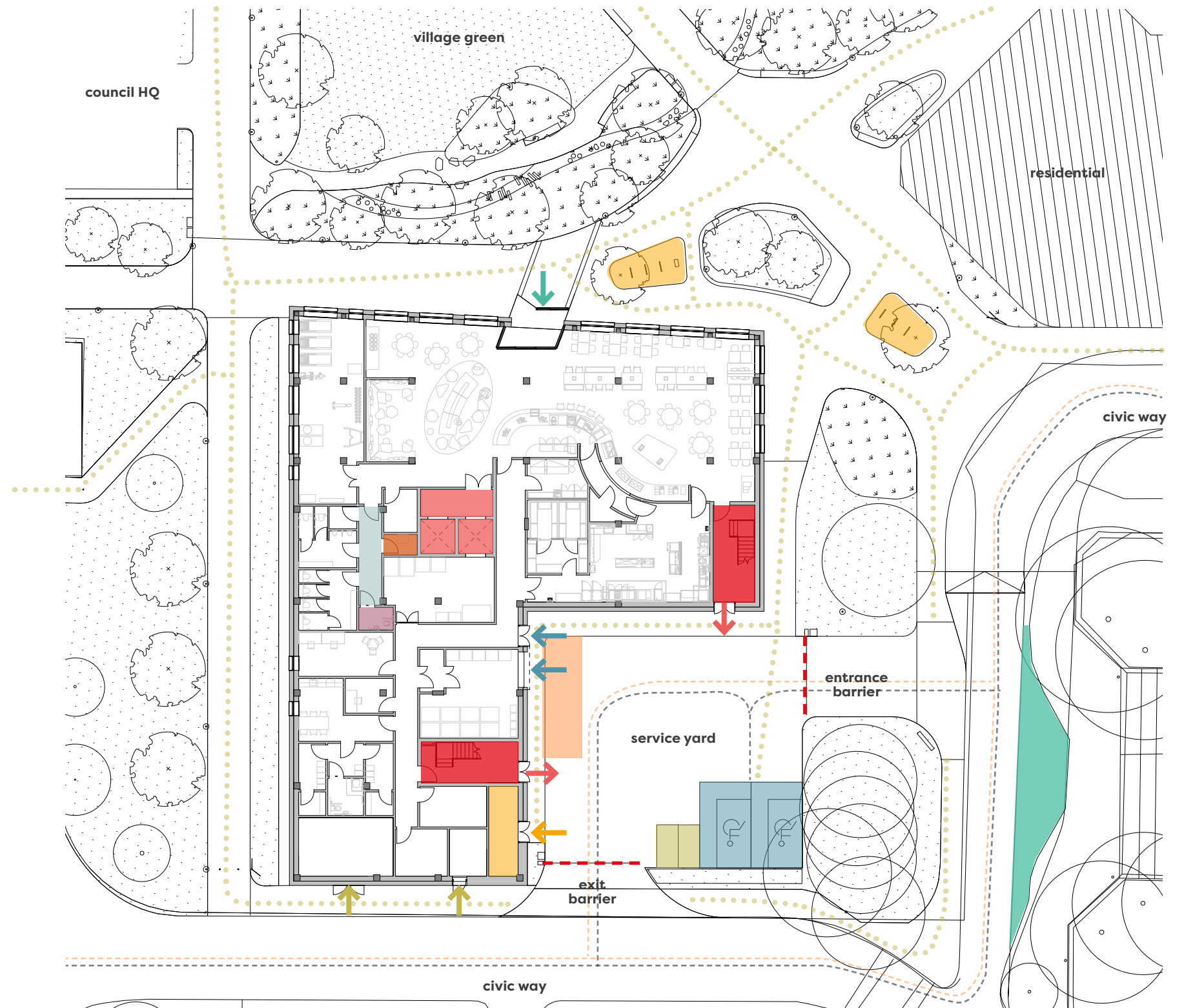
Perimeter access around the building is provided at ground level, shaped by the surrounding landscaping and service yard configuration. Due to varying site levels, careful planning ensures safe and practical access throughout. All falls accommodating the varying level changes across the site will have a gradient of 1:21 or less.

All primary entrances are designed with level thresholds to align with external paving. At the rear, plant rooms are set into a sloped area where stepped access is provided. These rooms are not intended for public or regular staff use, and the MEP engineer has confirmed stepped access is suitable for maintenance purposes.

The overall access and maintenance strategy will continue to be developed in collaboration with the Principal Designer, ensuring full compliance with building regulations and safety standards at each design stage.

KEY

- ● ● Pedestrians / cycle routes (gradients of 1:21 or less)
- ➡ Building entrance (level access)
- ➡ Fire escape (level access)
- ➡ Building services entrance (level access)
- ➡ Building plant entrance (stepped access)
- ➡ Cycle store access
- General vehicular access route
- Service vehicular access route
- - - - - Service yard vehicular entrance / exit barrier (linked to reception intercom)
- Service vehicle lay by
- Accessible parking bays
- Motorcycle parking bays
- Taxi & Coach drop off
- Cycle Store
- WC lobby
- Accessible WC
- Baby Change
- Lifts
- Stairs



Site Plan - Ground Floor



9.7.2 Levels & Inclusive Design

Inclusive access has been prioritised across the development to ensure all users can approach, enter, and move through the building with ease and dignity. The primary approach incorporates a gently sloping hard-standing surface and uninterrupted access across communal areas. External routes feature firm, even, and slip-resistant materials compliant with accessibility standards. Pedestrian routes surround the hotel and range in levels across the site, all gradients to be 1:21 or less. Details of levels across the site can be found within the wider masterplan context levels plans.

Dedicated accessible parking bays are located to the rear of the site with level routes to the building. A drop-off point on Civic Way provides level access via a dropped kerb. The main entrance includes level threshold access and a well-lit landing outside glazed sliding doors for clear, unobstructed entry.

Internally, ground floor surfaces are smooth, firm, and wheelchair-friendly, with level thresholds throughout. The layout avoids unnecessary floor level changes to support equal access for guests, staff, and service users.

Internal Access

Circulation routes, including those to accessible guestrooms and operational areas, are fully inclusive. Doors meet a minimum clear width of 850mm, with 300mm nibs to the leading edge. Ground floor hospitality areas allow generous circulation and turning space.

Corridors are level, well-lit, and obstruction-free, with tonal contrast between floors and ceilings. Wayfinding will be intuitive, using signage, colour, and artwork. Two lifts, including one fire-fighting lift, serve all floors from the central core and meet BS EN 81-70:2018 standards.

Stairs support ambulant users, with 1200mm clear width, compliant rise and going dimensions, dual handrails (900–1000mm) extending 300mm at ends, and contrasting nosings for safety.

Guestrooms

Of 130 en-suite guestrooms, 13 (10%) will meet Approved Document M standards for accessible accommodation. Each will interconnect with a standard room to accommodate family members or carers.

Movement and Evacuation

Lifts and stairs comply with Approved Document M and BS 8300:2018. Corridor doors include vision panels for both seated and standing users, with hold-open mechanisms where possible to aid mobility.

9.7.3 Pedestrian, Cycle & Residential Access

The principal pedestrian entrance is located at the northeast corner of the site, aligned with the key desire line between Civic Way and the proposed public square. Defined pedestrian walkways, integrated within the landscaping strategy, connect directly into the hotel's main entrance. Staff access is provided at the rear of the building via a separate, dedicated route.

9.7.4 Cycle Storage Provision

Secure cycle facilities are provided for both short- and long-stay users. 12no. visitor spaces are located near the entrance within the public realm, while staff benefit from an internal storage area accommodating 12no. cycles, accessed discreetly via the service yard to avoid internal circulation routes. These provisions align with the parking strategy developed by Astute Transport. Staff lockers, changing and shower facilities are provided within the back of house areas promoting staff to cycle to work.

9.7.5 Service Yard & Vehicular Movement

Vehicular access to the hotel has been shaped by site logistics and its integration within the wider masterplan. Back-of-house functions are positioned to the west, with a screened service yard connected to Civic Way. This yard accommodates deliveries, refuse collection, utilities access, and staff movement, all accessed via a dedicated barrier-controlled entrance.

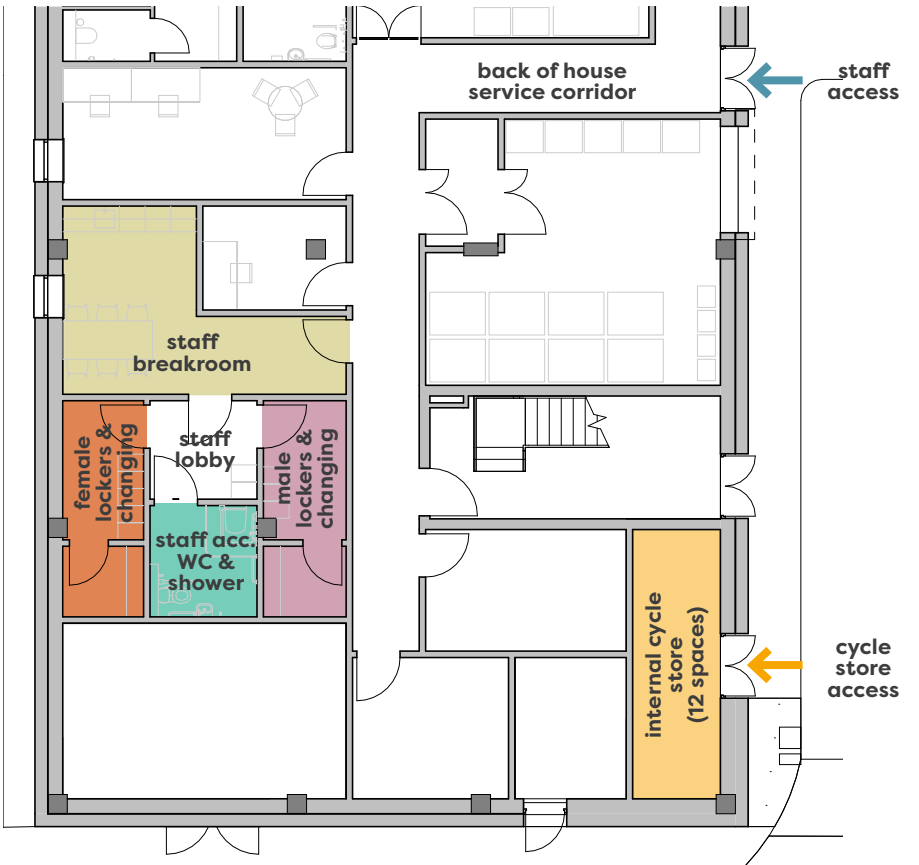
Service vehicles follow a one-way route along the eastern section of Civic Way, allowing efficient loading directly adjacent to operational doors. Two motorcycle & two accessible parking bays for guests are also located off this route. Vehicle tracking, undertaken by Astute Transport, confirms safe and independent manoeuvrability of both service and guest vehicles. Taxi and coach drop-off points are positioned close to the hotel entrance and primary gateway into the site, promoting ease of arrival.



External Cycle Storage example



Internal Cycle Storage example



Back of House - Ground Floor Plan

KEY

- Staff entrance (level access)
- Internal Cycle store access
- Internal cycle store
- Staff breakroom
- Female lockers and changing
- Male lockers and changing
- Staff Acc. WC & shower

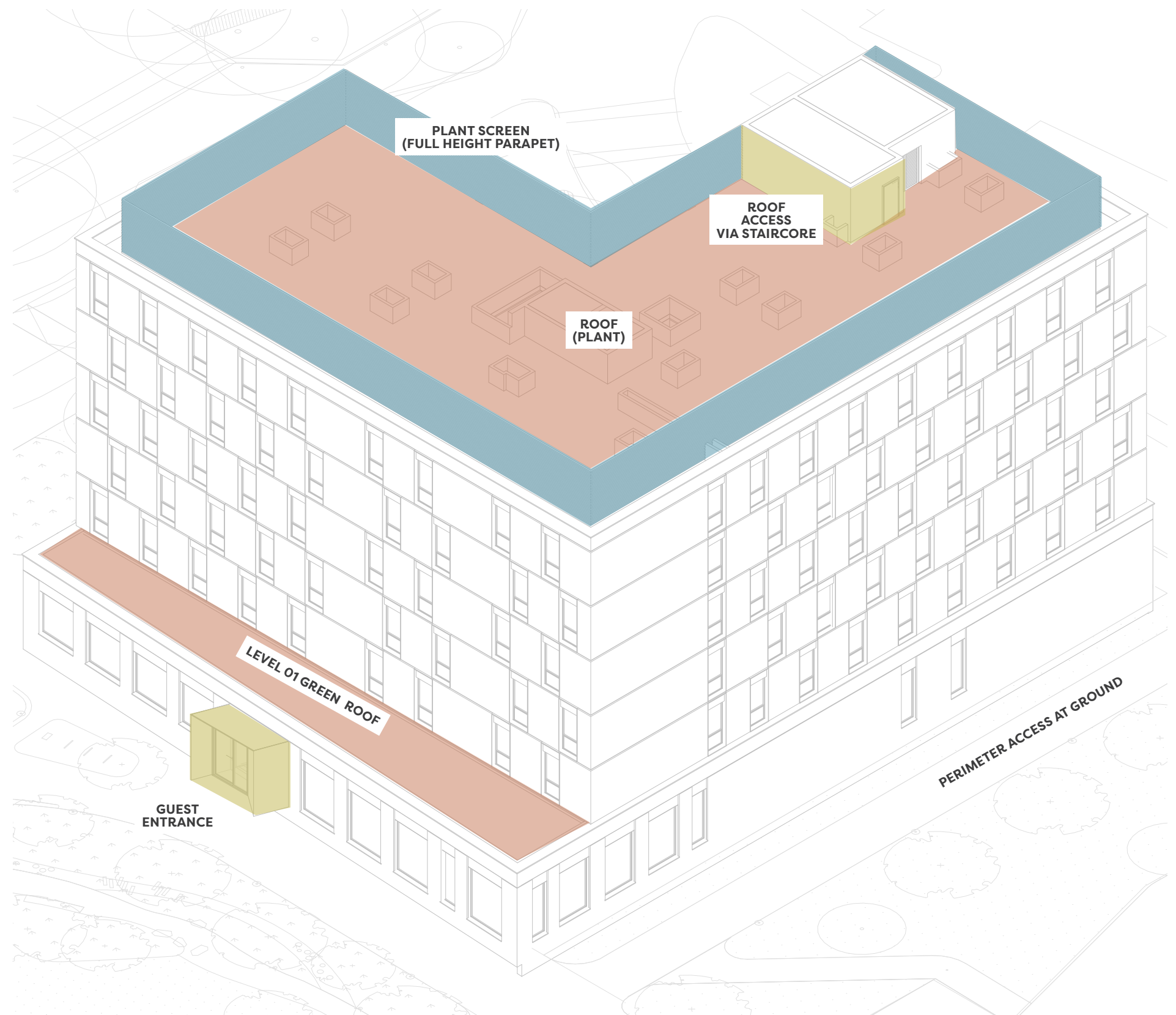
9.7.6 Cleaning & Maintenance Access

Perimeter access around the building is provided at ground level, shaped by the surrounding landscaping and service yard configuration. The main façades are fully accessible from ground level, with the use of MEWPs anticipated for high-level external maintenance and cleaning. Due to varying site levels, careful planning ensures safe and practical access throughout. Cleaning of glazing will be via reach and wash. water fed pole accessed from ground level and MEWP.

All primary entrances are designed with level thresholds to align with external paving. At the rear, plant rooms are set into a sloped area where stepped access is provided. These rooms are not intended for public or regular staff use, and the MEP engineer has confirmed stepped access is suitable for maintenance purposes.

