

Planning Statement

St Michael's Place, Huyton

Genr8 Kajima Regeneration Limited

October 2025

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1. Introduction

- 1.1 This Planning Statement has been prepared by Turley on behalf of Genr8 Kajima Regeneration Limited (“the Applicant” or “GKRL”). It is submitted in respect of a hybrid planning application (“The Application”) for ‘St Michael’s Place’, Huyton (“The Site”) a mixed-use development comprising a new Council Headquarters for Knowsley Metropolitan Borough Council (“KMBC”), hotel, public realm, residential and commercial floorspace with associated enabling and infrastructure works (“the Proposed Development”).

The Applicant

- 1.2 St. Michael’s Place is being led by KMBC, the principal landowner, in partnership with Genr8 Kajima Regeneration Limited (GKRL). KMBC is dedicated to creating a vibrant, sustainable, and inclusive centre for Huyton that serves the needs of residents, businesses, and visitors. KMBC has partnered with GKRL, an established regeneration specialist known for creating aspirational, dynamic, and sustainable spaces where communities can grow and thrive.
- 1.3 As a specialist in urban regeneration, GKRL has successfully delivered over £100 million in high-quality, community-focused centre projects across the UK. With expertise in placemaking, commercial development, and public-private partnerships, the company has transformed urban areas by delivering new homes, jobs, and modern amenities that support local economies and meet evolving community needs.
- 1.4 GKRL works closely with local authorities, stakeholders, and residents to ensure projects are inclusive, forward-thinking, and tailored to the unique character of each place. Their focus is on creating vibrant, mixed-use environments that not only drive economic growth but also create lasting social value.

Proposed Development

- 1.5 The Proposed Development comprises a comprehensive redevelopment of Huyton town centre (also known as ‘the Village’). The overall aim of the Proposed Development is to regenerate the prominent site which is largely dominated by hardstanding materials with a unique and vibrant mixed-use scheme which improves permeability within the Village whilst introducing a new sustainable community with improved social prospects and job opportunities.

- 1.6 The application is hybrid in format comprising the following elements:

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.

Outline application comprising details of access, with all other matters reserved 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.”

- 1.7 The Development Specification, read together with the Parameter Plans and Design Code submitted with the Application provide the development parameters and controls for the scheme.
- 1.8 The detailed elements include a new 5-storey Council Headquarters, a 6-storey, 130-bed hotel, and a reconfigured Cavendish Walk with flexible commercial and community uses provided. The Proposed Development also features a new 1.4-hectare ‘Village Green’ with pedestrian and cycle links, sustainable drainage infrastructure, upgraded access roads, surface-level parking, and the relocation of the town’s Cenotaph.
- 1.9 The outline elements will be subject to a range of parameters which will guide use, quantum, and height. In respect of use, the proposed parameters are deliberately flexible to allow a wide range of development options to come forward depending on market trends and other demographic factors. This includes up to 420 no. residential units, up to 5,600 sqm of commercial floorspace, a new decked car parking at Lathom Road (up to 400 spaces), alongside active travel facilities and public realm improvements connecting to Derby Road and provision for sport and recreation uses, pocket parks, community gardens, and event spaces on a temporary basis.

Figure 1.1: Illustrative Masterplan



- 1.10 The application is preceded by an enabling works application which was approved by KMBC in July 2022 (ref. 23/02803/FUL). These enabling works include site remediation, and ground profiling which will render the Site ‘development ready’ and ultimately assist in accelerating the delivery of St Michael’s Place.

Purpose of this Statement

- 1.11 This Statement is intended to assist KMBC, as the Local Planning Authority (“LPA”) in determining the application, by providing an evaluation of the Proposed Development against relevant planning considerations. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Statement considers the conformity of the Proposed Development with the Local Development Plan and the weight to be applied to other material planning considerations.

Application Documents

- 1.12 A list of the documents submitted in respect of this hybrid application is provided at Appendix 1. A review of relevant documents is provided within this Planning Statement. For ease, the list has been updated to reflect the finalised version of each document.

Structure

- 1.13 The remainder of this Planning Statement is structured as follows:
- **Section 2** sets out the strategic importance of the scheme and its benefits
 - **Section 3** provides an overview of the pre-application consultation
 - **Section 4** describes the planning history of the site
 - **Section 5** describes the application site and its surroundings
 - **Section 6** summarises the development proposals
 - **Section 7** provides an overview of the relevant planning policies
 - **Section 8** appraises the development proposals against strategic policies
 - **Section 9** appraises the development proposals against development management policies
 - **Section 10** provides a summary and concluding remarks

2. Delivering Generational Change for Huyton Village

Project Vision

- 2.1 The vision for St Michael's Place is to 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. As part of this redevelopment, KMBC is reducing the space they occupy across Huyton. Many of the current buildings are outdated, sprawling, costly and inefficient. Consolidating KMBC's footprint will make land available to deliver the masterplan which includes a new Council Headquarters building. This will sustain KMBC's estate for the long-term, and act as a catalyst to unlock further development within the Village. The masterplan will provide modern amenities, new employment opportunities and enhancements to the Village Centre to attract in new residents, visitors and business occupiers over the longer-term. St Michael's Place will support the delivery of a wider place vision for Huyton, which forms a core part of the transformation of Knowsley Borough. This project is a central part of KMBC's broader vision for place-making in Huyton, as outlined in the Knowsley Council Plan 2022–2025. It directly supports KMBC's overarching aim of *"Supporting Knowsley's people and communities to thrive."* This has evolved since the adoption of the Masterplan in April 2017, which then led to the agreement between Genr8 Kajima Regeneration Ltd (GKRL) and KMBC on 11th May 2023.
- 2.2 A key element of KMBC's continued investment in Huyton Village is the transformation of its 7-acre site - now known as St Michael's Place, named in recognition of the nearby historic St Michael's Church, a longstanding community landmark. St Michael's Place takes its inspiration from this and will be a place for the people of Huyton and wider community.

Strategic Context

- 2.3 Huyton is Knowsley's principal administrative centre, housing key civic, cultural, and leisure services. It accommodates KMBC's existing Headquarters and Huyton Library (which includes a contemporary art gallery).
- 2.4 In recent decades, Huyton - like many post-industrial towns - has experienced economic restructuring. Today, key employers include KMBC and various businesses within the service sector. However, the Village remains dominated by lower-skilled, lower-paid service sector employment.
- 2.5 The 2022 Liverpool City Region Town Centre Network and Hierarchy Review highlights several ongoing challenges:
- Above-average vacancy rates
 - Underrepresentation of leisure and evening economy uses

- A lack of "experiential" offerings, leading to low footfall and poor public perception
- 2.6 Despite being the Borough's main administrative hub and one of its three principal towns (alongside Prescott and Kirkby), Huyton Village does not currently meet the needs of residents. Many opt to shop and socialise in surrounding towns or out-of-town retail centres, which undermines Huyton's economic growth and vibrancy.
- 2.7 To address this, KMBC is seeking strategic support from partners, including the Liverpool City Region Combined Authority (LCRCA) and Homes England, to bring forward and initial phase of a comprehensive, mixed-use development at St Michael's Place. This initial phase is essential to unlocking future stages of regeneration as set out in the KMBC-endorsed Masterplan and Delivery Plan.

Benefit of the Proposed Development

- 2.8 The Proposed Development at St Michael's Place will generate significant economic, social, and environmental benefits, supporting the strategic objectives outlined in the Local Plan Core Strategy, as well as national, regional, and local frameworks. These benefits are detailed in the Economic Benefits & Social Value Statement (prepared by Turley) submitted in support of the application. Key benefits include:

Benefits during the Construction Phase

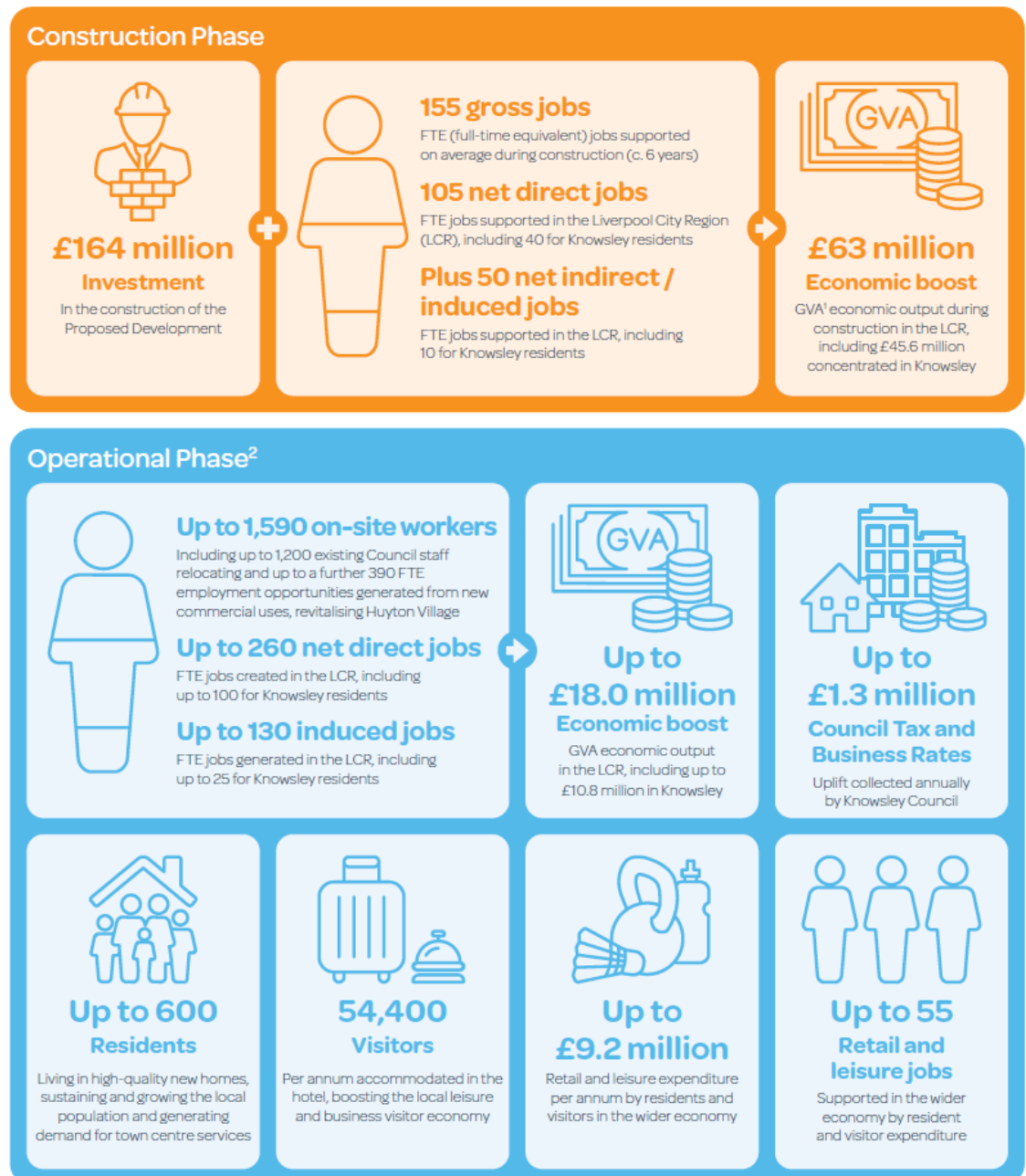
- 2.9 The construction phase will deliver a substantial economic impact, with a range of positive outcomes for the region, including job Creation both directly on-site and within the local supply chain, providing jobs for residents in Huyton and the wider region.
- 2.10 The construction phase will boost the region's economy, contributing millions in economic value, with a large portion benefiting Knowsley directly.