Ceiling zones within the building are generally accessible via step ladders. The ground floor has a floor-to-ceiling height of approximately 3 metres, with an additional service zone of around 1 metre above the ceiling. In specific areas, a MEWP may be required to safely access services within this zone. Access provisions will be evaluated and coordinated with services layouts as the design develops.

The overall access and maintenance strategy will continue to be developed in collaboration with the Principal Designer, ensuring full compliance with CDM regulations and safety standards at each design stage.



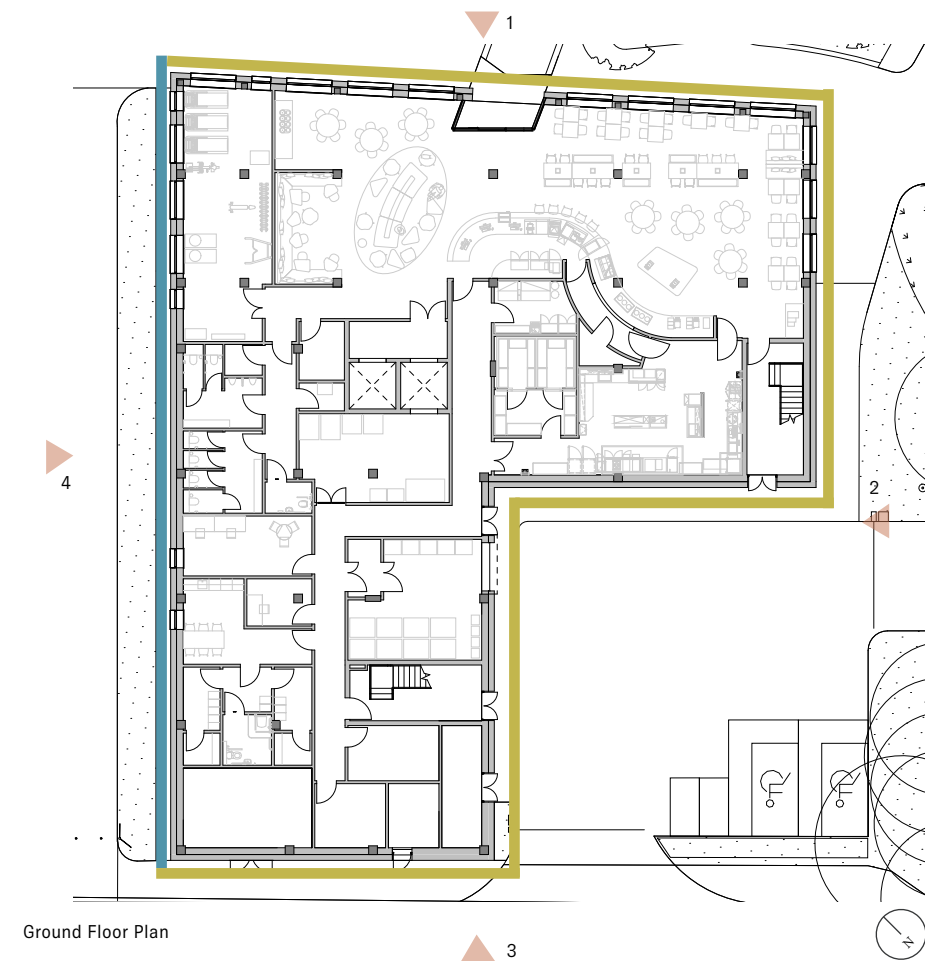
3D Axo View - Front

KEY

- Access Points
- Fall Protection
- Roof

9.7.7 Facade Access - Cleaning & Maintenance

The adjacent elevational diagrams show the areas of the facade that could be cleaned and accessed from Ground Floor level using reach & wash/ water fed poles / MEWP systems for more significant maintenance. Guestroom windows on the north elevation will be accessed via lifting equipment onto the level 01 roof.



KEY

- Accessed at ground level from hard landscaped
- Accessed at ground level from soft landscaped areas
- Accessed from Level 01 roof - Green Roof Maintenance
- Facade accessed and cleaning using reach and wash / water fed pole / MEWP from ground level
- Facade accessed and cleaning using reach and wash / water fed pole from Level 01 Roof



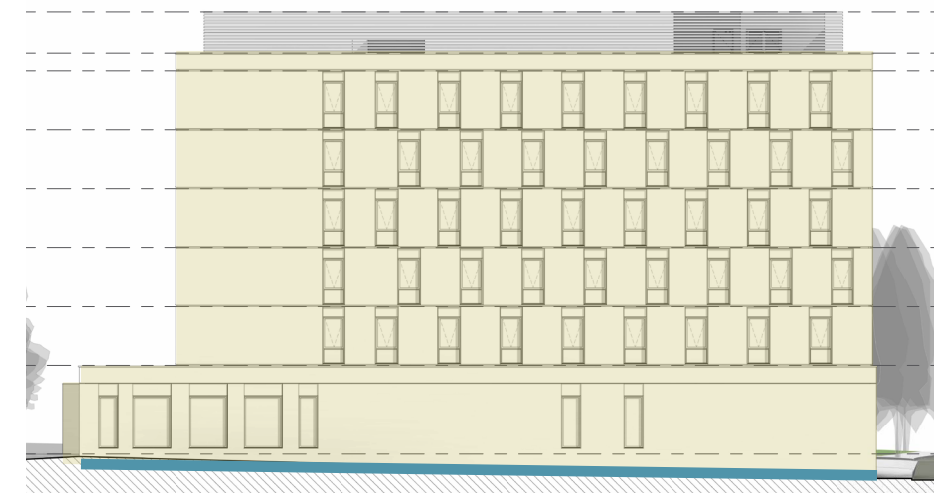
1. North Elevation



2. East Elevation



3. South Elevation



4. West Elevation



Facade Cleaning / maintenance via MEWP system



Facade Cleaning via reach & wash / water fed pole

9.7.8 Roof Access

Level 06 - Main Roof: Access to the main roof is provided via the internal stair core, which leads to a primary walkway offering full access to rooftop plant areas. Detailed planning for safe movement around the roof will be undertaken in subsequent RIBA stages. Ladders and steps will be incorporated where necessary, depending on the final layout of rooftop plant to ensure safe navigation for maintenance activities. A permanent plant screen exceeding 1100mm in height will offer integrated fall protection along the majority of the roof perimeter.

Photovoltaic Panels and Overrun Access: Photovoltaic (PV) panels are proposed above the plant equipment within the designated grey zone. Access to the panels, stair overrun, and plant enclosure will be via a CAT ladder adjacent to the stair core, facilitating maintenance and cleaning. Where the perimeter plant screen does not provide adequate fall protection, dedicated roof fall restraint systems will be installed. Similar systems will be applied to the lift overrun to ensure safe maintenance access.

Level 01 Roof Zone: A secondary roof zone at Level 01 is formed by the building's ground floor footprint. Access to this area will be gained via an external lift. Due to the low parapet height, a fall restraint system will be implemented to enable safe cleaning and maintenance of the green roof and north elevation windows.

Entrance Roof Panel: The entrance roof panel will be accessed from ground level. Maintenance and cleaning will be carried out using a ladder.



CAT Ladder



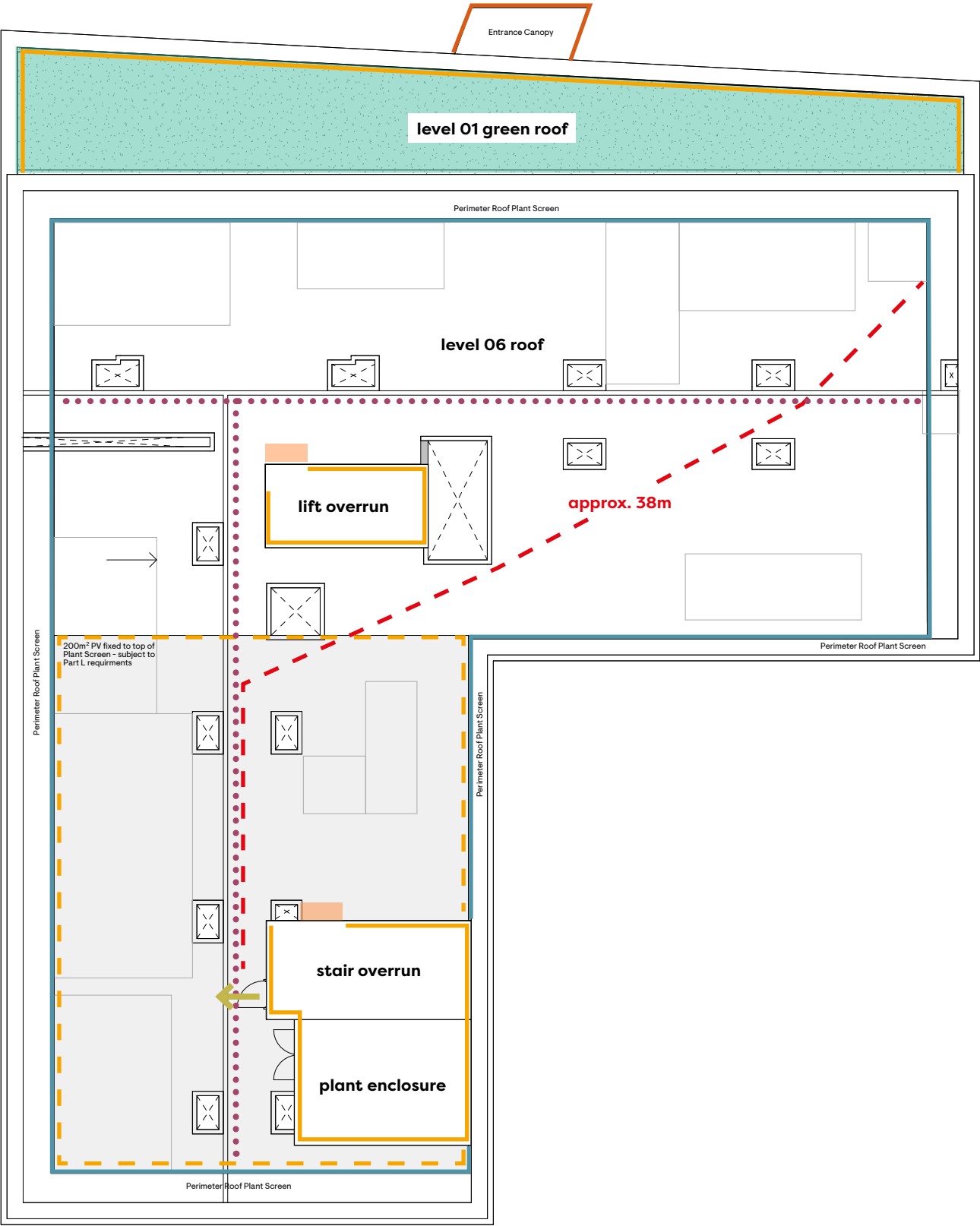
Fall Restraint System



PV Cleaning - Water fed pole

KEY

- Full height parapet guarding - level 06 roof
- External roof access
- Escape routes at roof level (max. 60m)
- Perimeter of PV panels above level 05 roof
- Level 01 Green roof - accessed from ground floor via lifting equipment
- Stair, lift, plant enclosure, PV panels roof - accessed via cat ladder system
- Roof fall restraint system for low parapet areas
- Roof fall restraint system for above PV areas
- Access from ground level
- Primary access walkway - subject to final MEP roof layout



Combined Roof Plan - Level 01 & 05

9.7.9 Servicing - Building & Waste Management

Refuse Provision

A dedicated refuse store is located at the rear of the hotel, directly accessible from the external service yard. Centrally positioned within the back-of-house corridor, it sits between the laundry room (served by a dedicated housekeeping lift), kitchen, and stair core—enabling efficient internal waste transfer while avoiding guest-facing areas. The refuse store has been designed in accordance to Hotel requirements. Access for bin movement is provided via a roller shutter door leading directly to the service yard, allowing close-range collection by refuse vehicles. Internally, access is through a fire-protected lobby, with widened doors to facilitate bin handling.

Service vehicles enter the yard via the barrier-controlled eastern access and follow a one-way loop to the southern exit. Collection points are located adjacent to the refuse store roller shutter to streamline operations.

Refuse Collection Strategy

Waste management for the hotel adheres to the Legacy Hotels & Resorts Refuse Strategy 2025, focusing on safety, efficiency, and environmental responsibility. This strategy supports the broader environmental goals of the masterplan while ensuring seamless back-of-house functionality. The strategy includes:

- Monthly reviews of recycling targets
- Waste segregation, storage, and collection protocols
- Appointment of licensed and compliant waste contractors (annually reviewed)
- Defined container and storage specifications
- Integrated pest control measures with daily oversight
- Timetabled collection schedules to reduce guest disruption
- Operational efficiency and full compliance with waste legislation and recycling standards

KEY

- Refuse room
- Kitchen & catering stores
- Laundry, cleaning & management stores
- Offices & 24 hour reception
- Building services entrance (level access)
- Building plant entrance (stepped access)
- General vehicular access route
- Service vehicular access route
- Service yard vehicular entrance / exit barrier (linked to reception intercom)
- Service vehicle lay by
- Accessible parking bays
- Motorcycle parking bays

Ground Floor Plan



9.7.10 Security

The hotel site lies on the southern edge of the proposed masterplan and forms part of Phase 1, alongside the new Council Headquarters. As a 24-hour facility, it will provide continuous activity and passive surveillance. Reception staff will be present at all times, offering round-the-clock monitoring. Perimeter CCTV will cover all elevations and key access points.

The hotel entrance is located on the northern edge, facing the village green—the masterplan's most active public space. This prominent façade features extensive glazing, enhancing visual permeability between interior spaces and the public realm. Transparency supports natural surveillance from the reception and front-of-house areas. Glazing continues along the eastern and western elevations, improving visibility toward gateway points and pedestrian routes.

The southern portion houses the service yard, with operational access points including stair escapes, staff doors, a refuse bay (via roller shutter), and a staff cycle store. These exits open onto a perimeter walkway separating pedestrians from service vehicles. Yard access, including accessible parking bays, will be controlled via a barrier system linked to a reception intercom.

Additional plant access doors are located along Civic Way, with recessed stepped access to address level changes. The western elevation connects to a secondary walkway leading to the village green. To avoid inactive frontages, extra windows have been added for passive surveillance from the staff breakroom and front office.

All external doors will be secured with access control, limited to authorised personnel. The main public entrance, via automatic sliding doors, will be locked at night, with guest access managed through a reception intercom. At ground level, all glazing will be fixed and non-openable. Mechanical ventilation will serve internal areas to ensure safety and security. Laminated or toughened glass will be used to meet durability and safety standards.

On 23 July 2025, the Designing Out Crime Officer (DOCO) from Merseyside Police reviewed the design. The scheme received support, with no concerns raised regarding security or crime prevention.

KEY

- Secured Line (access control)
- Visibility to outside area's
- Internal secure line (access control)
- External secure line (access control)
- Reception (24 hour)
- Main Entrance (intercom access at nighttime)
- Offices (CCTV monitoring)
- Guest only areas
- Service yard vehicular entrance / exit barrier (linked to reception intercom)



Ground Floor Plan

9.7.11 Fire Strategy

The proposed hotel design has undergone an initial fire safety review by Jensen Hughes, the appointed Fire Consultant. Feedback received on 04.03.2025 & 26.06.2025 identified key items, including a recommendation to introduce a protected lobby to the ground floor lift. This measure avoids the need for a fire curtain within front-of-house areas and has been integrated into the design by KKA.

The hotel will comprise six storeys (ground plus five upper floors), with guest rooms offered in a variety of formats—King, Twin, Flexible, and Accessible—none of which include cooking facilities. Two protected stair cores provide means of escape from the upper floors, with the top storey located 16.5m above ground level.

The design has been reviewed against Building Regulations 'ADB Volume 2' guidance for life safety. As the top storey height is below 30m, sprinklers are not a regulatory requirement. Nevertheless, a comprehensive suite of fire safety measures will be incorporated, including an automatic fire detection system, emergency lighting and signage, a kitchen suppression system, and backup power, all in line with relevant British Standards.

The building will operate a simultaneous evacuation strategy. Stairs, corridors, and means of escape will be designed to accommodate anticipated occupancy levels and comply with fire strategy requirements, including width and travel distance specifications. Ground-floor egress is provided via four escape points: the main entrance, two stair exits, and a staff access door.

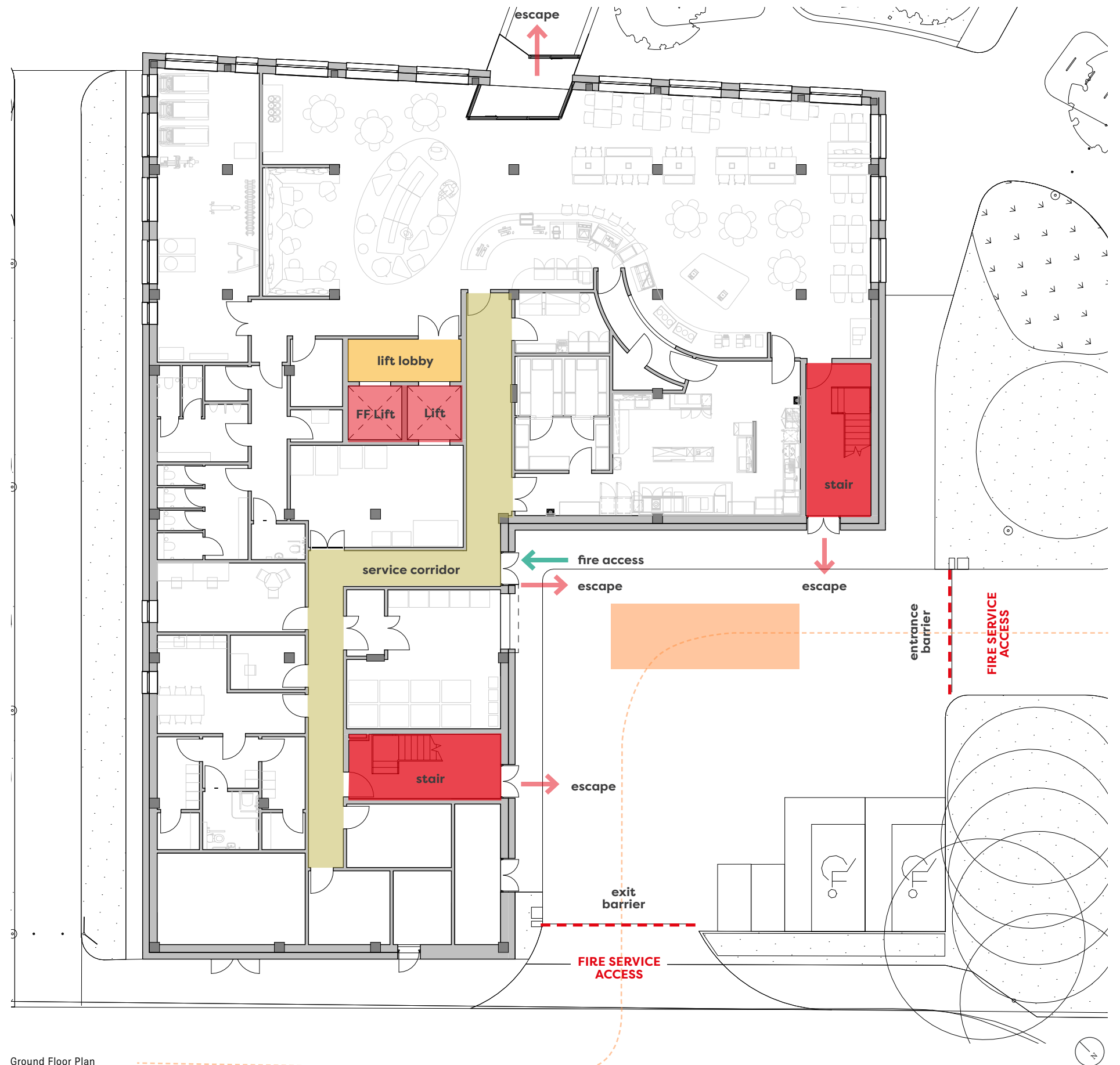
As the lift serves sleeping accommodation and is accessed via an area presenting higher fire risk, ADB guidance requires it to be separated by a protected lobby—this has been achieved. Disabled refuges are located at each stair core on all upper levels, each measuring 900mm x 1400mm. The ground-floor refuse store is enclosed by a protected lobby with permanent ventilation, maintaining separation from other internal areas.

All elements of fire protection—including structural fire rating, compartmentation, cavity barriers, fire stopping, and materials specifications—will comply with the Fire Strategy provided by Jensen Hughes.

A firefighting shaft is not required, as the building's height is below the 18m threshold. Firefighting access, including fire vehicle routes, mains, and hydrant placements, will be developed in line with ADB guidance and coordinated with the masterplan layout.

KEY

-  Fire service access
-  Fire escape (level access)
-  fire service vehicular access route
-  Service yard vehicular entrance / exit barrier (linked to reception intercom)
-  Primary fire service parking position (within service yard)
-  Fire service access corridor
-  Fire fighting lobbies
-  Lifts
-  Stairs







10

Cavendish House Detailed Application

Figure 10.1: Existing Floor Plans

The upper floor of the unit is proposed to be developed into usable office space having never been developed fully since its construction. This office space will be for use of the local council. Once new Council offices are constructed this space has the potential to serve a number of communities uses which are currently being explored to help create a wider community hub linking to the ground floor library. However, this will be subject to a separate planning application at the appropriate time.

Detailed drawings are included within the application pack displaying the full scope of the design elements included in this proposal.

10.0.2 Layout

The proposed development will utilise the existing building and proposes no construction of new buildings or structures. The work to be completed includes external and internal improvements to the building.

The two floors are intended to be used for separate purposes and there will be no connecting spaces between the floors other than the office circulation core and emergency fire escapes.

10.0.3 Scale and Form

The existing unit is two storeys in height matching the adjoining and opposite units. No upwards or outwards extensions to this building are proposed.

The ground floor unit has a gross internal floor space of 868 sqm

The first-floor unit has a gross internal floor space of 836sqm.

10.0.4 Appearance

This development intends to contribute to the wider regeneration of Huyton Village by utilising a currently vacant unit and putting it back into active use.

The unit's position at the north entrance to Huyton village presents an opportunity to revitalise the area giving it a more welcoming feel which the vacant unit will currently detract from.

Both floors of the proposed development include design elements that work to 'open up' the unit with modern glazing and windows to be installed and new openings installed to the front of the building.



Figure 10.2: Cavendish House's service access fronts onto the site.



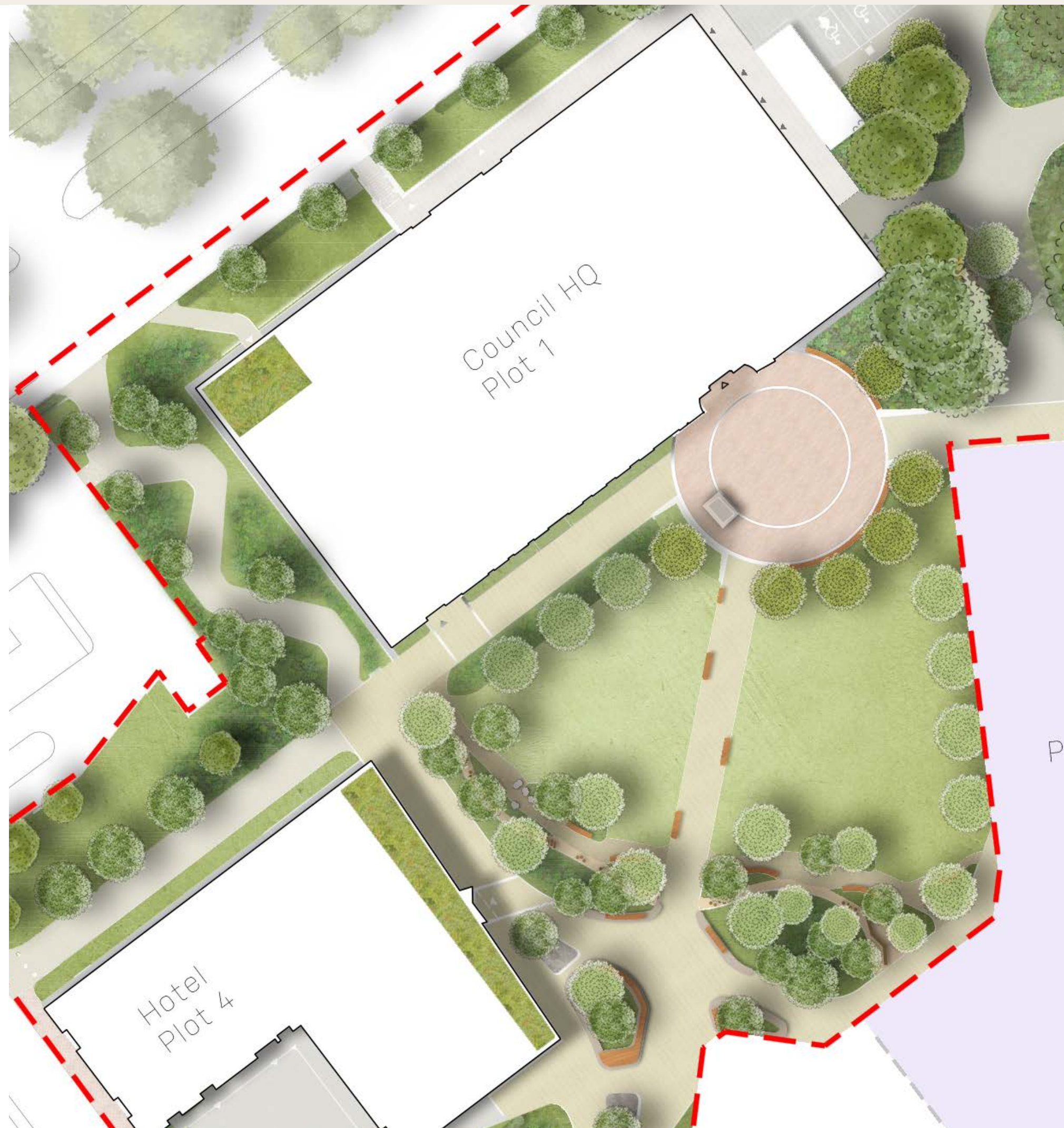
11

Landscape & External Works Detailed Application

Public Realm and Landscape

This section explores the design of the detailed application element of the Landscape and Public Realm strategy for St Michael's Place. The subsequent pages set out the following:

- A series of **Key Principles** set out to guide the design of the landscape and public realm and to inform decision making through the life of the project
- A graphical representation of the **Public Realm Vision** for the Phase 1 detailed area, illustrating how the public realm can contribute to creating an active, connected and cohesive development which responds to and complements the existing Huyton town centre context
- The **Landscape Masterplan** illustrating the design proposals and the relationship between the proposed public realm, proposed and existing buildings, and the existing town centre
- A series of **Strategies** overlaying the Phase 1 Landscape Masterplan to explain how the public realm is used, activated, accessed and operated
- An indication of the potential **Meanwhile Uses** for future development plot areas which are within the Phase 1 area
- How the look and feel of the public realm varies across a number of proposed **Landscape Character Areas** which respond to the physical environment and surrounding built context
- An illustration of the proposed **Planting, Materials and Street Furniture Palettes** which will form the Phase 1 public realm



11.1 Key Principles

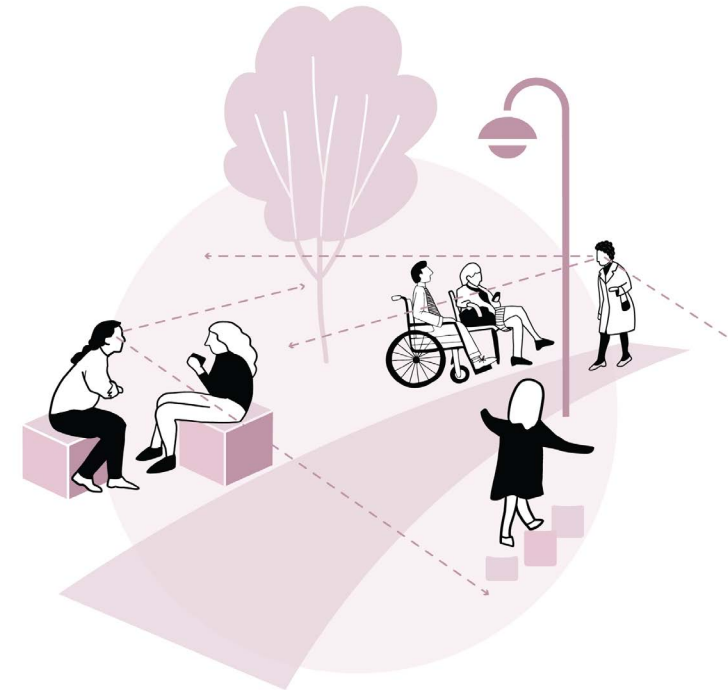
Our approach to St Michael's Place public realm design follows a number of guiding design principles which aim to create a destination place in Huyton which is sustainable, inclusive, connected, and characterful. A place that promotes active, healthy lifestyles, helps foster a sense of community, and provides access to nature within an urban setting.



Creating a Green Destination

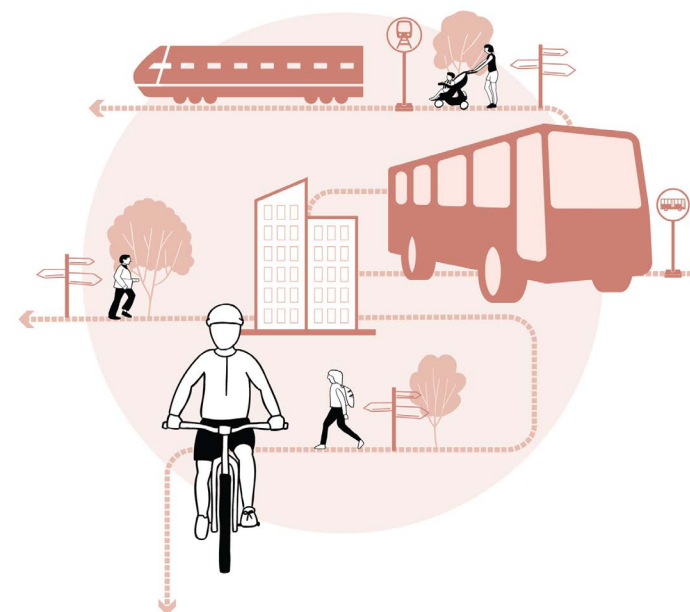
- A green, sustainable destination place for Huyton
- A centre for gathering
- Linking to local landscapes

Guiding principles driving public realm design



Safe and Inclusive Place

- Design considerations for diverse needs and abilities
- Foster the spirit of togetherness and understanding
- Safety and accessibility



Supporting Connectivity

- Creating and enhancing connections to sustainable modes of public transport
- Active travel links
- Pedestrian connections to Derby Rd

Key Principles

Guiding principles driving public realm design



Where Town Meets Village

- Responding to local character
- Huyton Village and St Michael's Church
- Industrial town character



Embedding Natural Processes and Promoting Biodiversity

- Sensitive design decisions to preserve, enhance and connect with nature
- Creating new habitats for the wellbeing of people and wildlife in the urban setting
- SuDS to help manage rainwater sustainably and promote biodiversity



Active and Playful

- Active travel routes
- Incidental and formal play opportunities
- Supporting a range of demographics



Fostering Stewardship

- A vibrant community space with opportunities for engagement and togetherness
- Community gardens, public artwork and local events
- Engagement with local businesses and community groups

11.2 Public Realm Vision

The diagram to the right illustrates the vision for the detailed public realm at St Michael's Place. An environment which is active, well used and connected to Derby Road, local public transport and surrounding communities.