Benefits post-Completion

- 2.11 Upon completion, the development will continue to provide long-term benefits to the local economy and community. These include:
 - The development will attract new residents, bringing vibrancy and growth to Huyton.
 - New residents will contribute significantly to the local economy, supporting businesses, retailers, and service providers in the area.
 - The influx of residents and workers will generate increased demand for retail and leisure services, supporting local jobs and businesses.
 - The development will also generate substantial public revenue through Council Tax and Business Rates, contributing to the funding of essential local services.

- The development will create a wide range of employment opportunities, both for those directly working on-site and for residents of Huyton and the broader Liverpool City Region. The number of local jobs created will support the long-term economic health of the area.

Figure 2.1: Infographic demonstrating the economic benefits that would be realised through the Proposed Development



Tourism and Visitor Economy

- 2.12 The Proposed Development will also significantly boost the local and regional tourism economy. Key aspects include:
- The new hotel will attract visitors, enhancing Huyton's status as a destination and supporting the local tourism economy.
 - Increased visitor numbers will generate more spending in local retail, leisure, and tourism sectors, sustaining additional jobs in these industries.

Sustainable Regeneration and Long-Term Impact

- 2.13 Beyond the immediate economic benefits, the Proposed Development will contribute to the sustainable regeneration of Huyton, including :
- 2.14 Enhanced public realm and improved infrastructure will support local businesses and increase footfall in the area, making Huyton a more attractive place to live, work, and visit.
- 2.15 The development will be designed with community needs in mind, creating spaces that foster interaction and engagement, ultimately making Huyton a more vibrant and inclusive area.
- 2.16 The long-term sustainability of KMBC's estate and the wider regeneration of Huyton will leave a lasting positive impact on the Borough, ensuring future growth and prosperity for generations to come.

Project Timescales

- 2.17 It is anticipated that the detailed elements of the Proposed Development along with plot 9 will come forward first (with the associated reserved matters application to be submitted in 2026), with the remaining outline elements to follow. Table 2.1 sets out the phasing programme in which each development plot is anticipated to be brought forward.

Table 2.1: Indicative Phasing Plan

Plot	Anticipated Construction Period
1- Council HQ	Anticipated commencement and completion between 2027 and 2030
9 - Car parking, active travel facilities, Village Green and wider public realm	Anticipated commencement and completion between 2027 and 2030
4 – Hotel	Anticipated commencement and completion between 2027 and 2030

2b - Residential or Commercial	Anticipated commencement and completion between 2027 and 2030
3 - Residential or Commercial	Anticipated commencement and completion dates between 2028 and 2035
7 – Public Realm and Landscaping	Anticipated commencement and completion dates between 2028 and 2035
5 - Residential or Commercial	Anticipated commencement and completion dates between 2028 and 2035
6 – Residential or Commercial	Anticipated commencement and completion dates between 2028 and 2035
2a- Residential or Commercial	Anticipated commencement and completion dates between 2028 and 2035

- 2.18 Whilst the current phasing strategy targets full delivery within a 10 year period, in order to provide sufficient market flexibility, funding requirements and adapt to evolving markets and design/ build standards an implementation period of 15 years is requested as set out within the Applicant’s proposed conditions (under Appendix 4).

3. Scheme Evolution and Pre-Application Engagement

Public and Stakeholder Consultation

- 3.1 The Applicant has undertaken comprehensive engagement and pre-application consultation with key stakeholders and the community and is grateful for all feedback received as part of this consultation exercise.
- 3.2 The Applicant has sought to include the general public and key stakeholders from the onset and throughout the design evolution of the St Michaels Place proposals. A Statement of Community Involvement ('SCI') has been submitted in support of the application which outlines the steps and activities undertaken in order to provide opportunities for individuals and groups to shape the Proposed Development.
- 3.3 During the initial project inception stage, various mediums were used to obtain feedback from local businesses and the community.
- 3.4 Since 2018, GKRL and KMBC have undertaken extensive engagement to support the regeneration of Huyton Village. This included large-scale public surveys in 2019 and 2021, with over 1,000 responses informing the development of a Delivery Plan. Internal workshops, stakeholder forums, and ward member briefings have been held regularly, alongside targeted engagement with local businesses, community groups, and residents at events like 'Foodie Friday' and 'Tea and Tech'. KMBC also collaborated with the University of Liverpool on design concepts and hosted a ministerial site visit, with consistent support from local MPs for funding bids to support the redevelopment plans.
- 3.5 Most recently, a four-week public consultation took place from 29th April to 27th May 2025 to gather feedback on Proposed Development subject of this planning application. The process included two public exhibitions at The Village Green, attracting 82 attendees. A dedicated project website received over 5,000 visits, and targeted social media posts reached over 31,000 accounts. Leaflets were distributed to 750 nearby properties and made available at local venues, while an e-leaflet was sent to schools, businesses, and partner agencies. The consultation was also promoted via internal Council channels and through a press release sent to a wide range of local and trade media outlets.
- 3.6 The Applicant remains committed to working with the community throughout the detailed design stage and through to completion with a view to fully realising the economic, environmental, and social benefits presented through the Proposed Development as evidenced within this application.

Consultation with the LPA

- 3.7 In parallel with public and stakeholder engagement, the Applicant has undertaken ongoing and proactive consultation with the Local Planning Authority throughout the pre-application process.
- 3.8 As part of this engagement, the Applicant has held regular meetings with officers from the LPA, as well as with representatives from the Lead Local Flood Authority (LLFA) and KMBC's Highways team. These discussions have focused on key matters including design, access, movement, drainage strategy, and the integration of the Proposed Development within the wider regeneration framework for Huyton Village. The process has also allowed for agreement to the scope of this planning application and necessary supporting documents and surveys.
- 3.9 The Applicant has responded positively to the feedback provided through these consultations, making appropriate amendments to the proposals to address the design, technical and policy considerations raised. This collaborative approach has been integral to the refinement of the planning application, and the Applicant is committed to continuing this engagement as the project progresses through the planning and delivery stages.

4. Relevant Planning History

EIA Screening Opinion Request

- 4.1 The application is preceded by an Environmental Impact Assessment Screening Opinion Request (prepared by Turley) given the Proposed Development falls under Schedule 2 of the EIA Regulations. This was submitted separately to KMBC on 28th July 2025.
- 4.2 Table 6.1 of the Screening Opinion Request provides an appraisal of likely environmental effects across a range of topics including construction disturbance, contamination, visual amenity, impacts of the operational development on air quality and noise levels in addition to impacts on services arising from the introduction of a new resident population.
- 4.3 In all cases the report concludes that the impacts would not be significant, and any effects are capable of being successfully mitigated in line with the recommendations of Appendix 1 of the report which are reflected in the documentation submitted in support of the application and/ or are capable of being conditioned. Overall, the report concludes that the Proposed Development, including preceding enabling works, are unlikely to result in significant environmental effects thus ruling out the requirement to prepare an Environmental Statement.
- 4.4 The LPA confirmed in their Screening Opinion dated 12th September 2025 that the Proposed Development is unlikely to give rise to significant environmental effects from an EIA perspective. As a result, the LPA concluded that an Environmental Impact Assessment is not required in this instance (ref. 25/00446/SO).

Enabling Works Permission

- 4.5 The application is also preceded by a planning permission securing consent for enabling works across a central portion of the Site which was approved by KMBC in July 2022 (ref. 23/02803/FUL). These enabling works include site remediation, and ground profiling which will render the Site 'development ready' and ultimately assist in accelerating the delivery of St Michaels Place, however at the point of submission of this application are yet to commence.

Relevant Planning History

- 4.6 There is extensive planning history associated with the Site, with numerous minor planning applications securing alterations to existing and former office buildings. The more notable applications, in addition to key applications on surrounding land are set out within Appendix 3 of this statement. None are deemed to be of significant relevance to the Proposed Development, nonetheless, highlight a history of redevelopment within Huyton Village.

5. Site Description and Surroundings

Site Location

- 5.1 The Proposed Development Site comprises circa. 3.8 hectares of land within the centre of Huyton, within the local authority of Knowsley – also known as ‘the Village’. It is situated adjacent to the B5199 Archway Road to the north, to the West by Poplar Bank, to the East it connects with Derby Road.
- 5.2 The Site is effectively split into two parcels, the largest covering Huyton’s civic core (western parcel) and the smaller (eastern parcel) covering Lathom Road multi-storey car park and the former Indoor Market Hall.

Figure 1.1 Overall Site Location Plan



Site Description

- 5.3 The Site currently contains a mix of civic buildings, vacant commercial units, surface-level car parks and the separate Lathom Road multi-storey car park. It is otherwise dominated by hardstanding utilised as surface level car parking. There are groups and individual trees scattered throughout these areas which provide separation from parking spaces and pedestrian footways. There are no definitive desire lines through the Site which effectively acts as a barrier to permeability through the Village.

- 5.4 The topography of the Site exhibits a gradual slope, descending from higher ground in the southeast to lower ground in the northwest.
- 5.5 The existing buildings and associated floorspaces are summarised in Table 5.1 below.