The proposals aim to augment the existing town centre, complimenting rather than competing with Derby Road and bridging the gap between the town and the residential 'village' areas.

This phase of public realm will set the standard and act as a catalyst of the realisation of the wider St Michael's Place masterplan.



Figure 11.1: Public Realm Vision Illustration



Figure 11.2. View across the central green space towards the cenotaph situated in the civic circle in front of the proposed CHQ

11.3 Detailed Application - Landscape Masterplan

The design of the detailed public realm sets the aspiration for not only this phase of development, but the wider masterplan phases and future town centre interventions, beyond this application.

The masterplan is centred around the 'Village Green', a significant new public open space in the heart of the town centre, complimenting the existing paved retail high street environment along Derby Road.

A new formal area is proposed as the entrance to the Council Headquarters building and a setting for the relocated Cenotaph, a space capable of hosting ceremonial public events.

A range of play and seating opportunities are designed within and around the accessible routes and framework of connected habitats, creating a green environment and promoting contact with nature.

The aim is to create a place which provides for the existing community, people working and visiting the town centre, and an environment that encourages people to make Huyton town centre their home.

- ① Village Green
- ② Relocated Cenotaph and CHQ entrance
- ③ Informal play trail
- ④ SuDS Swales
- ⑤ Pedestrian connections to Derby Rd
- ⑥ Pedestrian/Cycle connections to Archway Rd
- ⑦ Enhanced crossing on Civic Way
- ⑧ Existing trees retained
- ⑨ Disabled parking
- ⑩ Service areas
- ⑪ Meanwhile space / future development plots



Figure 11.3: Phase 1 Detailed Masterplan



11.4 Access and Circulation: Pedestrian and Cycle Strategy

The circulation strategy proposes a hierarchy of pedestrian and cycle routes that is accessible, legible and improves permeability to the surrounding town centre context.

Two primary shared pedestrian/cycle routes connect from Archway Road, converging within the centre of the site and ultimately connecting to the train station and adjacent residential areas.

Existing pedestrian routes to Derby Road and Cavendish Walk are retained, enhanced and extended into St Michael's Place, linking the development to the retail high street, the redeveloped Lathom Road car park and the bus station.

Key pedestrian crossings at Civic Way and Westmoreland Avenue are proposed to be widened and resurfaced to rebalance the emphasis of movement towards pedestrians instead of vehicles.

Legend

-  Phase 1 Boundary
-  Pedestrian links
-  Pedestrian & cycle links
-  Enhanced crossings
-  Bus Stops
-  Opportunities for public cycle parking

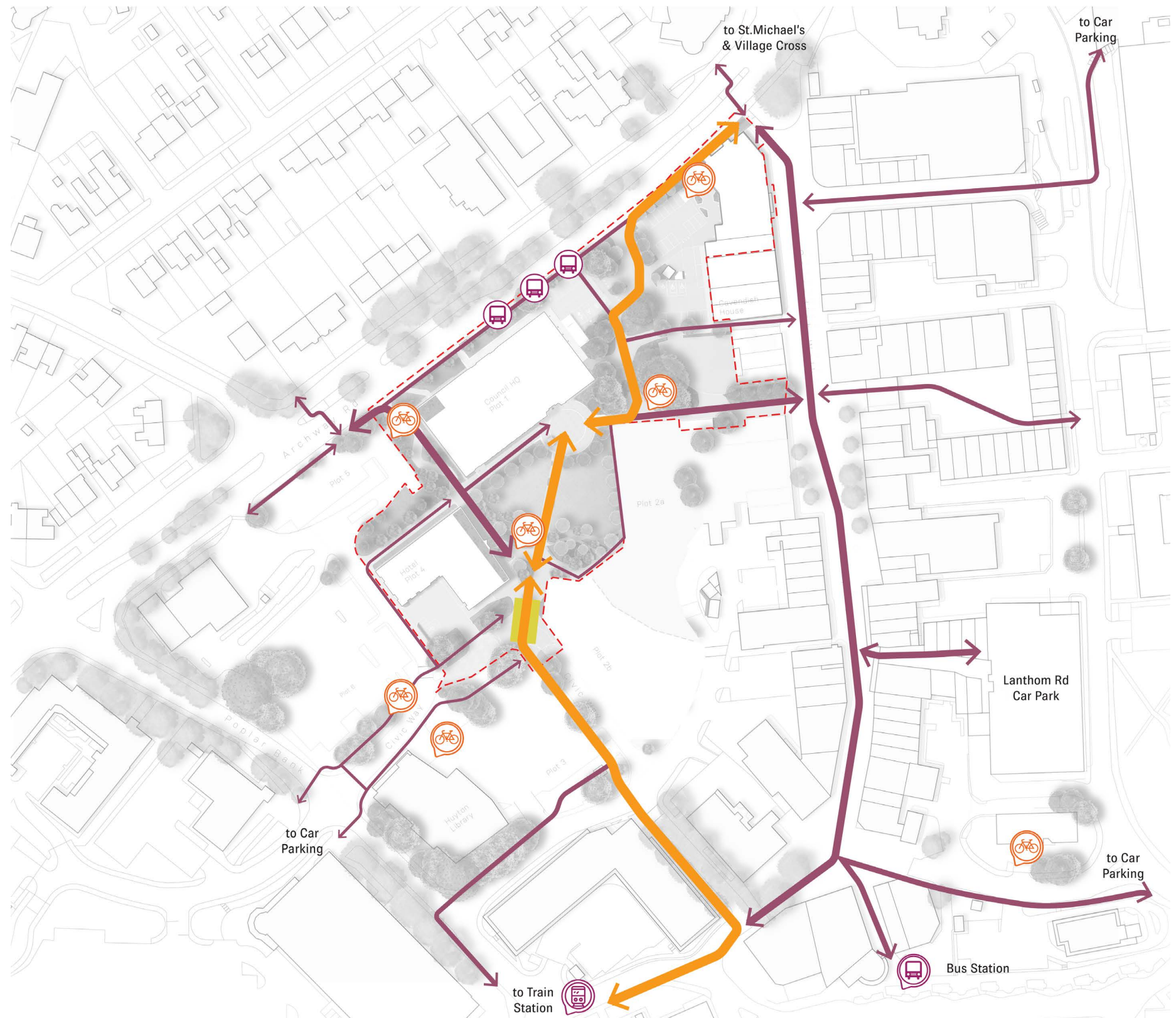


Figure 11.4: Pedestrian and Cycle Strategy



11.5 Access and Circulation: Vehicular and 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 detailed application 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

- P1 Boundary
- Vehicular routes
- 🚚 Service access
- 🚌 Coach drop off
- Accessible parking bays
- Car parking

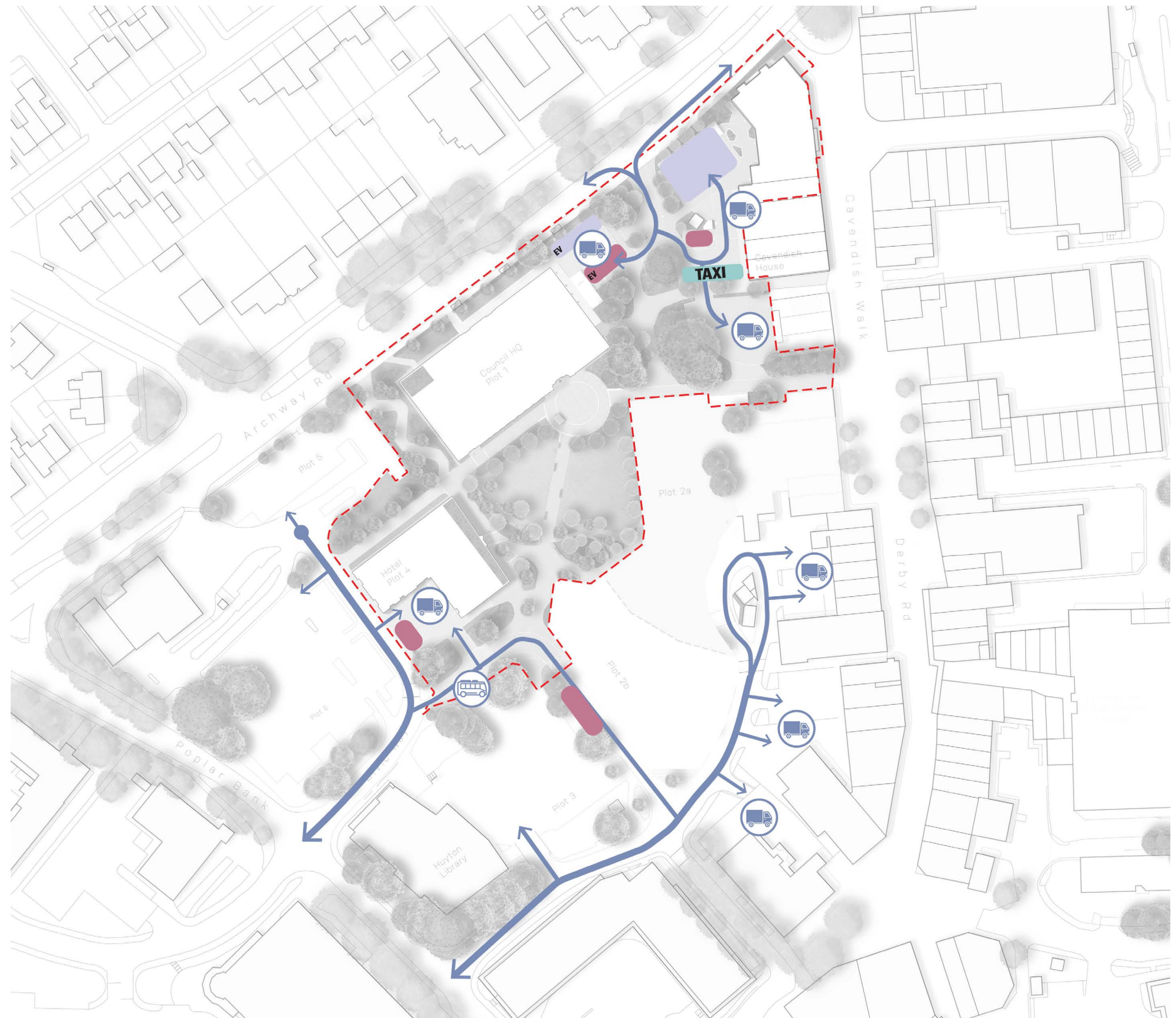


Figure 11.5: Vehicular Access and Parking Strategy



11.6 Uses & Activity

Key to the success of St Michael's Place is creating public space that is activated a wide range of people across different times of the day, throughout the week and across the seasons.

Although inherently flexible in their use, the range of spaces proposed will encourage a broad spectrum of people to access, visit and use the public realm in different ways. This activation, in turn encourages passive surveillance, discouraging anti-social behaviour and vandalism, whilst driving footfall and encouraging people back into the town centre.

The Village Green is the largest open space, encouraging groups of people to relax, socialise or eat lunch together. The green provides a space for informal play alongside the trail of incidental and natural play feature which runs along the southern edge.

A variety of seating spaces are provided at regular intervals to allow opportunities to pause and rest, sit and relax or meet with friends. The scheme incorporates different types of seating, in different configurations and in different environments connected by accessible paths and a network of green space. This seating includes traditional benches with back and arm rests, curved seating walls around the Cenotaph, groups of informal seating boulders to encourage socialising amongst teenagers and young adults, and space for wheelchairs alongside these elements.

Regularly space cycle stands are located around St Michael's place, easily accessible from adjacent routes and within view of main entrances and active building frontages. A cycle repair station is located in the centre of the site close to the Village Green.

A new community garden is proposed alongside the refurbished Cavendish House building which will be co-designed and managed with local community groups.

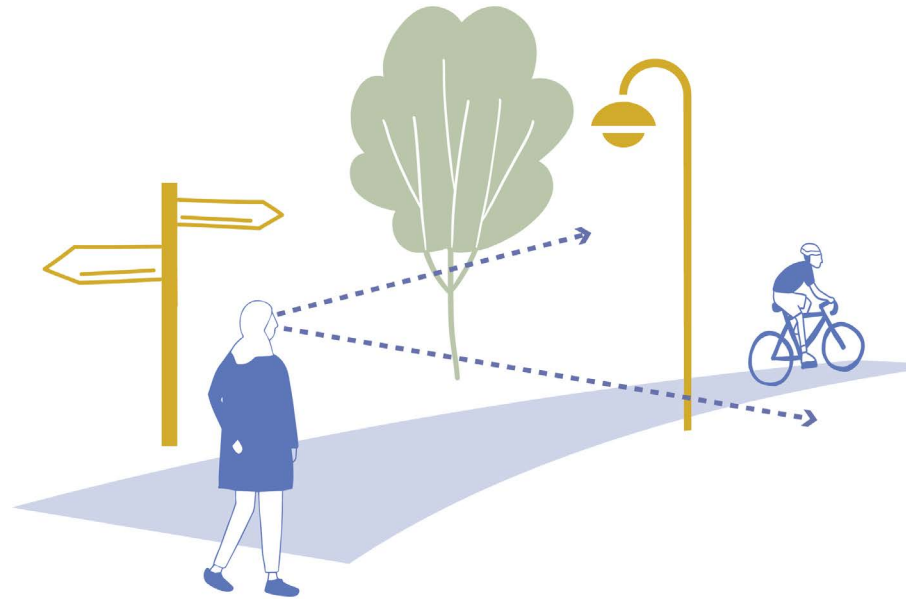


Figure 11.6: Uses and Activities Plan

11.7 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.

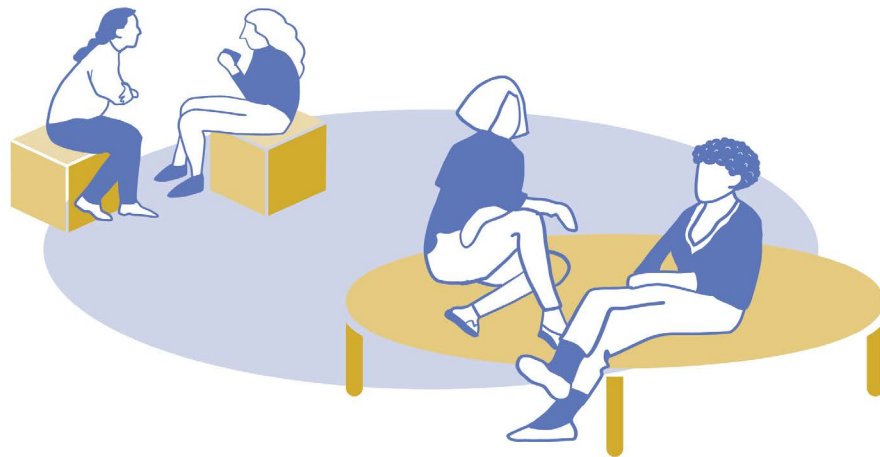
- Considerations for diverse needs and abilities. The design responds to guidance around designing spaces for girls, neurodiversity-friendly design and designing for the full age range to create public space which is equitable and welcoming to all.
- Safety and accessibility is a key aspect of an inclusive 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.



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.