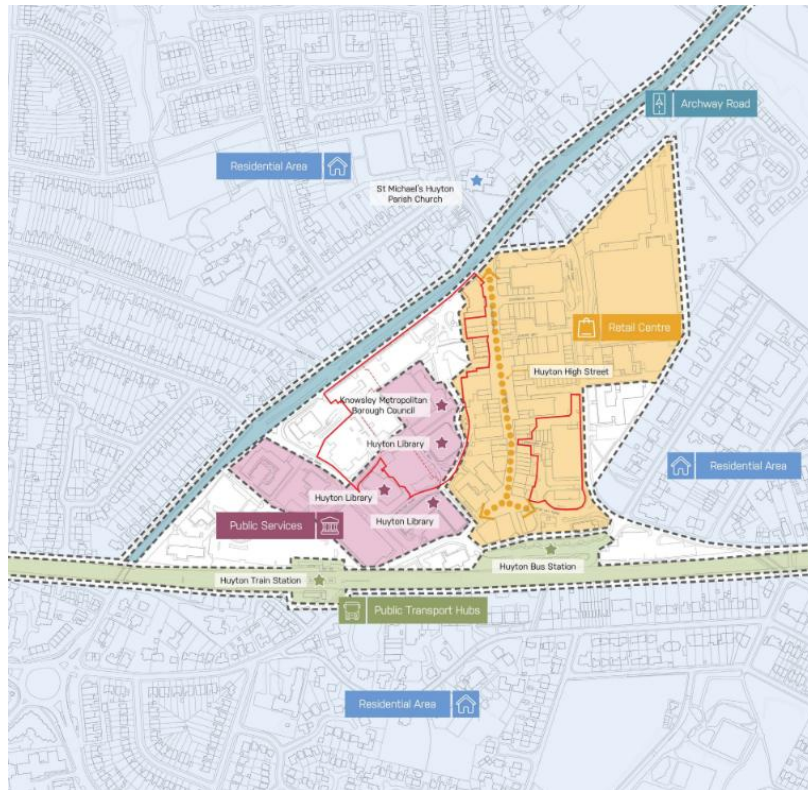
Table 5.1: Existing Buildings and Floorspace

Building	Total Floorspace (GIA sqm)
Municipal Tower	3,763
Lathom Road Multi Storey Car Park	2,744
Former Indoor Market	2,246
Municipal Annex	1,536
Cavendish Walk	1,534
Computer Building	1,160
Lansdowne Way Arcade	714
No. 22 Derby Road	105

- 5.6 Regarding car parking the Site currently contains 406 no. parking spaces including contract car parking for Council staff and public car parking serving uses within the Village. This includes the poor-quality and underutilised Lathom Road multi-storey car park. The Site will be developed over a phased basis in order to retain as much parking on site as necessary to align with planning policy. A detailed strategy for alternative parking within Huyton centre during both construction and operational phases is contained within the supporting Parking Strategy document prepared by Astute.
- 5.7 Scattered throughout the existing areas of car parking are 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. There is a blanket, and outdated, Tree Preservation Order which covers the main parcel of the Site.
- 5.8 The Site contains no designated or non-designated heritage assets. It is however situated adjacent to the St Michael's Church Conservation Area, which is centred around the Grade II* listed church building. Two additional conservation areas are located to the east, namely Victoria Road and Huyton Church Road, and to the south, known as the Orchard.
- 5.9 Huyton's (unlisted) cenotaph is located within the Site in an area of low prominence and visibility amongst a sea of car parking.

- 5.10 The Site lies entirely within Flood Zone 1, indicating low risk of fluvial-related flooding. There are no designated ecological sites covering the Site or within the immediate vicinity.
- 5.11 There are no ecological designations applicable to the Site.

Figure 5.1: Illustration of the Site within the context of its wider setting annotating key landmarks and uses



Description of Surroundings

- 5.12 The surrounding area features a range of land uses and typologies. To the north and west, residential properties and associated gardens predominate. A Conservation Area centred on St Michaels Church is located within proximity of the Site toward the northeast.

Figure 5.2: View within St Michael's Church Conservation Area (Source: Lucid)



- 5.13 To the east is Huyton's main retail core including a large Asda supermarket. There are further civic and office buildings to the south and west in addition to a large bingo hall.
- 5.14 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.
- 5.15 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.

Figure 5.3: View along Archway Road located to the north of the Site (right hand side)



Figure 5.4: View from within Huyton's main retail core to the east of the Site
(Source: Lucid)



- 5.16 It is strategically connected to key regional centres via rail and road links including strategic road network. Junction 5 of the M62 motorway is located approx. 2.5km south of the Site, whilst Liverpool Road (A57) located 1.5km to the north provides access to the M57 motorway.
- 5.17 Huyton railway station is only 100m to the southwest of the Site providing direct links to destinations including Liverpool, Manchester, Wigan and Blackpool including local destinations. Liverpool City Centre can be reached by train within 15 minutes, Preston within 40 minutes and Manchester within 42 minutes.
- 5.18 Huyton Bus Station is also accessible from the site. The bus network connects the site to local destinations. Huyton Bus Station is conveniently located within walking distance of the Site, providing access to a local and regional bus network. The station offers frequent services connecting the Site to key destinations across Huyton, Knowsley, and Liverpool, as well as broader routes to surrounding towns and transport hubs.
- 5.19 The site is located within a network of varied open spaces. Within a one-kilometre radius, there is convenient access to several parks featuring children's play areas, playing fields, and cemeteries. Within a two-kilometre radius, the amount and variety of green infrastructure increase significantly. This wider area offers access to two large parks, golf courses, additional playing fields, allotments, a community garden, and areas of woodland. Notably, Knowsley Park - a designated historic park and garden - is located in the northern part of Huyton, contributing to the area's rich landscape heritage.

- 6.4 The outline plots will be subject to a range of parameters that will control the development. However, the maximum thresholds of development have been fully accounted for within this hybrid application submission to establish the principle of development. These plots will adhere to the guidelines set out in the Design Code and Outline Plot Guidance document, which has been submitted in support of this application. The Design Code will therefore be used by future developers, as well as the Local Planning Authority, as a material consideration when determining future reserved matters applications.
- 6.5 A description of both the detailed and outline plots is provided below.

Detailed Components

- 6.6 The Proposed Development comprises a series of detailed proposals which are summarised in turn below. At a high level the detailed component of the Application comprises wholesale demolition and enabling works alongside the subsequent development of integrated public realm and the development of plots 1 and 4.

Demolition

- 6.7 The Application proposes the demolition of the existing Municipal Tower and Annex, Computer Centre, Lathom Road multi-storey car park, former Indoor Market Hall beneath and adjoining 'Lansdowne Way' shopping arcade, no. 22 Derby Road and removal of associated car parks. These are shown in **Figure 6.1 below**.

Figure 6.1: Demolition Plan - Buildings to Be Demolished (Red) and Surface Car Parking to Be Removed (Hatched)



- 6.8 The Municipal Tower and Annex, Computer Centre already benefit from consent to be demolished via the extant Enabling Works planning permission however are incorporated within this application for completeness given the buildings remain standing at the point of submission.

Plot 1 – New Council Headquarters

- 6.9 Plot 1 is located south of Archway Road. A single new office building will replace a number of old, past their current life Municipal Buildings and provide a new home for KMBC as the catalyst and anchor of the wider masterplan.
- 6.10 It will provide 8,461sqm GIA of space over Ground plus 4 floors with the ground floor housing a number of bespoke Council services such as the Council Chamber which will also function as a multi-function conference suite, and open into a main feature central atrium business lounge, central security monitoring suite, Children's Services and training rooms sitting alongside traditional reception, back of house and plant equipment room functions.
- 6.11 The upper floors will perform as more traditional open plan modern office floorplates with a combination of fixed and collaborative workstations, amenity and kitchen areas with a number of cellularised spaces for a range of functions such as meeting rooms and private offices for Executive Directors and Political Leadership.
- 6.12 Access to external amenity is provided via strategically placed external balcony terraces on the south/front face of the building fronting onto the proposed Village Green with the fourth floor also providing access to a larger external terrace on the west side of the building.
- 6.13 Externally to the building, the northern façade has been set back 10m from the back of the Archway Road footpath, this serves a number of purposes including responding to security considerations, emergency egress routes from the building core and an appropriate distance from the Archway Road dual carriageway and residential properties on the other side of the road.
- 6.14 To the southern elevation, the main entrance to the building is framed by the 'civic circle' element of new public realm with relocated Cenotaph and Village Green. To the left hand side of this façade is a dedicated and separate entrance for member of the public when attending Council Chamber events.
- 6.15 To the east elevation, an external generator serves as back up supply for the building, adjacent to the LV switch room, 4 no. accessible car parking spaces and access/egress routes to allow servicing of the bin store and suitable access for maintenance vehicles.
- 6.16 It will target BREEAM Excellent as a minimum standard rating and align with the UK Green Building Code 2024 for both embodied and operational carbon targets.
- 6.17 The building materials are inspired by Huyton's local character, particularly the red sandstone of nearby churches and civic buildings and the red brick used in surrounding

homes. A mix of light and dark red bricks has been chosen to reflect these tones and natural variations, helping the development blend well with its surroundings.

Plot 4 – Hotel

- 6.18 Plot 4 is located centrally within the Site. The building adopts an L-shaped form that responds to site constraints and meets the spatial and brand requirements necessary to accommodate approximately 130 guestrooms alongside all required front- and back-of-house facilities.
- 6.19 Upper floors follow a consistent and efficient double-loaded corridor arrangement, optimising circulation and housekeeping operations. Escape stair cores are positioned at each end of the building with centrally located lifts to minimise travel distances and enhance accessibility.
- 6.20 The roof level accommodates screened plant areas housing all major mechanical equipment, ensuring visual containment and maintaining a clean building profile.
- 6.21 The building will have a gross internal area of 4,842sqm and a height of 22.5m, with main access at the north, facing the village green, and service access via Civic Way. The development will provide two accessible car parking bays, two motorcycle parking bays, and cycle parking for staff and short-stay visitors. Service vehicles will access the service yard via Civic Way.
- 6.22 The material palette takes inspiration from Huyton’s local character and geological heritage. A combination of multicoloured brickwork in warm red and buff tones reflects the area’s traditional red sandstone, while darker brick and metal detailing reference its industrial past. These materials are complemented by high-quality paving, planting, and boundary treatments that visually and physically connect the buildings to the surrounding public realm, ensuring a cohesive and locally distinctive landscape setting.

Cavendish Walk

- 6.23 Cavendish Walk, a retail parade at the northern end of Derby Road, is set to be refurbished into a multi-use community hub to revive this area of the high street. The development will include a relocated library on the ground floor, with the first floor temporarily housing Council staff during the HQ construction, later transforming into flexible workspace for micro and SME businesses.
- 6.24 As leases expire, the remaining units will be integrated into the community hub. External improvements will enhance natural light on the first floor and repair damaged shop fronts. This redevelopment is part of the wider Huyton Village plan, including the relocation of the library and council functions.
- 6.25 The proposed total floorspace by land use for the detailed proposals are set out in Table 6.1 below:

Table 6.1 Total Floorspace – Detailed Proposals

Use	Gross Internal Area (sqm)
Council HQ	8,461
Hotel	4,842
Total	13,303

Outline Components

- 6.26 The Development Specification submitted in support of the application confirms the maximum quantum of development sought in outline and the scenarios in which this could be delivered. It is accompanied by a set of Parameter Plans which set out access points, use, maximum developable area and height parameters within each outline plot, whilst a Design Code establishes additional design criteria and expectations in terms of appearance, landscaping, layout and scale.
- 6.27 The development parameters have been considered through the suite of supporting technical assessments and Environmental Impact Assessment Screening Report. It is assumed that these parameters and the Design Code will be tied to the grant of planning permission by way of condition as set out under appendix 5 of this Planning Statement.
- 6.28 The outline components would comprise of up to 420 no. Units (Use Class C2/C3) on plots 2 (a and b), 3, 5 and 6 which will comprise both market and affordable housings, later living and retirement accommodation and assisted living.
- 6.29 The outline components also provide for up to 4,000sqm of office accommodation with circa. 1,600sqm of retail, food and drink, community and other Class E and F1 uses at active ground floor levels.