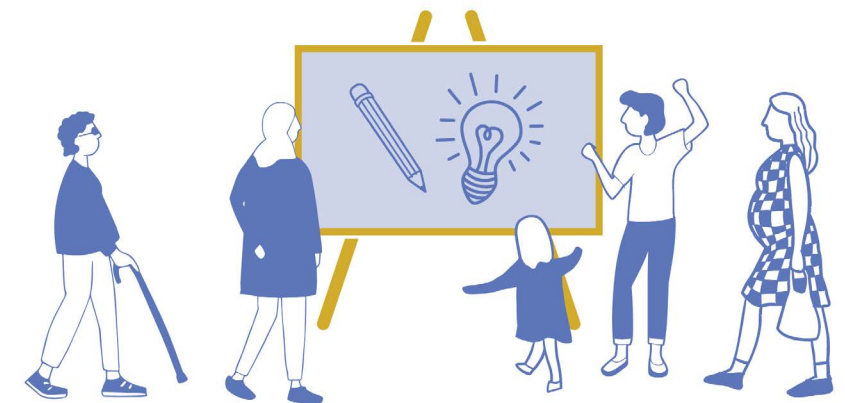
2 | Variety of types of defined spaces including open spaces, play and sensory activities, calm spaces with quiet secondary pathways.



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



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.



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.

The adjacent diagram illustrates how the inclusive design principles have informed the design of the public realm within the detailed application.

There are two circulation routes, a primary route to the perimeter of the site and a secondary green route through the centre of the site, within the Village Green and through the Glade, connecting the primary route and enhancing north-south and east-west connections via key access points. This provides multiple options for movement and access through and around the site.

Legend

- Phase 1 boundary
- Rest points (minimum 50m distance)
- Alternative seating options located in calm spaces (situated off key routes, seating with sensory planting)
- Outer sitewide perimeter path
- Inner 'Green' perimeter path
- Access (via safe and well-used routes)
- Main entrances
- Building edges



Figure 11.7: Inclusive Design Strategy Plan

11.8 Play & Recreation Strategy

A range of play opportunities are integrated across St Michael's Place, designed to appeal to a range of ages from younger years, to older children, teenagers and adults, encouraging all users to have a fun, active experience whilst connecting with nature.

Play typologies range from formal equipments within designated play spaces along the active edge, with onlooking seating opportunities allowing families to safely enjoy the space. A mix of incidental and natural play pockets and trails are located across the Village Green and the Playful Wild Edge character areas, encouraging users to interact with the features as they move through the space.

Recreational Activities

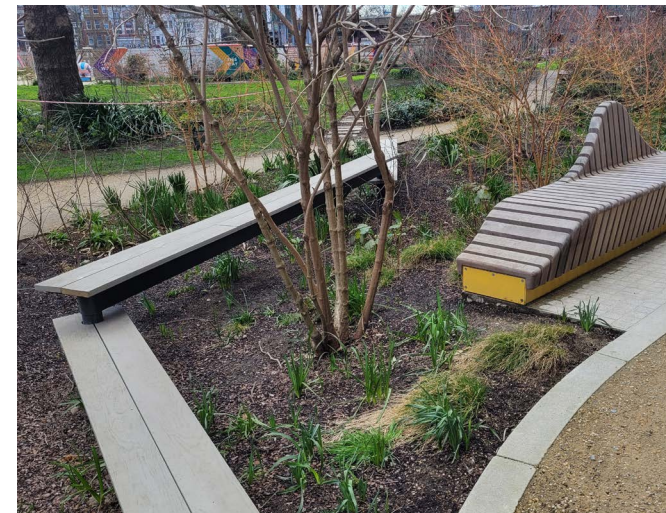


1 | Recreational activities in the village green flexible space

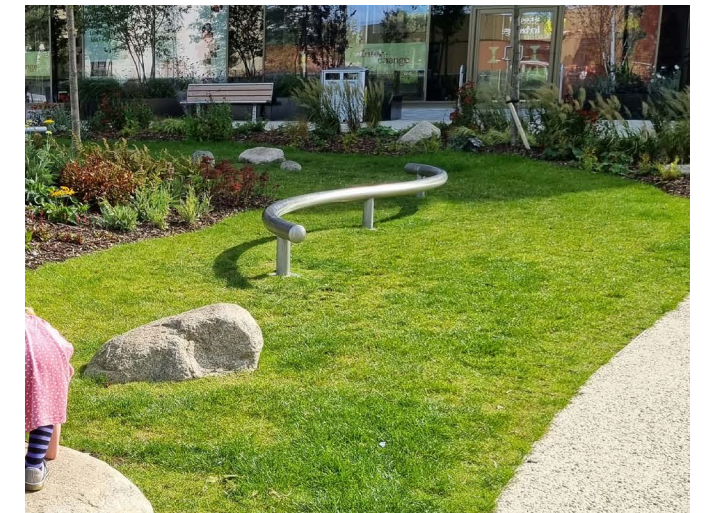


2 | Active travel (Image credit: Gillespies, John Sturrock)

Incidental Play



1 | Balance beams create trails through planted areas

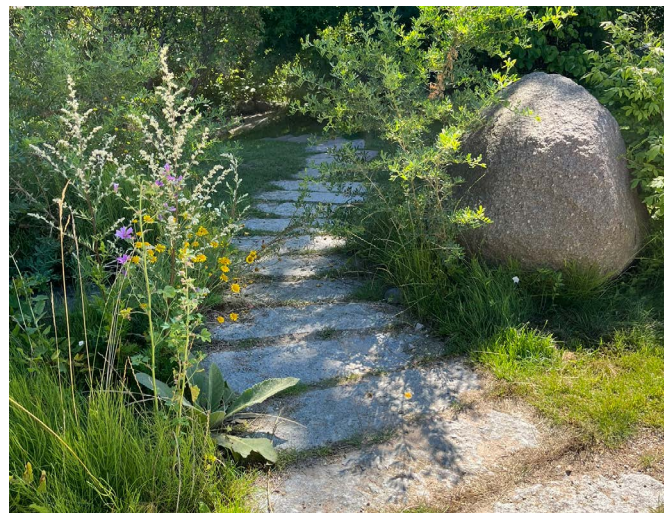


2 | Play trails

Natural Play



1 | Natural timber stepping logs and boulders



2 | Stepping stone paving

A trail of play elements are proposed along the edge of the Village Green in a location which is accessible to town centre visitors, hotel guests and residents of future development plots.

Play opportunities are focused in the 'wild playful edge' character area, enhancing the informal playful atmosphere of the space.

Legend

- Phase 1 boundary
- Incidental & natural play trails (Play Spine)
- Open green space for flexible recreation



Figure 11.8: Play and Recreation Strategy Plan



11.9 Public Art & Community Activation Strategy

'Heart of Huyton'

Huyton is home to a number of community organisations such as the social enterprise 'Make' and the community arts organisation, 'Heart of Glass'. As such there is an existing creative community buzz in Huyton with spaces, workshops, amenities and artwork forming a key part of the local community.

As such, there is opportunity to engage with these local stakeholders to enhance Huyton as a place and build on the creativity within the setting.

Wall Murals

Inspired by existing murals in Huyton (pictured right), public artwork to be featured on the site has the potential to be created in collaboration with local artists and groups. New artwork could link with existing murals in Huyton to create a wider arts trail.



1 | Existing mural in Huyton in collaboration with Knowsley Council



3 | 'Welcome Home', inspired by the evolution of Huyton Village, an artists collaboration with the local community.

Community Gardens and Flexible Spaces

Opportunities for community gardens to be established in collaboration with the local community, providing space for users to interact with nature and each other, helping to shape a sustainable Huyton and fostering stewardship. Flexible spaces for local community groups to implement pop-up events and temporary artwork.



5 | Low intervention, raised community planters on existing surfacing.



6 | Performance space

Street furniture and paving engraving

The central public realm areas of the scheme act as flexible spaces which have the opportunity for local groups to implement pop-up events such as exhibitions and other temporary artworks with potential for collaboration with local community groups



8 | Bespoke patterned features engraved within street furniture, evoking local architecture.



9 | Interspersed paving features depicting evoking local architecture (Glade of Light, Manchester).

The plan opposite illustrates the range of public art interventions and community activities which could be implemented across the detailed stage and the wider application. The formal interventions such as street furniture and paving engravings will be coordinated with the Council HQ external and internal designs due to the proximity of the civic spaces around the cenotaph and the primary threshold of the HQ.

Wider landscape interventions will be more focused on community collaboration, which may be more light touch with exhibits being semi-permanent or temporary whilst achieving a bold impact, particularly enhancing key gateways into the site.

Legend

- Phase 1 boundary
- Potential locations for gateway art murals
- Existing art murals
- Community gardens
- Flexible events spaces
- Make Huyton Village and Heart of Glass
- Relocated cenotaph
- Bespoke engraved features within street furniture
- Bespoke engraved paving feature within civic space
- Bespoke engraved paving features interspersed to civic approaches
- CHQ bespoke details



Figure 11.9: Public Art Strategy Plan



11.10 Wayfinding Strategy

Wayfinding at St Michael's Place is an opportunity to help form a strong identity and sense of place for both the site and the wider centre of Huyton, including Derby road.

There is currently a distinct lack of wayfinding in the centre of Huyton. Strategically, St Michael's Place will be a connective hub for the town centre, connecting residents to the high street and local transport connections. Wayfinding such as large scale signage or murals, and fingerpost will be crucial to help form a more connected and pedestrian friendly environment.

In addition to enhancing connectivity, wayfinding can be utilised to form a sense of identity at St Michael's Place, with the potential for large format features to be placed on existing facades near the key access points of the site.

Murals



2 | Murals with large eye-catching industrial typeface to give a strong and consistent identity (KAMPUS, Manchester)



3 | KAMPUS wayfinding

Wayfinding



5 | Fingerpost signage



6 | Waymarker posts indicating active travel routes (Image: Landmark)

Interpretation



8 | Habitat boxes and interpretive signage (Image: Niche Environmental)



9 | SuDS interpretive signage with QR code features

The plan to the right illustrates the range of wayfinding opportunities which enhance site connectivity, pedestrian experience and placemaking.

Wayfinding fingerposts are located at the key access points into the site alongside potential wall murals which would enhance key gateways on the approach from Derby Rd and Cavendish Walk.

Legend

- Phase 1 boundary
-  Wayfinding fingerpost
-  Hotel totem sign
-  Murals
-  Interpretation lecturns



Figure 11.10: Wayfinding and Navigation Strategy Plan



11.11 Tree Retention and Removal Strategy

A number of existing mature trees and hedgerows will be retained as part of this masterplan.

Several of the trees being removed are low-grade Type U and C, and mature trees are being retained where possible. A number of new trees will be planted elsewhere in the masterplan to offset the removals.

Legend

- Phase 1 boundary
- Outline application boundary
- Existing trees retained
- Existing trees removed
- Existing hedgerows retained
- Existing hedgerows removed



Figure 11.11: Tree retention plan



11.12 Planting Strategy

The planting strategy proposes a mosaic of complimentary and connected habitats which respond to the site microclimates and local context, promote biodiversity, and create seasonal year-round interest.

Alongside the retention of numerous existing mature trees, the scheme proposes a framework of new tree planting which will frame routes and spaces, create shelter and shading, and create corridors and stepping stones for wildlife. This tree canopy layer will form part of a structured planting approach, creating visual interest at different levels, and providing urban wildlife with shelter, nesting, roosting and foraging opportunities.

A naturalistic approach to planting design, complimented by interpretive signage, is both beneficial for wildlife and people, encouraging contact with nature, reducing the ongoing maintenance burden and creating opportunities for school and community groups to be involved in the management of green spaces.

Naturalistic

Naturalistic planting creates both an attractive and sustainable setting which can also be more low maintenance. Complimenting local landscapes, there are various benefits to soil quality and encouraging wildlife in the urban area.



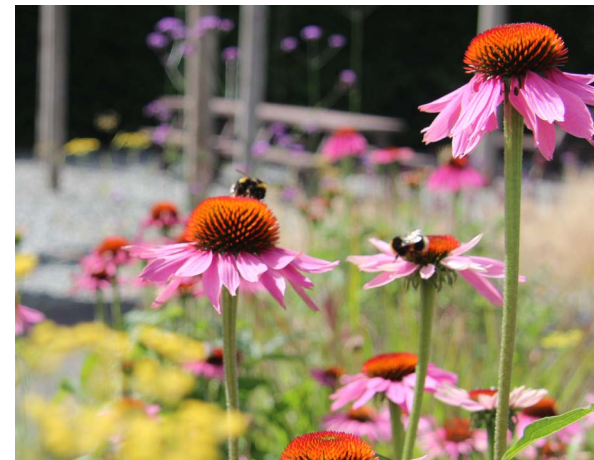
1 | Naturalistic perennial planting mixes



2 | Woodland plant communities

Resilient

It is beneficial to create a balance of native and non-native species to ensure mixes are more resilient to extreme weather conditions such as drought or heavy rainfall. A wide diversity in species also supports wider ecosystems such as more diverse pollinator communities for longer periods of the year.



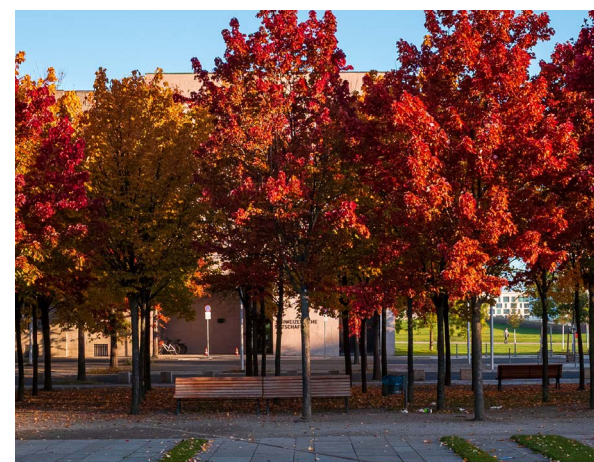
3 | Pollinator friendly planting



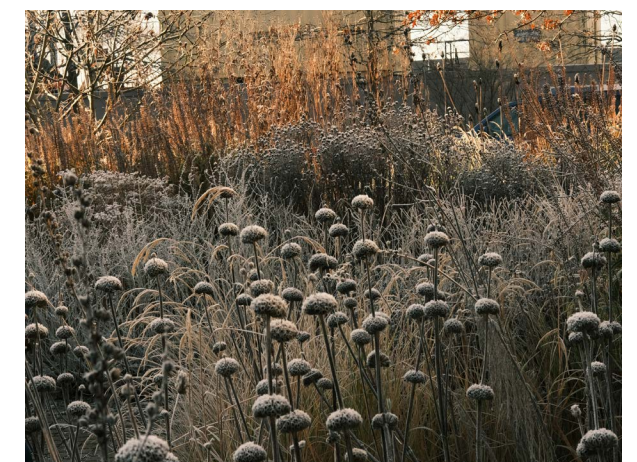
4 | Mix of native and non-native species selected for SuDS features (Green Blue Urban)

Seasonal Interest

Planting mixes should maintain seasonal interest throughout the year. From early-spring flowering trees, to wildflower meadows in summer, bright autumnal coloured feature trees, and structural seed heads and textural grasses retained throughout winter.

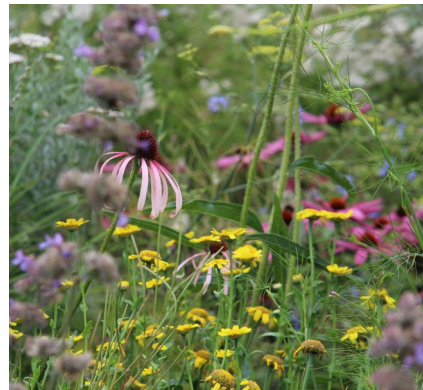


5 | Formal feature tree planting celebrating autumnal colours



6 | Structural planting and rich textures emerge during winter months

Planting Typologies



1 | Shrub-herbaceous mix



2 | Woodland shade mix



3 | SuDS swales and rain garden mixes



4 | Species-rich lawn



5 | Green roof

Tree Typologies



2 | Formal urban tree layout framing the civic space (Image: Green Blue Urban)



3 | Scattered trees with open canopy and mix of multistem and clear stem trees where appropriate

Legend

- Phase 1 boundary
- New trees
- Shrub-herbaceous mix
- Woodland shade mix
- SuDS swales and rain gardens
- Species-rich lawn
- Green roofs



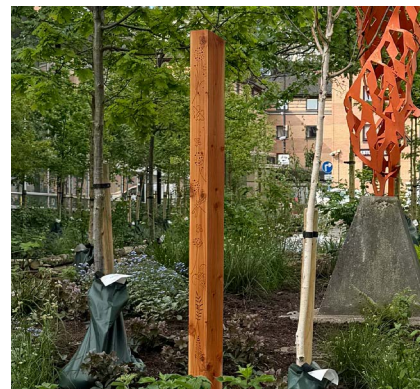
Figure 11.12: Planting strategy plan

11.13 Habitat Enhancement

Alongside the creation of significant new areas of planting, a number of habitat features are proposed across the site, informed by the recommendations of the Ecology Appraisal (Arbtech, PEA, March 2025), including bat boxes, bird boxes, swift bricks, bee bricks and bee posts.