Plot 2 (a and b)

Plot 2a

- 6.30 Plot 2a is identified for residential development, occupying a central location between the new Village Green and the existing high street along Derby Road. It is intended to comprise of residential or commercial use and have provision for 'Meanwhile Uses' in interim period, with a maximum developable area of 0.2148 ha.
- 6.31 This plot is intended to serve as a prominent landmark within the broader development, with a proposed height of up to 12 storeys. The building design will be appropriately stepped down where necessary in order to provide for a suitable transition in scale to neighbouring plots.

- 6.32 The primary entrance to the building will be positioned at the interface with the Village Green, ensuring a welcoming and accessible connection to the surrounding public space. Secondary access points will be located on the northern and southern elevations.
- 6.33 The majority of the ground floor will be dedicated to amenity spaces and back-of-house functions for the residential complex. Along the southern edge of the building, the intention is these units will be designed to mirror the units on the ground floor of Plot 2b, ensuring architectural coherence throughout the development.

Plot 2b

- 6.34 Located between the Village Green and Derby Road, Plot 2b plays a pivotal role in connecting these two areas, promoting attractive and safe pedestrian routes. The plot helps to frame the Village Green as a central public space within the Village.
- 6.35 Plot 2b has a maximum developable area of 0.1967 ha and allows for development up to 8 storeys, with potential for either residential or commercial use.
- 6.36 The primary access point of Plot 2b will interface with the Village Green, contributing to the animation of the public space. Additionally, active frontages will be presented along key pedestrian routes in Civic Way and the high street, providing visual interest and connectivity.
- 6.37 Plot 2b serves as a mediator in terms of scale, gradually stepping up from the lower-rise structures along Derby Road to the taller elements in the broader masterplan, particularly the landmark building in Plot 2a.

Plot 3

- 6.38 Plot 3, the southernmost block of the development, will act as boundary to the Site's southern edge and sits between Plot 2b and Huyton Library. The plot has a maximum developable area of 0.211 ha hectares and can accommodate a building of up to 6 storeys, which could be either residential or commercial.
- 6.39 The plot's L-shaped design creates a small civic square that enhances the public realm, improving access to Huyton Library and offers a functional space for the community.
- 6.40 The plot would aim to design ground floor activation into the scheme, with units which could be accessed from Civic Way to the north east and its opposite elevation. This would mirror the units on the lower floors of Plot 2b, aiming to create a new streetscape with domestic-scale frontages that engage with the surrounding environment.
- 6.41 The primary access will be located at the corner of the new civic square, encouraging foot traffic through a newly designed green space that complements the elevation of Huyton Library. Servicing and back of house functions would be positioned on the Westmorland Road frontage where possible.

Plot 5

- 6.42 Plot 5 fronts onto Archway Road and offers potential for a landmark gateway development. It has a maximum developable area of 0.1538 ha and maximum height of 5 storeys with the intention to be either residential or commercial development.
- 6.43 The ground floor would feature the primary entrance to the residences above, alongside active frontages that will house both community and residential amenities.
- 6.44 The primary entrance would be located at the northern edge, where the building faces the KMBCI HQ. This placement ensures a transition from the busy dual carriageway to a more pedestrian-friendly street, marking a clear threshold into the building.
- 6.45 To enhance the public realm, the building would be set back from the street, allowing for additional pedestrian space and creating a more welcoming environment.

Plot 6

- 6.46 Plot 6 occupies a key corner site at the junction of St Michael's Place and Civic Way, and forms two small civic squares with the adjacent plots. This plot has a maximum developable area of 0.2223 ha and will be a maximum of 6 storeys.
- 6.47 The two principal elevations to Civic Way would provide the primary access points to the building. The intention is for the elevation along Civic Way to create a strong sense of place, activating the streetscape through distinctive architecture and active frontages.

Plot 7

- 6.48 Plot 7 - whilst an outline component of the Application - does not propose any built form. Plot 7 would, following demolition of existing units, provide an area of high-quality public realm and more spacious opening between the Site and Derby Road.

Upgraded Car Parking at Lathom Road (Plot 9)

- 6.49 The Lathom Road plot comprises Lathom Road multi-storey car park, a former Indoor Market Hall beneath and adjoining Lansdowne Way shopping arcade. All existing buildings and structures will be demolished in order to provide for the construction of parking decks comprising a maximum of 400 no. spaces to support both detailed and outline components of the Proposed Development (see supporting Transport Statement and Parking Strategy documents for further detail). The Lathom Road works also incorporate active travel facilities and enhanced route through to Derby Road to aid in permeability through the Village.

7. Planning Policy Context

- 7.1 This section sets out relevant planning policy context and the decision-making framework that applies to the determination of the Application.

The Decision-Making Framework

- 7.2 For decision-taking Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 7.3 For the purposes of this application, the adopted Development Plan comprises:
- Knowsley Local Plan Core Strategy (“KLPCS”)
 - Saved policies of the Unitary Development Plan (“UDP”).
 - Merseyside and Halton Joint Waste Local Plan,
- 7.4 Other material consideration include:
- National Planning Policy Framework (December 2024 (“the Framework”), and associated Planning Practice Guidance (“PPG”)
 - Relevant Supplementary Planning Documents (“SPD”) including the Huyton Village Masterplan (April 2017).
- 7.5 A summary of the relevant policies from the development plan are set out below.

The Development Plan

Knowsley Local Plan Core Strategy

Strategic Policies

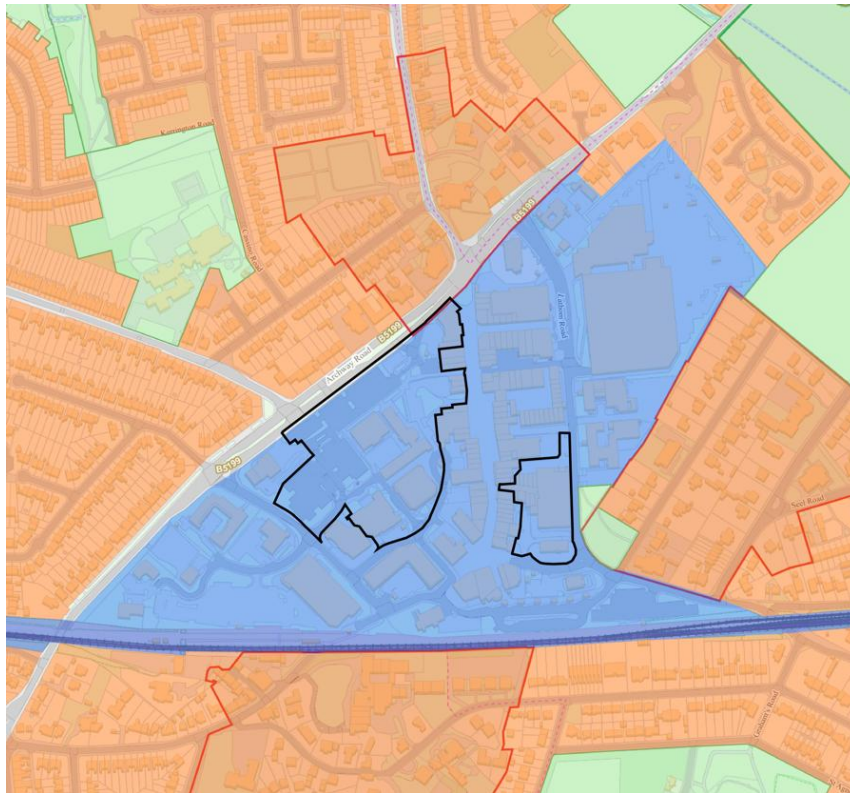
- 7.6 The Knowsley Local Plan Core Strategy, adopted in January 2016, sets out the overall spatial strategy for the borough and the objectives and strategies that will help achieve the vision for the area:
- “By 2028, Knowsley Borough will be known for its successful suburban townships that promote a sense of place and community, having sustainable, diverse, more prosperous and healthy populations.”*
- 7.7 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.

- 7.8 In particular, Huyton Village was identified as requiring investment to meet its full potential as a key centre within Knowsley. 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”.
- 7.9 The key core strategies which apply to the Proposed Development include:
- 7.10 **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”.
- 7.11 **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”.
- 7.12 **Policy CS6 – Town Centres and Retail Strategy:** Huyton Village 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.”

Land Use Designations

- 7.13 An extract of the Local Plan Policies Map is provided at Figure 7.1 below. It identifies key land use designations from the Development Plan which are applicable to the Site.
- 7.14 The various designations which relate to or are adjacent to the Site are as follows:
- LP- CS6, LP – CS1: Town Centre and District (shaded blue)
 - LP - CS3, UDP – H5: Primary Residential Area (shaded orange)
 - LP – CS21: Urban Greenspace and Education (shaded green)
 - St Michaels Church Conservation Area (red line to the north)
 - LP- CS20, UDP – DQ5: Victoria Road and Huyton Church Road Conservation Area (red line to the east)
 - LP- CS20, UDP – DQ5: The Orchard Conservation Area (red line to the south)

Figure 7.1: Extract of the Knowsley KLPCS Policies Map showing the site (highlighted in black) within Huyton The Village



Environmental and Development Management Policies

- 7.15 The main relevant non-strategic policies of the TWLP are as follows:
- 7.16 **Policy CS15: Delivering Affordable Housing** – This policy states that within all proposed market sector housing developments which have a capacity of 15 dwellings or more, a minimum provision of 10% affordable housing will be sought on site within the current urban area.
- 7.17 **Policy CS17: Housing Sizes and Design Standards** – This policy ensures a balanced mix of dwelling sizes across the borough, based on local housing needs and completion data. Developers must show how their projects help rebalance Knowsley’s housing market. All new residential developments are encouraged to meet Building for Life, Lifetime Homes standards, and local plan policies.
- 7.18 **Policy CS19: Design Quality and Accessibility in New Development** - This policy aims to enhance the distinctiveness, identity, and accessibility of places in Knowsley by ensuring new developments respond to their surroundings, using local materials and designs, and complementing the landscape and historical features. It encourages sustainable design, social spaces, safety, and community engagement, while considering climate change, biodiversity, and resource efficiency. Developments must integrate with existing infrastructure and maintain a high quality of life for all residents.