1 | Integrated bat boxes



2 | Bee posts



3 | Bird boxes

Legend

- Phase 1 boundary
-  Bat boxes
-  Bird boxes on buildings (swifts and sparrows)
-  Bird boxes on trees (nest boxes and / or robin boxes)
-  Bee posts



Figure 11.13: Habitat enhancement plan

11.14 BNG Strategy

The site is viewed as a multi-layered mosaic of habitats which will be comprised of retained existing and enhanced habitats, and additional new habitat types which will contribute to an overall increase in habitat diversity on the site. Alongside offsite mitigation, these sitewide proposals achieve 10% biodiversity net gain.

As shown in the plan opposite, there are a range of new habitat types proposed on site, which will benefit a wide variety of species as well as people and the wider urban environment in Huyton. In addition to the retention of mixed scrub, trees and hedgerow, new trees and hedgerows will be introduced to partially replace those removed due to proposed building works. In addition, a mix of wildflower meadows, modified grassland (including species-rich lawns and perennial planting

Legend

- Phase 1 boundary
- Outline application boundary
- Retained urban trees
- New urban trees
- Native hedgerow
- Wildflower meadow
- Modified grassland
- Mixed scrub
- Sustainable Urban Drainage System
- Green roof



Figure 11.14: BNG Strategy

11.15 SuDS Strategy

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 for future buildings to be developed across the masterplan.

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

Refer to the Drainage Strategy (HRH-BHE-ZZ-XX-RP-S-0100) for more detail.

SuDS Diagram Legend

- Phase 1 boundary
- Proposed buildings
- Existing buildings
- Permeable paving
- Rain garden



Figure 11.15: 1 | Swales, Grey to Green, Sheffield



Figure 11.16: 2 | Rain garden, (Image credit: Green-Blue Urban)

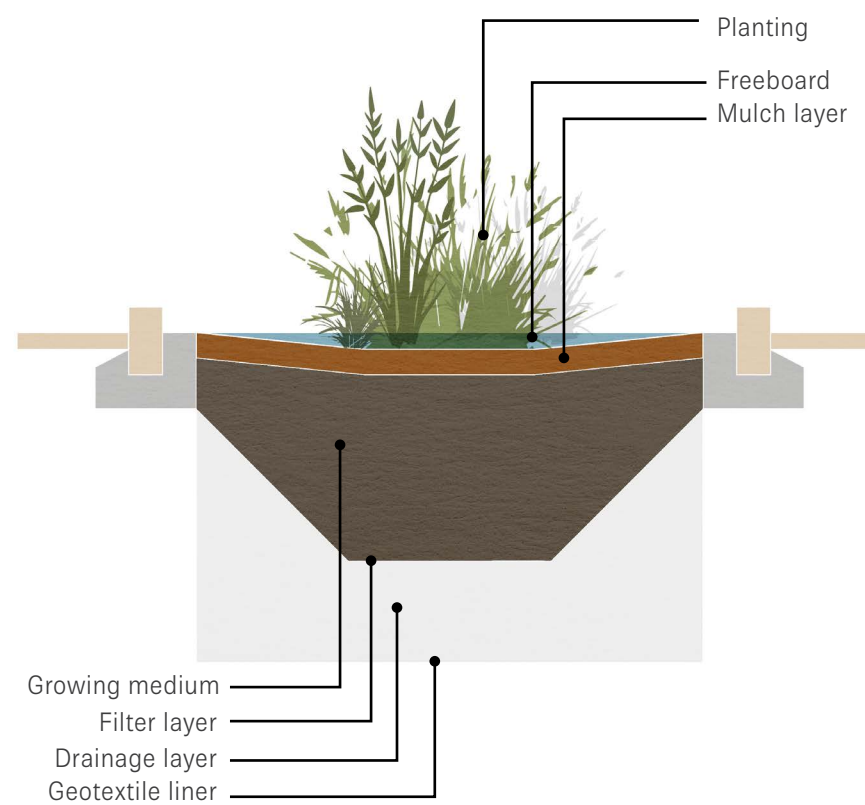


Figure 11.17: 3 | Rain garden - Typical section



Figure 11.18: SuDS Strategy Plan



11.16 CCTV & Security Strategy

The design is informed by the principles of Secured by Design, maximising overlooking and passive surveillance and minimising hiding place and promoting activity through the integration of accessible active travel routes.

The scheme will benefit from new CCTV and a site-wide lighting strategy (described in the next section).

The majority of the site is free from vehicles with access controlled by street furniture positioning. Controlled access points in the form of telescopic bollards will be managed by the estate management company to allow maintenance and emergency vehicle access.



1 | Telescopic bollards



2 | Static bollards

Legend

- Phase 1 boundary
- ... Static bollards, street furniture and building edges
- ... Controlled access points
- ➔ Vehicular areas + car park access
- Maintenance / emergency access
- Hoarding of future plots within P1 boundary
- ➔
 CCTV locations



Figure 11.19: CCTV & Security Plan



11.17 External Lighting Strategy

A hierarchy of lighting is proposed to ensure key pedestrian routes and spaces are illuminated to ensure safe use in hours of darkness and low light utilising both column lights and building mounted lighting. Additional bollard lighting is proposed around the edge of the Village Green to light informal routes and discourage anti-social behaviour.

In addition feature lighting is proposed around the Cenotaph and adjacent seating walls, as well as to illuminate the building facades.

A suitable warm colour temperature is proposed along with dynamic lighting to reduce the impact on nocturnal wildlife.

Refer to Lighting Assessment for further details:
(ZG-DWG-0002420007-EXT-R00-04072)



1 | Column light



2 | Recessed strip light



3 | Recessed wall light



4 | Tree uplight



5 | Cenotaph lighting (architectural uplighting TBC)



6 | Illuminated bollard

11.17 Lighting Strategy Plan

This plan indicatively shows lighting locations. Exact spaces are indicative.

Refer to Lighting Assessment for further details:
(ZG-DWG-0002420007-EXT-R00-04072)

Masterplan Legend

-  Phase 1 boundary
-  Column light
-  Recessed wall light
-  Recessed strip light
-  Bollard light
-  Tree uplighter



Figure 11.20: Lighting Strategy Plan



11.18 Landscape Character Areas

The appearance of the public realm will have consistent elements within the built environment to give St Michael's place a recognisable character that responds to the existing and emerging context of Huyton town centre and sets the tone for future development phases. Within this overarching St Michael's Place identity, the design responds to variations in the physical environment, microclimate and adjacent building uses, creating a number different landscape character areas.

The public realm within the detailed application is comprised of four proposed character areas; the **Civic** centre, the **Village Green**, **The Glades**, and the **Playful Wild Edge**.

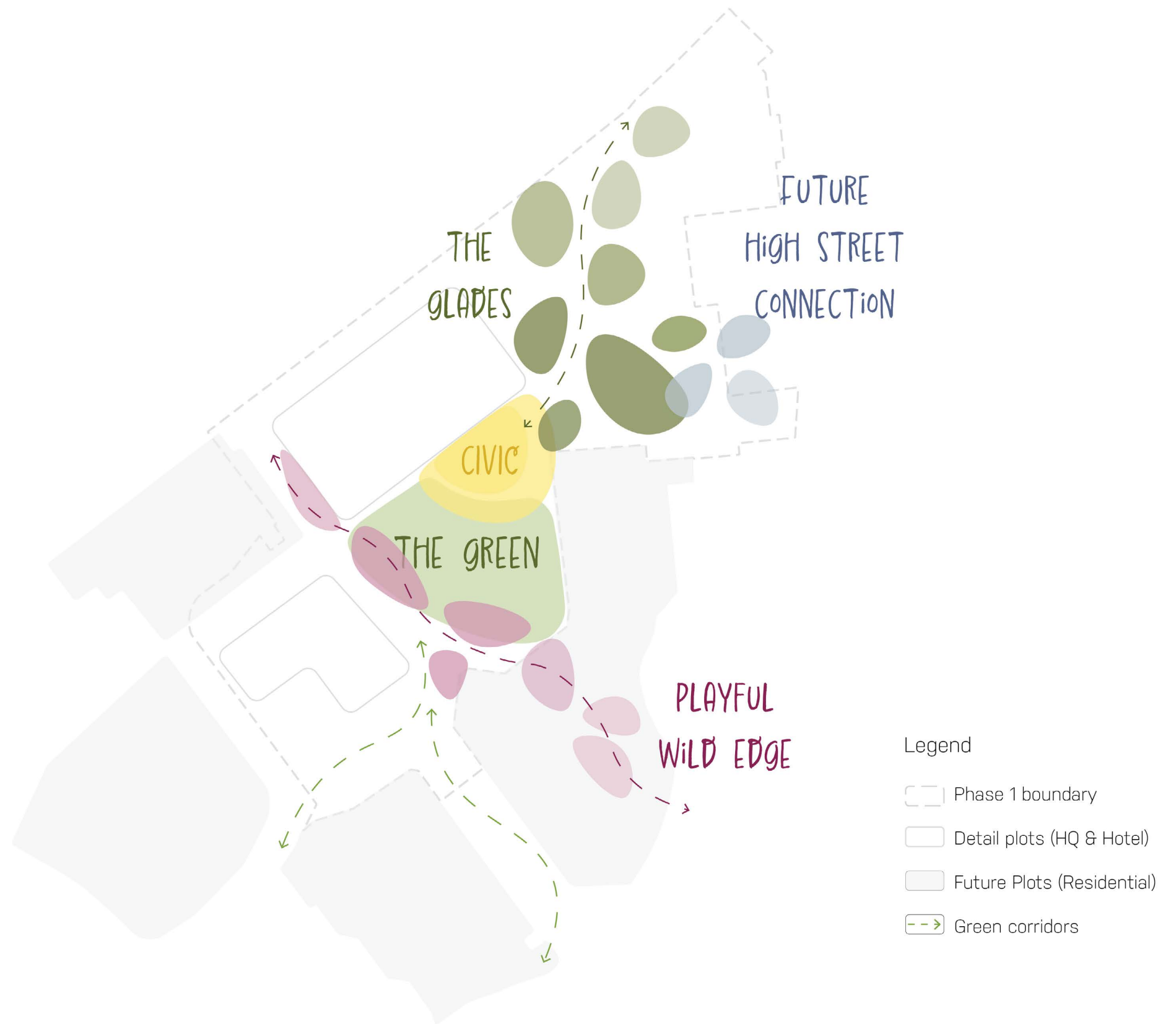


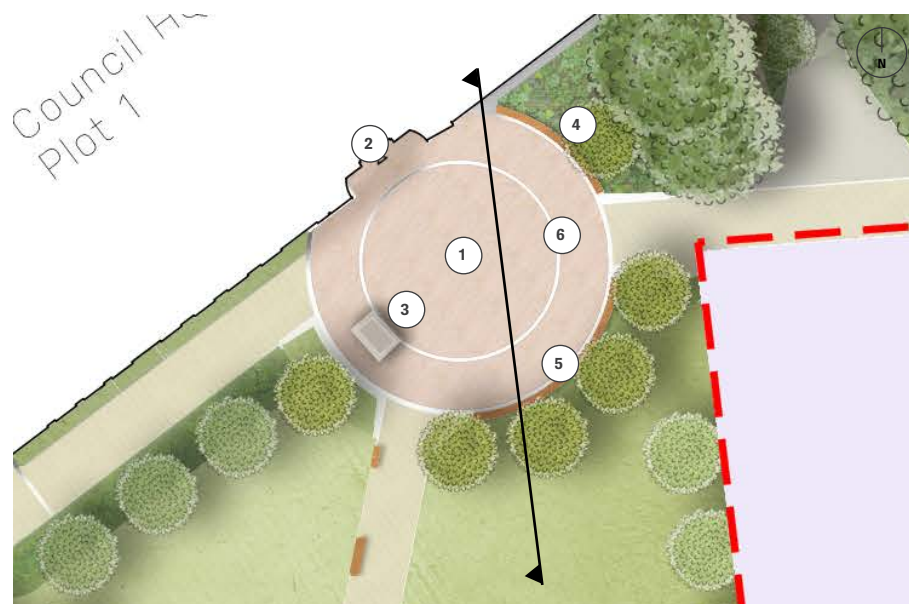
Figure 11.21: Landscape Character Area Plan



11.19 Character Area 1: Civic

The **Civic** plaza provides a formal setting for the Cenotaph and arrival space for the new Council Head Quarters. Relocated from its current location on Civic Way, the Cenotaph structure sits off centre within a simple circular space is defined by raised seating walls and an arc of trees, designed to host ceremonial events.

The space creates a generous entrance for the new Council Headquarters incorporating elements of public art within the paving and seating walls that responds to elements within the building design.