- 7.19 **Policy CS20: Managing the Borough's Historic Environment** – This policy ensures that development in Knowsley must preserve or enhance the borough's historic assets, including Listed Buildings, Conservation Areas, and archaeological sites. KMBC will require sensitive design that integrates with the local setting and prevent harm to historic assets, unless outweighed by public benefits.
- 7.20 **Policy CS21: Green Spaces and Trees** - This policy aims to protect and enhance greenspaces in Knowsley by maintaining high standards of quantity, quality, and accessibility for public open spaces. It prevents the loss of urban greenspace unless specific criteria are met, such as providing replacement facilities or mitigating harm. The policy also encourages the retention of trees, vegetation, and wildlife habitats in new developments, and seeks to improve existing greenspaces through accessible, safe, and well-maintained areas.
- 7.21 **Policy CS22: Sustainable and Low Carbon Development** - This policy promotes sustainable and low-carbon development by setting high standards for design and construction that minimise carbon emissions. It encourages the use of renewable energy, energy-efficient systems, sustainable materials, and water management techniques like SuDS. New developments must prioritise flexible use, natural ventilation, and flood resilience.
- 7.22 **Policy CS24: Managing Flood Risk** - This policy aims to manage flood risk by preventing new developments that could cause unacceptable flooding. It encourages development in low-risk flood areas, with medium or high-risk areas only permitted if alternative sites aren't viable, and if the "exception test" is met. Flood mitigation measures should be based on the Strategic Flood Risk Assessment and may include Sustainable Drainage Systems (SuDS), biodiversity enhancements, and long-term maintenance by developers.
- 7.23 **Policy CS26: Waste Management** – This policy notes that KMBC encourage good design in new developments in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the collection and recycling of waste.
- 7.24 **Policy CS27: Planning for and Paying for New Infrastructure** - This policy ensures that new developments in Knowsley support necessary infrastructure, including safeguarding, maintaining, improving, and providing new infrastructure. Developers must demonstrate that any negative impacts on infrastructure will be mitigated, in line with the Knowsley Infrastructure Delivery Plan. Developer contributions are required for both on-site and strategic infrastructure, either through in-kind provision or financial contributions, which may be secured through charges or tariffs.

Saved Policies of the Unitary Development Plan

- 7.25 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 the policies that continue to be saved and apply to the proposed development.

- 7.26 **EC6: Tourism and Cultural Development** – This policy states that proposals for new tourist and cultural facilities, extensions or redevelopment of existing facilities, and ancillary developments will be permitted, provided they do not cause unacceptable transport or environmental problems and are of a scale and type compatible with surrounding land uses.
- 7.27 **S2: Diversification of Uses within existing Centres** – This policy states that proposals for new buildings or changes of use in town and district centres must align with the centre's scale and role, without harming its retail function or character. Any food and drink uses must meet additional criteria, such as ensuring that ventilation systems do not negatively impact the environment or surrounding properties. For residential uses, applicants must demonstrate that nearby uses will not cause noise, smell, or disturbance to future residents. Additionally, the proposal should not worsen parking, traffic, or amenity issues.
- 7.28 **T7: New Development and Walking & Cycling Routes** – This policy ensures that new developments preserve and, where possible, enhance walking and cycling networks to improve access to green corridors, the countryside, and encourage healthy living. If a development threatens to block an existing or proposed walking or cycling route, a balanced assessment will weigh the impact on local accessibility and any potential benefits to community safety. In cases where a development negatively affects pedestrian or cycling networks, KMBC will require alternative provisions that offer equivalent quality, safety, and convenience.
- 7.29 **DQ2: Security in the Built Environment** – This policy requires new developments to prioritise personal and property security by ensuring good visibility and natural surveillance of public spaces, such as highways, footpaths, and parking areas. Designs should avoid hidden areas, clearly define public and private spaces, and include secure entrances. Large developments should mix uses or dwelling types for constant surveillance. Security features like fencing, CCTV, and lighting should not harm visual amenity, neighbouring properties, or highway safety.
- 7.30 **DQ4: Trees and Development** – This policy requires new developments to include appropriate tree planting and soft landscaping, considering the surrounding area's character. Developments affecting trees, woodlands, or vegetation that contribute positively to amenity should ensure their retention.
- 7.31 **ENV2: Noise and Vibration** - This policy states that developments causing unacceptable increases in noise or vibration or being exposed to significant noise or vibration from existing sources, will not be allowed.
- 7.32 **ENV3: Light Pollution** – This policy ensures that development requiring external lighting must meet several criteria. The lighting should be the minimum necessary for security or work purposes. It should not have an unacceptable impact on visual amenity or road safety. The scheme must not harm wildlife and should not cause a significant loss of residential amenity.

- 7.33 **ENV5: Contaminated Land** – This policy states new development will not be allowed on contaminated sites if it poses risks to occupiers, the environment, or surrounding land uses. If contamination is suspected, a site investigation report and remedial measures must be provided.

Other Material Considerations

The Framework and Planning Practice Guidance

- 7.34 The National Planning Policy Framework (“the Framework”) is a material consideration to be afforded substantial weight in the determination of the Application and is summarised below. 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.

- 7.35 In summary, the following parts are of particular relevance:

Achieving Sustainable Development

- 7.36 The purpose of the planning system is to “...contribute to the achievement of sustainable development...” (paragraph 7).
- 7.37 Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means as follows:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed 7; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole...” (paragraph 11).

Delivering a Sufficient Supply of Homes

- 7.38 Chapter 5 of the Framework seeks to promote the delivery of a sufficient supply of homes.
- 7.39 It states how it will “...support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing

requirements are addressed and that land with permission is developed without unnecessary delay.” (paragraph 61).

- 7.40 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”.
- 7.41 Paragraph 77 also refers to how local planning authorities can “set clear expectations for the quality of the places to be created and how this can be maintained [...] and ensure that appropriate tools such as masterplans and design guides or codes are used to secure a variety of well-designed and beautiful homes to meet the needs of different groups in the community”.

Building a Strong, Competitive Economy

- 7.42 Chapter 6 of the Framework states that planning policies and decisions should contribute to creating conditions which businesses can invest, expand, and adapt.
- 7.43 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

- 7.44 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.
- 7.45 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*
- b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centres;*
- c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones;*
- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites”*

Promoting Healthy and Safe Communities

7.46 The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities (paragraph 96).

7.47 The Framework states that in order to provide the social, recreational, and cultural facilities and services the community needs, planning policies and decisions should:

“a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.” (paragraph 98).

Open Space and Recreation

7.48 The chapter states how open space and recreation play an important role in promoting healthy and safe communities. “Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change” (paragraph 103).

Promoting Sustainable Transport

7.49 Chapter 9 of the Framework seeks to promote the delivery of sustainable transport.

7.50 The planning system should manage patterns of growth with significant development focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health (paragraph 110).

7.51 Development proposals “should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe” (paragraph 116). It then lists a series of criteria that new development proposals should achieve, including giving priority to pedestrians and cyclists; addressing the needs of people with disabilities and reduced mobility; and creating places that are safe, secure, and attractive (paragraph 117).

7.52 The Framework is clear that all developments generating “significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport assessment so that the likely impacts of the proposal can be assessed” (paragraph 118).

Making Efficient Use of Land

7.53 Chapter 11 of the Framework seeks to make efficient use of land. In particular planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 124).

- 7.54 It states decisions should “encourage multiple benefits from both urban and rural land, including through mixed use schemes” (paragraph 125) and that they “need to reflect changes in the demand for land” (paragraph 127).

Achieving Well-designed Places

- 7.55 Chapter 12 of the Framework seeks to promote good design as a key aspect of sustainable development and creating better places in which to live and work and helps make development acceptable to communities.
- 7.56 It states that design quality “should be considered throughout the evolution and assessment of individual proposals” and emphasises the importance of “early discussion between applications, the local planning authority and local community about the design and style of emerging schemes” to clarify expectations and reconcile local and commercial interests (paragraph 137).
- 7.57 The Framework states that design should “reflect local design policies and government guidance on design, taking into account any local design guides and codes”.

Conserving and Enhancing the Natural Environment

- 7.58 The Framework states that when determining planning applications, local planning authorities should encourage developments which provide “opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate” (paragraph 193).
- 7.59 The chapter states that “planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development” (paragraph 198).

Supplementary Planning Documents

- 7.60 KMBC has adopted a number of Supplementary Planning Documents (“SPDs”) which expand upon the policies within the LPCS. The relevant SPDs are considered throughout the technical submissions that form part of the application.

Huyton Village Masterplan SPD (2017)

- 7.61 KMBC adopted the Huyton Village Masterplan SPD in April 2017. Covering the period to 2028, it outlines the planned development for Huyton Village. It focuses on the civic role of Huyton within the borough of Knowsley as the focus for development:
- 7.62 *“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.”*

- 7.63 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 KMBC offices.
- 7.64 Relevant policies contained within the Huyton Village Masterplan are detailed at Appendix 4.

Ensuring a Choice of Travel SPD (September 2010)

- 7.65 This provides detailed guidance about KMBC's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley. It can be used by developers to ensure that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.

Design Quality in New Development SPD (January 2016)

- 7.66 This Document identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development. This includes guidance relating to placing buildings, density and form, accessibility, landscaping, public open space, sustainable design, minimising crime, and preserving the built heritage.

Developer Contributions SPD (June 2016)

- 7.67 This document provides detailed guidance on how developer contributions will operate in Knowsley. This guidance is designed to be of particular use to developers, planning officers, stakeholders and local residents, and seeks to provide greater certainty at the earliest stages of the planning process, before a planning application is submitted or a development site is purchased, so that the cost implications of developer contributions can be fully taken into account.

Town Centre Uses SPD (2022)

- 7.68 This document has been prepared to provide clarity to business operators, local residents and planning decision makers, setting out where premises will be considered appropriate for the uses covered and what measures are required to minimise any adverse impacts which may arise. The SPD will be used by KMBC when assessing future proposals involving the specific uses covered. The guidance cannot be applied retrospectively to any of these uses already operating or premises with an existing extant planning permission.

Trees and Development SPD (June 2016)

- 7.69 This explains KMBC's approach in relation to Trees and Development setting out guidance relating to promoting best practice for proposals incorporating trees and landscaping within new developments.

Adding Social Value to Development: Employment and Skills SPD (September 2018)

- 7.70 This document is driven by KMBC's aspiration to see additional benefits (known as social value) incorporated into its housing and other development opportunities. De

Amended New Residential Development SPD (June 2023)

- 7.71 This document reflects changes to its adopted New Residential SPD. This added a requirement for electric vehicle charging points to be provided in new residential developments.

8. Assessment of Proposals – Strategic Matters

- 8.1 The following chapter provides an appraisal of the Proposed Development with respect to the policies of the KLPCS and other material considerations such as the Framework.