- ① Central events space
- ② Council HQ main entrance
- ③ Relocated Cenotaph
- ④ Formal tree planting with striking seasonal colours frame the space
- ⑤ Curved seating with arm and back rests
- ⑥ High-quality paving with etched artwork inspired by local architecture



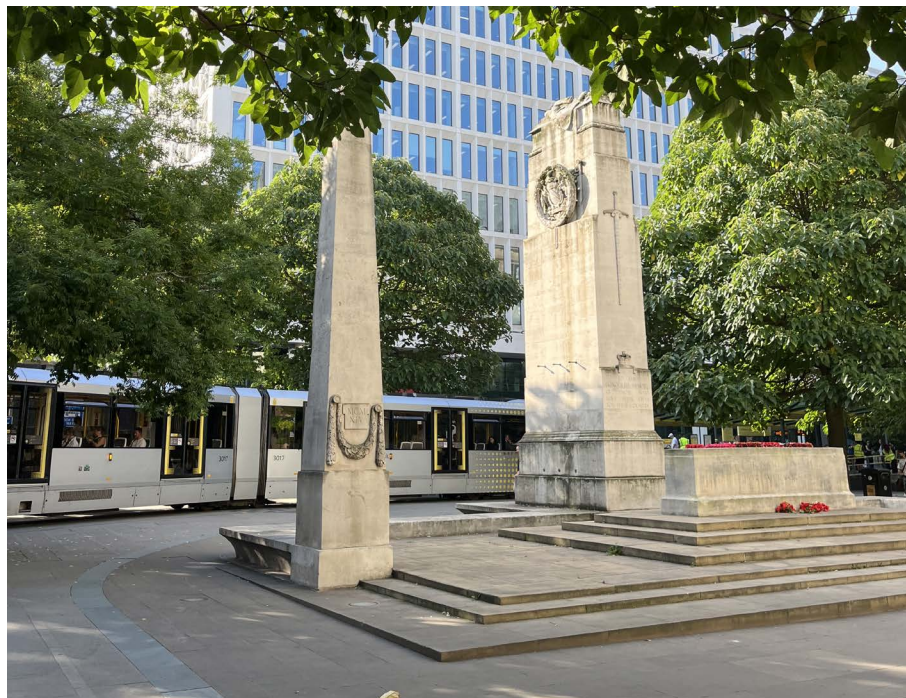
Figure 11.22: Landscape Character Area 1 Visual

Illustrative Section



Figure 11.23: Indicative Section

Precedents



1 | St Peter's Square, Manchester



2 | Tree planting with bold seasonal interest

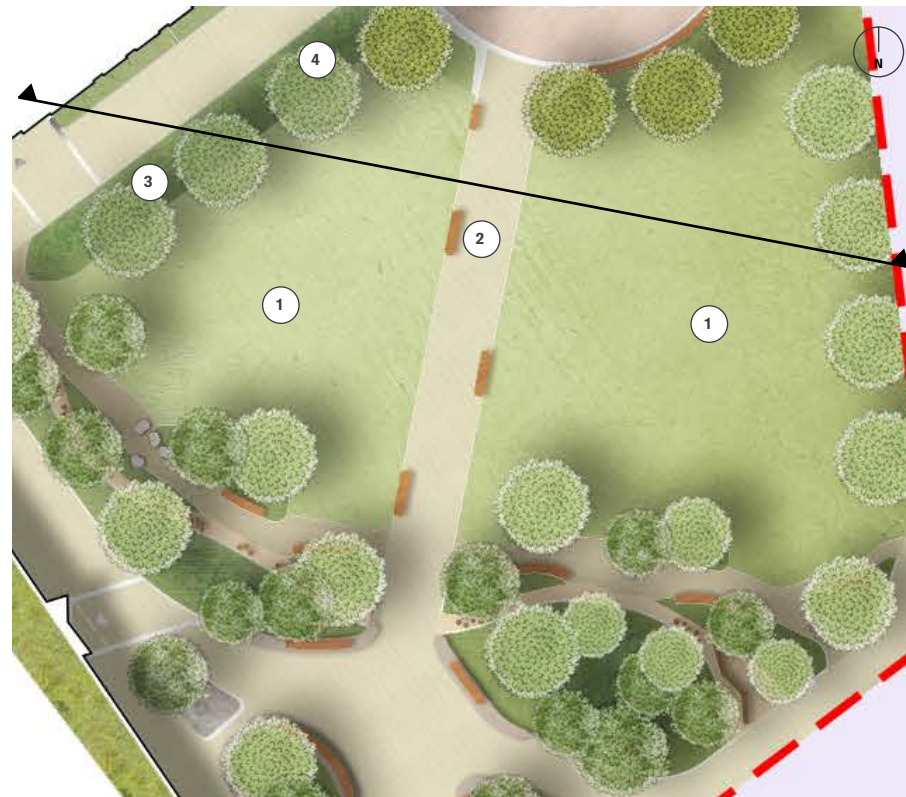


3 | Raised planters with seating to formal centre (Image credit: Green Blue Urban)

11.20 Character Area 2: The Village Green

The **Village Green** forms the most significant area of public open space within the St Michael's masterplan and Huyton Town centre. The space is fronted onto by the new Council Headquarters and Hotel buildings from the north and west with further active frontage planned via the future outline residential plots to the south and east.

The Village Green consists primarily of two lawn spaces, dissected by a central pedestrian route providing a connection between Derby Road and the train station to the south. Formal tree planting is proposed along the northern edge along the Council Headquarters elevation and alongside a SuDS swale. Informal tree groups define the southern and western edges running either side of a secondary path with naturalistic planting and seating.

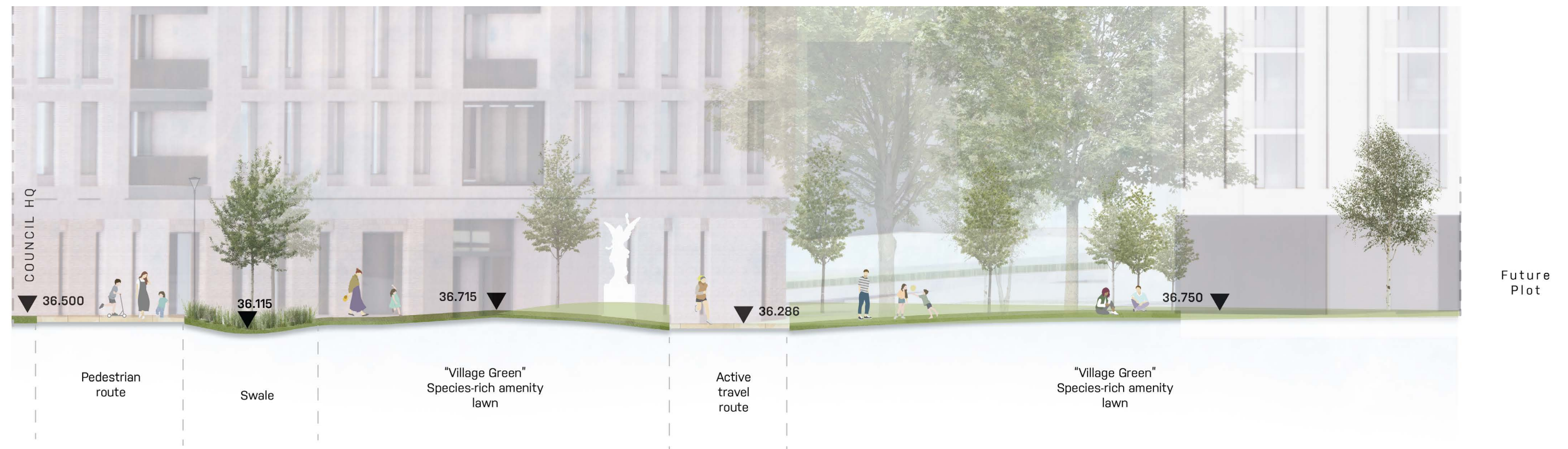


- ① Amenity spaces with species-rich lawn
- ② Primary pedestrian and active travel route
- ③ SuDS and rain gardens
- ④ Tree planting

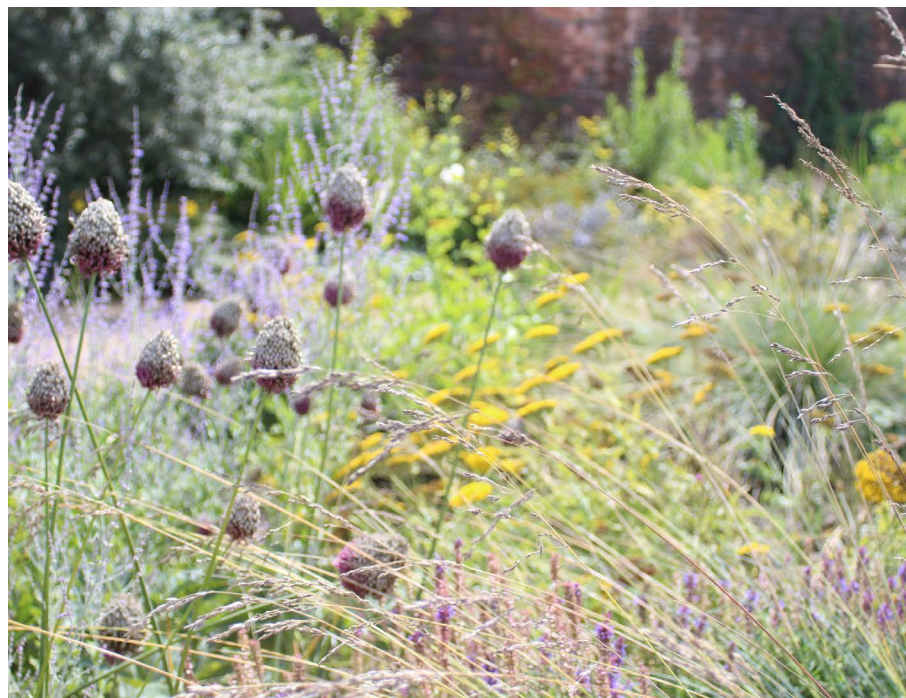


Figure 11.24: Landscape Character Area 2 Visual

Illustrative Section



Precedents



1 | Diverse planting typologies including swales, species rich amenity lawn and perennial-shrub mixes



2 | Clear and legible combined pedestrian / cycle routes (Image credit: Gillespies, Ben Page)



3 | Public green, Television Centre (Image credit: Gillespies, John Sturrock)

11.21 Character Area 3: The Glade

The Glades character is derived from the pockets of space created between retained existing mature trees. Quieter seating spaces sit beneath the dappled shade created by the tree canopy, enclosed by seating walls and low woodland planting.

Activity and overlooking of this area are provided by the new active travel link to Archway Road and renovated Cavendish House building, as well as a separate entrance for Children's Services provision within the Council Headquarters.

The hard surfaced area to the west of Cavendish House will have interjections of new rain garden planting, a new visitor entrance, visitor parking and a community garden space.



- ① Retained existing mature tree character
- ② Quiet seating spaces set back from primary pedestrian route
- ③ Community garden
- ④ Pedestrian connections to Derby Rd High St
- ⑤ Connection to Archway Rd
- ⑥ CHQ service area and disabled parking
- ⑦ Entrance to children's services



Figure 11.26: Landscape Character Area 3 Visual

Illustrative Section



Figure 11.27: Indicative Section

Precedents



1 | Quiet seating pockets below mature woodland canopy, Alfred Place (Image credit: LDA Design)



2 | Understorey woodland planting to meandering pathways

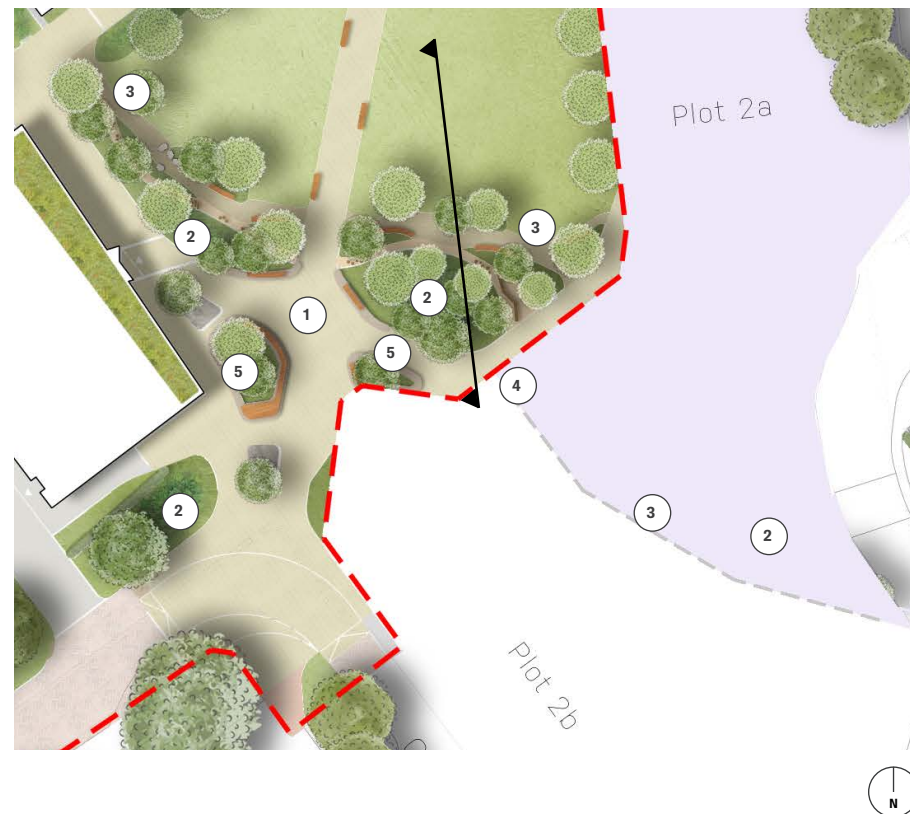


3 | Key pedestrian and cycle routes, Media City (Image credit: Gillespies, Ben Page)

11.22 Character Area 4: Playful Wild Edge

The **Playful Wild Edge** is a series of green spaces meandering from northwest to southeast along the southern edge of the Village Green, leading between Archway Road and Derby Road. A trail of informal play and grouped seating features sit within pockets of naturalistic rain garden planting encouraging all ages to engage with nature and exploratory play.

The naturalistic planting and scattered trees create a transition from the Civic and high street environments to the north and east of St Michael's Place, and the future outline residential plots to the south and west.



- ① Primary pedestrian route
- ② SuDS and rain gardens
- ③ Informal secondary pathways with seating and natural incidental play opportunities
- ④ Formal play equipment
- ⑤ Seating walls and raised planters



Figure 11.28: Landscape Character Area 4 Visual

Illustrative Section

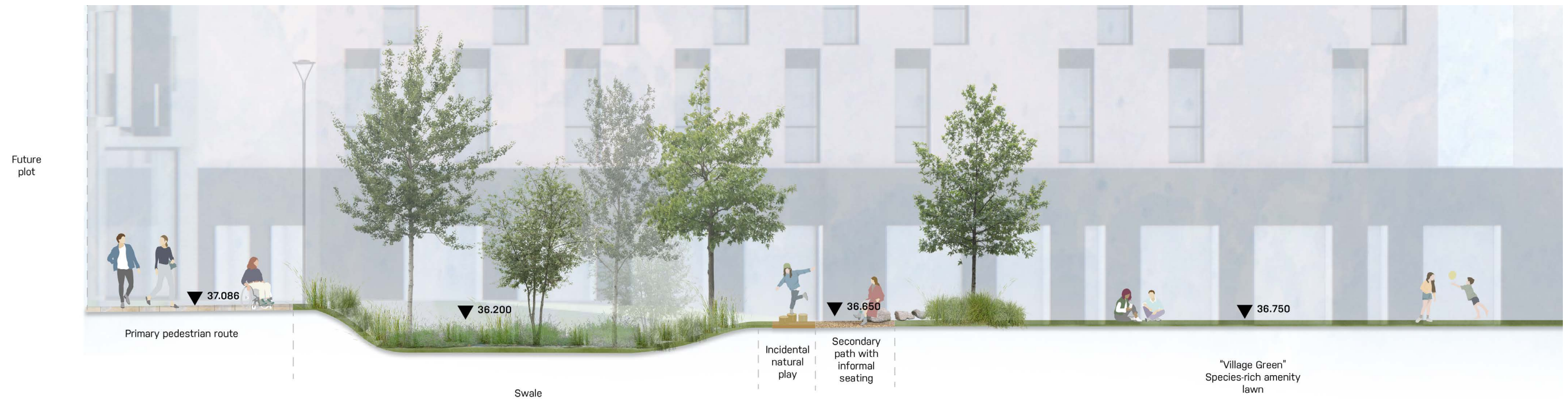


Figure 11.29: Indicative Section

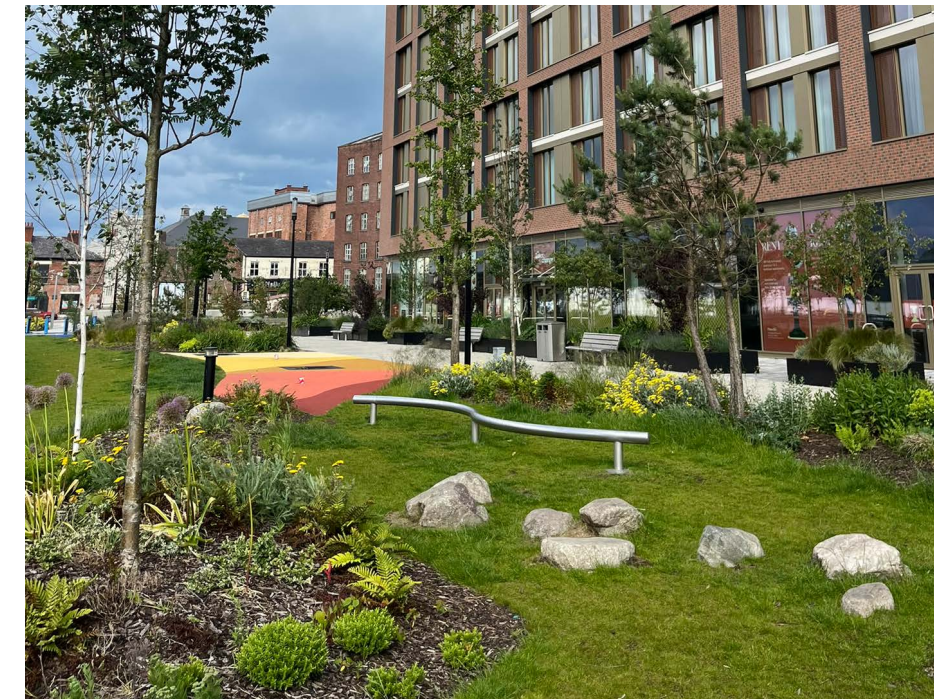
Precedents



1 | Diverse planting typologies and rain gardens as part of a site-wide SuDS strategy (Image credit: Gillespies, Giles Rochell)



2 | Pockets of incidental play and social seating (Image credit: LDA Design)



3 | Informal secondary paths and play opportunities running between planting and mounded earthworks

11.23 Design Palettes: Planting

The palette of soft materials for the public realm in the detailed application is informed by the character areas as set out previously, alongside the planting strategy.

Character Areas	Palette									
The Glade Mix of perennials, grasses and ferns with woodland bulb underplanting, including a mix of evergreen species for seasonal interest. Species planted under dense areas of new and existing trees so are adapted to thrive in shaded and partially shaded areas. A mix of native and non-native species are selected.	Perennials									
		Ajuga reptans	Brunnera macrophylla	Galium odoratum	Myosotis sylvatica	Myrrhis odorata	Primula veris	Stachys officinalis		
	Grasses			Shrubs			Ferns			
Hakonechloa macra		Carex pendula	Sarcococca hookeriana var. humilis		Danae racemosa	Asplenium scolopendrium		Dryopteris affinis	Dryopteris felix-mas	
Bulbs										
	Anemone nemorosa	Fritillaria meleagris	Hyacinthoides non-scripta							

Character Areas

Palette

Civic

Mix of native and non-native species with a naturalistic character. Species are selected to benefit pollinators and create a rich border to the central space with a variety of structures and textures providing seasonal interest throughout the later seasons.

Perennials



Allium
hollandicum



Bistorta
officinalis



Salvia
nachtylinder



Achillea
'Moonshine'

Grasses



Deschampsia cespitosa
'Goldtau'



Carex
pendula



Anemanthele
lessoniana

The Village Green

The amenity area of the central green will be comprised of species-rich lawn comprised of a wildflower and non-invasive grass mix suitable for mowing. Avenues of trees line the green, providing seasonal interest.

Species-rich lawn



Achillea
millefolium



Agrostis
stolonifera



Centarea
nigra



Festuca
ovina



Festuca
rubra



Lotus
corniculatus



Poa
pratensis

Bulbs



Plantago
lanceolata



Primula
veris



Prunella
vulagris



Trifolium
pratense



Trifolium
repens



Spring flowering
crocus mix



Tulipa sylvestris

Character Areas

Palette

Approaches and Playful Wild Edge

The playful wild edge and approaches into St Michaels Place are comprised of a mix of native and non-native trees, herbaceous perennials, shrubs and grass species, providing seasonal interest.

Shrubs



Viburnum opulus



Sambucus nigra
'Black Beauty'

Perennials



Anthriscus sylvestris
'Ravenswing'



Oenothera lindheimeri
'Whirling Butterflies'



Rudbeckia
fulgida var. deamii



Persicaria amplexicaulis
'Firetail'

Grasses



Carex pendula



Eragrostis
curvula



Miscanthus sinensis
'Yakushima'

SuDS / Rain Garden Mix

A mix of native and non-native species tolerant of both prolonged wet and dry periods.

Perennials



Ajuga
reptans



Iris
sibirica



Leucanthemum
vulgare



Persicaria
amplexicaulis

Grasses



Deschampsia
cespitosa

Shrubs



Cornus
sanguinea



Salix
cinerea



Corby's
canadensis

11.24 Design Palettes: Tree

Character Areas	Palette						
The Glade Tree species with denser canopies enhance the woodland character of the existing mix.							
	Quercus palustris	Acer campestre	Betula pubescens				
Civic Feature trees with bright autumnal colours enhance the formal central space surrounding the cenotaph and event space.							
	Acer rubrum						
The Green Avenues of trees with an open canopy line the green, providing a sense of enclosure. Specimens are selected with clear stem to maintain clear sightlines.							
	Alnus gutinosa	Betula utilis subsp. Albosinensis	Betula pendula	Crataegus laevigata	Prunus avium	Quercus palustris	Sorbus aucuparia
Approaches & Playful Wild Edge A selection of native and non-native trees with playful pops of colour and blossoms for year-round seasonal interest.							
	Prunus avium	Ginkgo biloba	Sorbus torminalis	Betula pendula	Betula utilis subsp. Albosinensis		

11.25 Design Palettes: Hard Materials

The palette of hard materials for the public realm in the detailed application is informed by the site-wide plot guidance set out earlier in this document, which responds to the surrounding buildings and existing town centre context, including nearby conservation areas.

Paving

The materials are chosen to reflect the hierarchy of routes and spaces within a subtle range of warm buff colour tones. The primary routes and spaces consist of natural stone granite, with the Civic area around the Cenotaph being pink-grey porphyry to provide an elevated sense of quality within the ceremonial space. Secondary routes are proposed as high-quality pre-cast natural stone aggregate paving and tertiary areas around the buildings as precast concrete paving.

Self-binding gravel is proposed along the informal path flanking the Village Green and play bark through the informal play trail. Rubber bonded mulch is proposed within the small play space to the south of the Phase 1 area and a gravel maintenance strip is proposed around the building facades, where required.

All materials are chosen to be robust and suitable for the proposed use and location. Products will be readily available to allow for ease of maintenance and replacement.

Kerbs & Edges

Kerbs and edging material will in the most part match the adjacent paving material. Flexible metal edging will be used in areas of self-binding gravel materials and areas of no-dig construction close to existing trees.

The specification of highways road kerbs will be agreed with KMBC Highways.



Figure 11.30: Surface treatment and materiality at Stable Street, Kings Cross, London



Figure 11.31: First Street, Manchester



Figure 11.32: Gravel path with drainage and seating built into planters



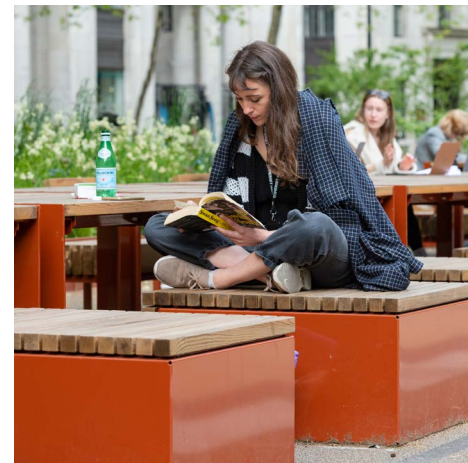
Figure 11.33: Hardscape path with separated cycle lane, Stockport Interchange by BDP

Material Typology	Locations	Palette					
Natural Stone	Primary High quality, natural stone feature paving, emphasising primary locations and connective routes including the setting for the cenotaph and council HQ.	<i>PT1: Natural Stone</i> Material: Granite Setts Sizes: 100 x100 mm Colour: Pink-grey mix Finish: Flamed Notes: Permeable jointing		<i>PT2: Natural Stone</i> Material: Granite mix Sizes: 200-400 x 200 mm Colour: Buff-grey mix Finish: Flamed Notes: Permeable jointing		<i>PT3: Natural Stone</i> Material: Granite mix Sizes: 150-300 x 100 mm Colour: Buff-grey mix Finish: Flamed top Notes: Vehicular traffic	
Stone aggregate paving Block paving	Secondary Secondary pedestrian routes and pedestrian spaces.	<i>PT4: Stone aggregate paving</i> Material: PCC paving with buff coating Sizes: 210 x 105 mm Colour: Natural top layer Notes: Permeable drain joint		<i>PT5: Block paving</i> Material: PPC unit block paving Sizes: 300 x 200 mm Colour: Natural Notes: Permeable unit / jointing		<i>PT10: PCC Block paving</i> Material: PCC unit block paving to match existing on Civic Way Sizes Notes:	
Self binding gravel Gravel	Tertiary Self binding gravel to informal pedestrian pathways. Loose gravel applied to maintenance zones.	<i>PT6: Self-binding gravel</i> Material: Self-binding gravel Sizes: 0-6mm particles / 75mm depth Colour: Gold		<i>PT11: Gravel</i> Material: Loose granite gravel Sizes: 10mm Colour: grey-pink mix Notes: inert			
Play surfacing Play Bark	Play surface applied in formal play areas. Play bark applied to incidental natural play features.	<i>PT7: Play surfacing</i> Material: Rubber bonded mulch Sizes: Depth dependent on critical fall height Colour: Orange/red Notes: Porus		<i>PT8: Play bark</i> Material: FSC Pine bark-based loose impact absorbing surface Sizes: 10-40 mm particles / 100 mm depth Colour: Natural			

11.26 Design Palettes: Street Furniture

Town and Industry

Strong themes of the more recent evolution of Huyton, in particular the industrial history which is represented by a mix of chunky steel features with timber tops. Coloured powder-coated steel features on seating pieces and more functional aspects such as cycle stands and bollards pick up on the presence of engineering brick associated with the railway and more recent grey/black brick buildings within the centre. The colours also reference underlying coal seams and historic mining in the area. The soft tones of warm brick associated with the local village character are interwoven for pops of colour.



1 | Chunky steel feature seating, introducing playful pops of colour amongst the predominantly dark grey street furniture (Image: Vestre AS)



2 | Dark grey steel seating with timber tops



3 | Cycle stands, mixed-use bins and other functional aspects composed of dark grey powder-coated steel (Image: Vestre AS)



Village

Themes of the village character and the natural environment are brought through the Glades from emerge with the implementation of street furniture with chunky timber features, with minimal pops of colour in the warm red steel features representing the red brick typical of the village character areas in Huyton.



1 | Chunky timber features with hints of warm brick coloured steel (Image: Vestre AS)



2 | Chunky timber features with hints of warm brick coloured steel (Image: Vestre AS)



3 | Timber wrapped litter bins (Image rights required)



Furniture Typology

Palette

External Structures	Planter Walls Material: Granite cladding & coping Sizes: H450mm x L varies Colour/finish: Grey flamed 	Steps & Handrails Material: Steps - solid granite unit Handrails - PPC Steel, s/s fixings Colour/finish: TBC / PPC 	Raised timber planters Material: Site won timber logs Sizes: 300-500mm H x L x W varies Colour/finish: Natural 
Seating	Seating Walls Material: FSC Hardwood searing slats with s/s fixings Sizes: D500mm x L varies Colour/finish: Natural/smooth planed Notes: Back & armrests at regular intervals 	Benches Material: FSC Hardwood Bench Sizes: H450mm x L varies Colour/finish: Natural/smooth planed Notes: Back and armrests 	Seating Boulders Material: Locally sourced red sandstone Sizes: H 400-600 x W 400-600 x L 800-1200 mm Finish: Free from sharp edges 
Play equipment	Play Equipment Material: PPC with s/s fixings Size: Varies Colour/finish: TBC / PPC Notes: Specification by specialist play contractor 	Natural Play Equipment Material: FSC Hardwood & Natural Stone Sizes: Varies Finish: Smooth finish, free from sharp edges 	
Wayfinding, interpretation and habitat structures	Wayfinding finger post Material: PPC Steel with s/s fixings Sizes: 3000 H x 100mm dia. post Colour/finish: TBC / PPC 	Interpretation boards Material: PPC Steel Sizes: 1200 H x 250 W x 5mm D Colour/finish: TBC / PPC Notes: Lecturn sign with bespoke display 	Bee posts Material: FSC Timber Sizes: 1800 H x 120D x 120mm W Colour/finish: Natural/ planed 
Other functional features	Litter & Recycling Bins Material: PPC Steel with s/s fixings Sizes: 1100 H x 650 L x 400 D Colour/finish: TBC / PPC Notes: Place branding added to exterior 	Cycle Stands: Material: Stainless steel Sizes/finish: TBC Cycle Repair Stations: Material: PPC Steel with s/s fixings Sizes: 1504 H x 250 D x 500 W mm Colour/finish: TBC / PPC 	Bollards Material: PPC Steel with s/s fixings Sizes: 670H x 90mm dia. Colour/finish: TBC / PPC 

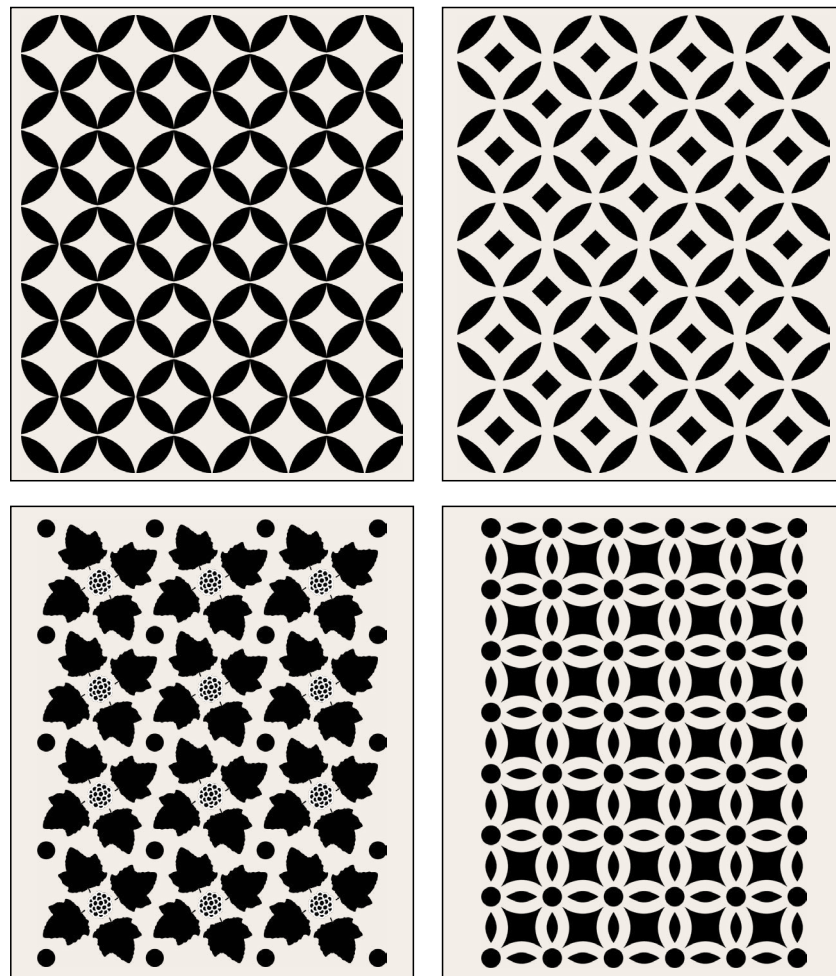
11.27 Design Palettes: Narrative and Identity

Developing on themes of narrative and identity, bespoke art features will be implemented within the landscape elements, including street furniture and paving.

Features are centred around the central civic space, responding to the high quality, formal setting in front of the council HQ with interspersed paving features placed along key approaches.

Identity

(Refer to Chapter 9 - CHQ 09.3.1 Local Character - Patterning)



Pattern detailing design development

Ongoing design development influenced by the local context & character

Street Furniture Precedents



(Image credit: Hardscape)

Paving Precedents



(Image credit: Hardscape)





Renold Building, 32a
Altrincham Street,
Manchester, M1 7JR