Principle of Development

Core Strategy Spatial Strategy (Policy CS1)

- 8.2 Policy CS1 of the KLPCS established the spatial strategy for the borough up to 2028. It emphasises a preference for redeveloping land in accessible locations within existing urban areas and to maintain and enhance the borough's town, district and local centres. This is reflected within the provisions of the more recent NPPF, in particular paragraph 125 which states planning decisions should "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs" and "promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing".
- 8.3 Huyton Village is the one of three town centres in the borough and the seat of KMBC. It has excellent transportation links both locally and regionally with well utilised bus and train stations, nevertheless it does not fulfil its potential given poor permeability and inefficient use of land through extensive areas of surface level car parking.
- 8.4 The Proposed Development would redevelop a prominent portion of Huyton Village, replacing a collection of dated civic buildings with a single state-of-the-art Council Headquarters, hotel, commercial floorspace, extensive public realm, incorporating a central Village Green, and a range of housing (up to 420 no. units in total). This makes effective and efficient use of Brownfield land which at present consists of hardstanding alongside building in poor condition and in some instances vacant.
- 8.5 In summary, the Proposed Development directs substantial investment towards a highly accessible key centre within the borough, thus delivering on the spatial strategy of the KLPCS and epitomising the definition of sustainable development. The Proposed Development thus complies with KLPCS Policy CS1, Strategic Objectives 3, 4 and 6 in particular and chapter 11 of the NPPF.

Town Centre Uses (Policy CS6)

- 8.6 In order to enhance the vitality and viability of Knowsley's centres and maintain appropriate local service provision policy CS6 of the KLPCS establishes a hierarchy of centres where particular uses and developments are incentivised. Within Huyton the policy seeks to reinforce provision of comparison and convenience shopping. This will be supplemented by a 'complementary mix of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night time uses'.

- 8.7 Whilst a starting point for considering the suitability of the Proposed Development, the KLPCS was adopted in January 2016, since when the rise in online shopping, compounded by the Covid 10 pandemic have resulted in a major shift in shopping habits and the retail sector as a whole, with Huyton experiencing the closure of a number of high street retailers.
- 8.8 The NPPF recognises the need to diversify the offering within designated centres in order to ensure their ongoing vitality and viability, including through introducing new resident populations in sustainable locations which in turn increase footfall for existing businesses (paragraph 190 (g)). Paragraph 127 also notes “Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability”.
- 8.9 Notwithstanding the above it is noted that the Proposed Development primarily replaces land not utilised for retail purposes. The exceptions being Cavendish Walk, Lansdowne Way Arcade and the former indoor market hall – all of which are vacant. Cavendish Walk is proposed to be retained and repurposed as a mixed-use community hub whilst the other buildings positioned between Derby Road and Lathom Road are in extremely poor condition with no reasonable prospect of being brought back into retail use.
- 8.10 The Proposed Development at St Michael’s Place comprises a mix of uses which all fall under the NPPF Annex 2 definition of “main town centre uses” or are complementary and compatible uses as per Policy CS6 and paragraph 190 of the NPPF. Ultimately, the overarching objective of the Proposed Development is to rejuvenate Huyton Village, support its vitality and viability and contribute to the economic growth of Knowsley.
- 8.11 The new KMBC Headquarters would act as a local landmark built to the highest sustainability credentials and provide a civic building befitting of the borough. This in turn sustains 1,200 Council jobs within Huyton Village. New job-creating elements of the Proposed Development comprise a new hotel which is expected to generate 45 no. jobs whilst the ground floor commercial uses sought in detail could create 55 no. jobs. These uses are anticipated to comprise small-scale units dispersed through the Site and not directly compete with Derby Road.
- 8.12 Flexible planning permission is sought to allow for up to 4,000sqm of office floorspace should future demand arise. Offices uses are an appropriate main town centre use and office floorspace of this scale would be capable of accommodating circa. 280 jobs. This office space would increase the quality on offer within Huyton Village and would entice further investment and economic growth.
- 8.13 The Proposed Development also allows for up to 420 residential units comprising a wide range of tenures and mix. This is permissible under Policy CS6 and NPPF paragraph 90 which supports the provision of housing to allow designated centres to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries. The introduction of a critical mass of housing in a highly sustainable location would contribute to the vitality and viability of the Village through increased footfall

and expenditure alongside providing improved natural surveillance and generally boosting activity and achieving a strong sense of community.

- 8.14 The resident and visitor expenditure that will arise as a direct result of the Proposed Development is substantial - estimated at £9.2 million annually supporting up to 55 retail and leisure jobs within the locality. This is a significant benefit which does not presently exist given the absence of occupied or viable retail floorspace within the Site.
- 8.15 In addition to the above the Proposed Development would provide a significant injection of green infrastructure through the delivery of a new Village Green and wider public realm in a part of the Village which is extensively hardstanding and car parking. This along with exceptional public realm would remove the existing obstacles to permeability that existing buildings and car parks present on Site thus improving routes through Huyton Village in all directions.
- 8.16 Overall, the Proposed Development would make a significant contribution towards enhancing the vitality and viability of Huyton village. Whilst it does not incorporate a large quantum of comparison or convenience shopping, it provides a much needed a mixed-use regeneration scheme with focus on new housing, commercial office and leisure space and environmental improvements. This directly delivers on a core strand of the KLPCS vision of Huyton Village having a “defined and enhanced role, be regenerated, vibrant and welcoming, providing focal points where local residents will choose to shop and access health care, cultural and other key services and facilities”.
- 8.17 It is therefore considered that the Proposed Development complies with KLPCS Policy CS6, Strategic Objectives 3 and 4 in particular and the provisions of chapters 7 and 11 of the NPPF.

Consideration of Huyton Village Masterplan

- 8.18 The Huyton Village Masterplan (‘the Masterplan’) was adopted by KMBC in 2017. It outlines the vision for the Village to become a thriving and attractive mixed-use destination. The key strategic objectives are to improve routes and connections, activate streets, improve environmental quality and strengthen the local economy. The Masterplan also features a spatial framework which sets design criteria and expectations for the future redevelopment of the village and continues by providing specific area action plans for the Civic Quarter and Lathom Road.

Making Huyton Village more accessible and permeable

- 8.19 The Site is dominated by car parking at present which acts as a major obstacle to permeability through the Village, from the north and west in particular. The Proposed Development would establish a much clearer sense of place and outward-looking perspective.
- 8.20 Parking will be limited and positioned at the peripheries of the Site with the central portion occupied by a new Village Green accessible from various points facilitating new pedestrian and cycle routes through the Village. There will be two new gateway arrival

points provided from Archway Road either side of KMBC HQ and enhanced wayfinding signage provided throughout the Site.

- 8.21 The Proposed Development would also facilitate the widening of access onto Derby Road from the west, south of Cavendish Walk and to the east from Lathom Road following demolition of Lansdowne Way.

Focusing activity on Huyton Village's key streets

- 8.22 The Proposed Development has incorporated active frontages as far as possible, noting the challenges of both new build elements (the KMBC HQ and hotel) being exposed on all four sides. Both of these buildings would have their principal frontages facing onto the new Village Green, whilst the northern elevation of the KMBC HQ fronting Archway Road will include secondary points of access and extensive glazing to allow views into and through the building as opposed to being entirely rendered. These uses have been carefully designed to complement rather than detract from the activity of the main High Street, with particular consideration given to their relationship with Derby Road to ensure a cohesive and well-integrated townscape.

- 8.23 Within the outline plots the supporting Plot Guidance document sets design principles for these plots including the provision of active frontages and ground floor commercial units.

- 8.24 Servicing of all buildings within the Proposed Development has been designed to be as discrete as possible with plot specific guidance on storage and collection points for the future outline plots being set out within the supporting Design Code.

Improving the environmental quality of Huyton Village

- 8.25 The Proposed Development would transform Huyton Village and deliver a range of major environmental improvements including new public realm and parkland with opportunities for recreation and relaxation. The new Village Green would also provide biodiversity net gain.
- 8.26 The Proposed Development's built form would open up and frame views from surrounding streets whilst rationalising parking and reducing the dominance of car parking.
- 8.27 The Masterplan encourages the relocation of Huyton War Memorial to a more prominent location within a civic square. The Proposed Development seeks to relocate the War Memorial in front of the KMBC HQ which high visibility and space for memorial events. This is supported by the War Memorials Trust, who acknowledge the wider benefits of moving the Memorial to a more appropriate and accessible location. They also noted that the current site, situated between a road and a car park, is not the Memorial's original location, as outlined in the accompanying SCI.

Strengthening Huyton Village's economy

- 8.28 The Masterplan seeks to reinforce the Village's role as a civic and retail hub for Knowsley. The Proposed Development would fundamentally overhaul KMBC's portfolio and provide a single highly energy-efficient Council HQ building. The Proposed

Development also features a mixed-use community hub, additional Council office space and a re-located library within Cavendish Walk in order to ensure continuity for all affected Council services through the implementation of the Proposed Development.

- 8.29 The new hotel would provide high-quality accommodation within the heart of the Village serving a wide customer base of those visiting Knowsley or the wider Liverpool City Region via Huyton railway station. There are few hotels (national chain or otherwise) within the Huyton area therefore the Proposed Development would serve a clear gap in the market. The hotel would be the main job-generating use within the detailed component of the application and is anticipated to accommodate approximately 54,400 overnight visitors on an annual basis which would contribute circa. £4 million to the economy through local expenditure.
- 8.30 In terms of the Village's retail role, the Proposed Development would ensure Derby Road retains its function as Huyton's retail core whilst improving accessibility and environmental quality into and around Derby Road. The Proposed Development seeks to provide for a range of commercial uses which will seek to complement the Village's existing retail offer.
- 8.31 Notwithstanding this, the Proposed Development's provision of residential units will introduce a much greater level of footfall within the Village, and to this extent fully delivers on KMBC's objective of strengthening the economy through introducing new residential accommodation at a suitable density and 'bringing more activity and life to the centre and supporting shops and businesses'.

Masterplan Spatial Framework

- 8.32 The Masterplan includes a specific Spatial Framework identifying how the redevelopment of the Village could come forward reiterating key design principles (that are fundamentally established within the adopted development plan), whilst anticipating the form and layout of future development. Within this, the Masterplan identifies specific Action Areas. KMBC does however accept that the Masterplan Spatial Framework is not intended to be prescriptive instead acting as a guide.

Civic Quarter Action Area

- 8.33 The Civic Quarter Action Area, which has a range of 'sub' opportunity areas generally seeks to promote the development of civic and public sector related uses whilst supporting an extent of housing and mixed use development. Key aspirations for the Civic Quarter Action Area are to establish a new civic square, create strong active frontages and improve accessibility. There is also a preference to retain mature trees.
- 8.34 In response, the Proposed Development will deliver a truly mixed-use development within the Civic Quarter Action Area reinforcing its role as the civic heart of Knowsley through a new Council HQ and new Village Green and square. Additional uses comprise residential, hotel and commercial, all of which are suitable town centre uses and deliver on the objectives of the Masterplan.

- 8.35 The Proposed Development will hugely improve permeability through the Village in an attractive landscaped environment, which seeks to retain as many existing trees as possible whilst not minimising the development potential of the Site.

Lathom Road Action Area

- 8.36 Whilst the Lathom Road Action Area anticipates development of a retail-led mixed use development, for the reasons outlined earlier within this chapter, there is no longer strong demand for retail-led focused development within not only Huyton but the country's high streets. The portion of the Proposed Development which lies within the Lathom Road Action Area is limited to the existing multi-storey car park. Given the large-scale reduction in car parking across the main portion of the Site it has been necessary to retain a comparable quantum of car parking at Lathom Road through the introduction of a new higher-quality multi-deck car park.
- 8.37 This will provide much needed parking facilities for residents and visitors to the Village whilst providing a range of environmental improvements including improving the aesthetic of the street scene and opening up views and routes onto Derby Road. To this extent the ongoing use of land within the Lathom Road Action Area for vehicular parking is not deemed to be in conflict with the objectives of the Masterplan.
- 8.38 It is therefore considered that the Proposed Development accords with the principles, aims and objectives of the Huyton Village Masterplan when read as a whole.

Overall Development Principles (Policy CS2)

- 8.39 Policy CS2 of the KLPCS establishes five development principles which development proposals are expected to adhere to. The application of Policy CS2 is demonstrated through the documents submitted in support of the Application, including but not limited to the Design and Access Statement, Equalities Impact Assessment and Transport Statement. A summary of compliance against the five principles is set out below.

Principle 1 – “Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods”

- 8.40 The Proposed Development makes effective and efficient use of land within Huyton Village, a key designated centre within Knowsley. It would sustain employment within the Village and create new employment opportunities both at operational and the long-term construction phase. The Proposed Development would contribute significantly to the regeneration of Huyton and increase footfall and associated expenditure through the introduction of new housing and new employment uses.
- 8.41 The housing component would introduce a range of house types, including a substantial quantum of affordable housing, to a highly sustainable and accessible location set amongst a high quality environment and extensive public realm centred on the Village Green.

8.42 The investment at SMP would act as a catalyst for development elsewhere in the Village and ultimately assist in addressing inequalities which are particularly prevalent within the urban areas of the Borough including Huyton.

8.43 Further detail regarding how the Proposed Development seeks to tackle inequality is set out within the supporting Equality and Diversity Impact Assessment and separate Social Value Strategy.

Principle 2 – “Reduce carbon emissions and adapt to the effects of climate change”

8.44 The Application is supported by a comprehensive Energy and Sustainability Statement which demonstrates how sustainable design principles are to be embedded within St Michael’s Place.

8.45 The Proposed Development has been designed in accordance with recognised low carbon design principles, incorporating a range of passive and active measures to reduce energy demand and carbon emissions. These include optimising building orientation and fabric performance, improving air tightness, maximising natural daylight, and installing high-efficiency systems such as energy-efficient lighting, variable speed drives, and heat recovery ventilation. Provision will also be made for electric vehicle charging points and high-quality cycle storage to promote sustainable transport choices.

8.46 A review of potential low and zero carbon (LZC) technologies has identified Air Source Heat Pumps (ASHPs) and Photovoltaic (PV) panels as the most appropriate solutions for integration within the Proposed Development. These technologies will support efficient, low-carbon energy generation and contribute to long-term carbon reduction targets, with detailed design development to ensure optimal performance as the scheme progresses.

8.47 The Proposed Development directly supports KMBC’s Climate Emergency objectives and the creation of a Net Zero Carbon estate. By consolidating KMBC’s operations into a single building, it will also deliver operational efficiencies across the estate, reduce annual energy and maintenance costs, and promote enhanced collaboration between Council teams and service lines.

8.48 In addition to energy saving measures, the drainage strategy has been designed to accommodate anticipated increases in rainfall associated with climate change, in line with the Flood Risk Assessment and Drainage Strategy. Sustainable Urban Drainage Systems (SuDS), including attenuation tanks, permeable paving, and green roofs, will manage surface water effectively, reduce flood risk, and enhance water quality.

8.49 The integration of green infrastructure will further enhance site resilience to the effects of climate change. Rain gardens will be implemented near areas of amenity grassland, a wildflower meadow will be created in the northwestern corner, and areas of amenity lawn will be established across the site. These measures, as detailed in the Biodiversity Net Gain Assessment, will improve local microclimates, support native species, and provide ecological benefits that contribute to climate change adaptation.

- 8.50 Through this integrated approach to energy efficiency, sustainable design, renewable technology, and ecological enhancement, the Proposed Development will deliver a resilient, low-carbon environment. This approach supports the transition to net zero and demonstrates full compliance with Principle 2 of Policy CS2.

Principle 3 – “Reduce the need to travel and increase accessibility”

- 8.51 The Application is accompanied by a Transport Statement and Framework Travel Plan which highlight the sustainable credentials of the Site. The positioning of the Proposed Development within the heart of Huyton Village and the provision of a high-density development replacing extensive, and excessive, areas of hardstanding utilised for parking responds directly to this principle.
- 8.52 The Proposed Development would deliver a truly mixed-use neighbourhood, retaining a substantial number of local government jobs on Site, whilst creating new employment opportunities and supporting existing businesses within the Village. The residential component of the Proposed Development will mean that future residents can live, work and play within a short commute. The high-quality landscaped integrated active travel routes will transform this part of the Village creating new safe and attractive desire lines to traverse through and within the Proposed Development.
- 8.53 The Site is well accessible to a range of sustainable transport modes anchored by Huyton railway station and bus station which are a short walk from the Site meaning less reliance on private car travel for future residents to destinations further afield.
- 8.54 The reduction in parking on Site is a conscious design choice to maximise development opportunities and make affective and efficient use of land are required by chapter 11 of the NPPF. Whilst a quantum of car parking will remain on Site, the intention is very much to encourage the take up of sustainable transport modes, walking and cycling as set out within the supporting Framework Travel Plan.
- 8.55 Within the detailed element of the Proposed Development the highest trip generating use is the KMBC HQ itself, a dedicated Travel Plan is to be produced which will seek to incentivise take up of sustainable transport modes, car sharing and reduce reliance on private car travel.
- 8.56 In summary the Proposed Development will reduce the need to travel for future residents and also makes best use of access to sustainable transport modes.

Principle 4 – “Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place”

- 8.57 The Proposed Development has been sensitively designed taking account of local constraints and characteristics. This is articulated in detail within the supporting Design and Access, which provides commentary on how the scheme has evolved and been shaped recognising ‘environmental limits’.
- 8.58 The Proposed Development has been designed to a scale and density befitting of the Site’s location within Huyton Village and Knowsley’s civic core. The design, in particular materiality, draws influence from surrounding historic context. The key driver behind

the layout of the Proposed Development is enhancing permeability whilst ensuring activation throughout and providing a space which is attractive and useable to all.

- 8.59 Although an element of tree removal is required to facilitate the Proposed Development, this has been an inevitability due to the sporadic tree coverage within the Site. The Proposed Development has sought to retain as many high value trees as possible within public realm areas, supplemented by new planting. New habitat creation has been fully maximised within the Proposed Development.
- 8.60 Environmental impacts during the construction and operational phase will be mitigated through a range of measures including those outlined within the Schedule of Mitigation appended to the preceding Environmental impact Assessment Screening Report.
- 8.61 Ultimately the Proposed Development would deliver a range of environmental benefits and improve the quality of the Site, whilst minimising any negative effects.

Principle 5 – “Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy”

- 8.62 The Site’s location and brownfield status means existing infrastructure and services can be utilised with relatively limited intervention. The Sustainability Statement submitted in support of the application identifies how the Proposed Development promotes sustainable construction and efficiency in resource use, mitigates environmental impact through the following measures:
- By being inherently sustainable in its location which capitalises on the Sites excellent accessibility credentials to sustainable transport modes, reducing reliance on private car;
 - Achieving a 10% biodiversity net gain through habitat creation both on and off-site, the extensive green infrastructure incorporated also provides for active travel routes;
 - A drainage strategy that incorporates sustainable urban drainage features and is designed to manage the effects of climate change;
 - Highly energy efficient buildings which adopt a fabric first approach and reduce carbon emissions within a view of supporting the transition towards net zero;
 - Commitment to a range of environmental protection measures both embedded within the Proposed Development and to be applied during construction and operational phase.

- 8.63 It is therefore considered that the Proposed Development complies with LPCSKLP Policy CS2.

Delivering Housing including Affordable and Specialist Housing (Policies CS3, CS15 and CS16)

- 8.64 Policy CS3 of the KLPCS sets the housing requirements for Knowsley, expecting an average of 450 units to be delivered up to the year 2028 with 36% of new development to be directed towards Huyton. The Borough's housing requirement based on the NPPF's standard method is higher still at 600 no. units per year.
- 8.65 The Proposed Development proposes up to 420 new homes which would make a substantial contribution to the Knowsley's housing supply over the coming years. Whilst there is no firm delivery programme beyond that associated with plot 2b, the Application upon approval would provide a streamlined mechanism for delivering a critical mass of housing within an optimal, sustainable and highly accessible location.
- 8.66 It is expected that the "tenure, type and size of new housing delivered in Knowsley will support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley". The future delivery of housing on outline plots will respond to market demand and provide a range of tenures and housing mix to meet the needs of the Borough. As detailed above, the delivery of plot 2b is expected to come first with GKRL and KMBC as developer currently engaged in discussions with a registered provider to provide circa. 70 no. entirely affordable units as early as 2029.
- 8.67 This in itself would exceed the Policy CS15 requirement of at least 10% of new homes within Knowsley's urban areas to be provided as affordable, however there will remain opportunity for further affordable units to come forward at a later stage through the flexible planning permission sought. As confirmed within the Development Specification planning permission is sought to allow the delivery of both Class C2 (dwellinghouses) and Class C3 (residential institutions such as care homes) uses of varying tenure.
- 8.68 Given the likelihood of affordable housing being delivered through grant funding, as opposed to directly through the planning process, it is requested that any subsequent planning conditions or Section 106 legal agreement be worded in a way which facilitate this.
- 8.69 In summary, whilst the provision of housing would ultimately be assessed through future reserved matters applications, the Proposed Development has the potential to make a substantial contribution to Knowsley's housing supply. GKRL are committed to delivering a development which meets the needs of the Borough through a range of house types, sizes and tenures and will ensure that at least 10% of the total number of units delivered on Site are affordable.
- 8.70 All future reserved matters applications relating to housing will be accompanied by a statement which outlines how the proposed quantum, tenure and mix contributes towards meeting both need and demand and diversifying the housing offer within Huyton Village. It is therefore considered that the Proposed Development complies with KLPCS Policies CS3, CS15 and CS16 Strategic Objective 2 in particular and chapter 5 of the NPPF.

Achieving Social Value (Policy CS2)

- 8.71 Principle 1 of Policy CS2 seeks to promote sustainable economic growth, address deprivation and inequality, and reduce disparities between Knowsley's most and least affluent communities. The Application is supported by a comprehensive Equality and Diversity Impact Assessment (EDIA) and a Social Value Strategy, which together demonstrate a strong and proactive commitment to inclusion, opportunity, and community wellbeing across the Site.
- 8.72 The Social Value Delivery Plan sets out GKRL's strategic framework for creating a lasting and measurable legacy of opportunity, inclusion, and wellbeing for the communities of Knowsley. As part of St Michael's Place, the strategy identifies tangible outcomes in employment, skills development, health, community cohesion, and environmental stewardship. These are underpinned by a robust monitoring framework to ensure that agreed social value targets are delivered throughout both construction and operational phases.
- 8.73 The EDIA evaluates potential equality impacts to ensure that the development promotes fairness, prevents discrimination, and responds to the diverse needs of local people, including those with protected characteristics under the Equality Act 2010. The assessment concludes that the proposals will have a positive effect through inclusive design, improved accessibility, and the creation of new opportunities for underrepresented and disadvantaged groups.
- 8.74 The provision of a high-quality workplace, with contemporary facilities that will ensure improved staff retention alongside helping KMBC attract new talent to work for the Council and within the Borough. The Proposed Development will provide a high-quality, modern workplace with contemporary facilities, contributing to improved staff wellbeing, retention, and productivity. By creating an attractive and supportive environment, the scheme will help KMBC recruit and retain talent, which in turn strengthens local governance and service delivery.
- 8.75 Accordingly, the Proposed Development is considered to fully accord with Principle 1 of Policy CS2 of the Knowsley Local Plan and with Chapters 2 and 8 of the National Planning Policy Framework (NPPF). It will deliver demonstrable and lasting social value benefits for existing and future residents of the borough, supporting a more inclusive, prosperous, and resilient Knowsley.

Supporting Economic Growth (Policy CS4)

- 8.76 The application is supported by an Economic Benefit Statement which quantifies the benefits that could be derived from the Proposed Development during both construction and operational phase. The separate Social Value Strategy also outlines measures that will be implemented to fully maximise job creation, training and education opportunities for Knowsley residents. The content of these reports and their contribution towards meeting Policy CS4 are summarised below.
- 8.77 In the first instance, modelling carried out by Turley Economics indicates that the construction of the Proposed Development has the potential to generate the following economic impacts:

- Investment of **£164 million** in construction of the Proposed Development;
- Supporting **920** person-years of employment, equating to an average of **155** FTE gross jobs during the estimated 4-year construction period;
- Creating an average of **155** direct, indirect and induced net additional FTE employment opportunities in the LCR throughout construction, inclusive of **50** for residents of Knowsley; and
- Contributing a total net additional **£63 million** GVA to the economic output of the LCR economy during construction, of which **£45.6 million** will be concentrated in Knowsley.

8.78 Upon completion, the Proposed Development will generate a range of economic impacts. These impacts will persist over the long-term, and are likely to include the following:

- Supporting **1,310 – 1,590** jobs on-site, enhancing the working environment for c.1,200 KMBC FTE employees and generating a total of **110 - 400** direct, indirect and induced net additional jobs for LCR residents, including **35 - 130** for Knowsley residents;
- Generating an annual economic boost of **£5.1 - £18.0 million** GVA, including **£3.1 - £10.8 million** concentrated in Knowsley;
- Increasing the local population, as a result of the **530 - 600** residents living at the Proposed Development;
- Accommodating **380 - 430** additional economically active and employed residents, benefiting local businesses and employers located close to the Site;
- Supporting resident income of **£11.3 - £12.9 million** per annum, a proportion of which is likely to be spent in Knowsley;
- Supporting **£3.2 - £3.6 million** in local household retail expenditure and **£1.4 - £1.6 million** on leisure goods and services per annum, in turn supporting and maintaining 30 - 35 retail and leisure-related jobs in Huyton Village and across the Knowsley and LRC economies more widely;
- Generating **£710,000 - £810,000** per annum in Council Tax and **£359,000 - £564,000** in Business Rate payments for collection by KMBC – boosting public revenues and contributing towards delivering vital services within the local and wider impact areas;
- Welcoming **54,400** overnight visitors annually – in high-quality new hotel accommodation, boosting Huyton, Knowsley and the wider LCR's visitor economy; and

- Generating annual visitor expenditure in the wider economy of **£4.0 million** – sustaining **20** further jobs in the local and regional retail, leisure and tourism sectors.

8.79 In summary, the Proposed Development would deliver substantial measurable economic growth, creating a wide-range of new job opportunities, which will not only support existing businesses within Huyton Village but act as a catalyst in attracting new investment within the locality. The long-term phasing of the Proposed Development would also provide a steady economic boost for the construction sector. It is therefore considered that the Proposed Development complies with KLPCS Policies CS4, Strategic Objectives 1 and 3 and in particular and chapter 6 of the NPPF.

Sustainable Transportation and Parking Strategy (Policy CS7)

- 8.80 The Proposed Development’s overarching ethos is to provide a new mixed-use development in a sustainable location which harnesses the key locational benefits associated with the Site’s proximity to Huyton railway station and centre – the Village. For this reason, there is a limited level of parking provision and a focus on high-quality public realm to facilitate safe and permeable foot and cycle routes for the benefit of future residents, workers and visitors.
- 8.81 Urbanising and activating streets to prioritise pedestrian and cycle movements is one of the key design principles that has influenced the design of the Proposed Development, in addition to encouraging modal shifts to more sustainable transport choices.
- 8.82 The Proposed Development would help to reconnect Huyton by improving access to Huyton railway station given the physical and visual barriers presented by the Site’s existing arrangement. The Proposed Development, and public realm improvements, would accord with the key objective of policy CS7 to improve the connectivity to and from Huyton Village and by turning the inward-looking Huyton Centre into an outward and accessible centre, and also CS4 by improving links to tourist destinations.
- 8.83 In order to ensure continuity in parking provision within the Village, a detailed Parking Strategy has been prepared by Astute in discussions with KMBC’s Strategic Highways team and the LPA. The Parking Strategy provides a phase by phase breakdown of areas that will be retained, made available or constructed for car parking during both construction and operational phase.
- 8.84 By way of high-level summary, the Parking Strategy proposes the following:
- Removal of all Council staff parking on Site, with the exception of disabled and VIP parking spaces to be provided to the east of the new Council HQ and continued use of the Club 3000 Bingo and Cavendish House car parks. This provides 180 no. spaces, or approximately half the number currently available. As detailed within the Framework Travel Plan a robust Council-specific Travel Plan will be prepared incentivising take up of sustainable transport modes, car

sharing and car clubs. Further pay and display parking will be provided at Lathom Road as detailed below.

- During the initial demolition and enabling phases of the Proposed Development, public short-stay parking will be relocated to the existing library car park for the short-term. Whilst initial enabling works take place, the existing poor quality and significantly underutilised Lathom Road multi-storey car park will be demolished and replaced with a new accessible and attractive multi-storey car park providing up to 400 parking spaces.
- Once the new Lathom Road multi-storey car park is operational this will provide capacity for short-stay visitor parking with the balance being allocated to the future outline plots (residential and commercial uses). There will also be capacity to provide parking to serve the hotel which will utilise the library car park until the time in which that plot (no. 6) is subsequently developed.

8.85 In summary the Proposed Development would continue to provide an appropriate quantum of car parking for Council staff and the general public in accordance with planning policy whilst providing parking at a ratio of 0.4 parking spaces per residential unit which is considered appropriate given the highly accessible and sustainable nature of the Site within proximity of Huyton railway station and bus station. Provision will be made for cycle storage and electric vehicle charging points in addition to wider active travel facilities within the new Lathom Road hub.

8.86 Further, the Transport Assessment's consideration of highway impacts concludes that there would be no unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network, following mitigation, be severe, taking into account all reasonable future scenarios.

8.87 Overall, sustainable movement and transportation through the Site and beyond is inherent through the design of the Proposed Development. A suitable level of parking has been provided relative to the accessibility of the Site and urban nature, whilst various measures to encourage sustainable travel would be secured through a detailed Travel Plan. The Proposed Development would not give rise to adverse highway safety impacts. The application thus accords with the requirements of Policy CS7 and C5 and chapter 9 of the Framework.

9. Assessment of Proposals – Technical and Development Management Matters

- 9.1 The following chapter provides an analysis of the Proposed Development’s design against the Development Plan and any associated technical and environmental issues.

Design, Character and Townscape

- 9.2 St. Michael’s Place will transform the outdated civic facilities in central Huyton Village into a vibrant, sustainable, and connected mixed-use destination that supports KMBC’s growth ambitions and meets the needs of the local community. The development will deliver modern, energy-efficient civic and workplace facilities within a high-quality public realm that seamlessly links Derby Road, the high street, Huyton’s bus and train stations, and the wider village centre.
- 9.3 As part of the pre-application process, the Applicant has engaged extensively with the Local Planning Authority to ensure the Proposed Development reflects KMBC’s aspirations for high-quality, locally responsive design. The accompanying Design and Access Statement and Design Code set out the evolution of the Proposed Development and sustainable design ethos. The content of these documents including an analysis against relevant policy is summarised below.

Layout, Scale and Massing

- 9.4 The Proposed Development demonstrates a carefully considered approach to layout, scale, and massing, responding sensitively to the surrounding historic context while introducing a harmonious modern form of development. The Site is in a prominent location within Huyton Village benefitting from broadly single ownership across much of the Site which has provided the opportunity to deliver a comprehensive generational transformation for Knowsley. SMP presents a valuable opportunity to create a distinctive, well-integrated and contemporary landmark development. The overall layout has been carefully designed to improve pedestrian connectivity, enhance legibility, and create a clear and attractive townscape complements existing streets and spaces.
- 9.5 The KMBC HQ and Hotel are strategically located within the Site, acting as wayfinding landmarks, enhancing legibility and accessibility. Lower-rise elements of up to five storeys are positioned adjacent to the existing suburban context, including the Huyton Library, providing a gradual transition in scale and ensuring that the new development integrates well with the established townscape.
- 9.6 Medium-rise elements of up to six to eight storeys will provide a gradual transition towards the centre of the Site, where a landmark twelve-storey building will act as a visual marker and focal point for the wider centre.
- 9.7 Building heights are arranged in a spiral pattern, rising gradually from the surrounding suburban context towards the central landmark. This approach ensures a sensitive

integration with the existing townscape, respecting the scale and mass of nearby buildings while introducing a contemporary form appropriate for the Village. The layout of streets and open spaces has been designed to enhance connectivity with surrounding uses, providing well-structured public realm that promotes accessibility, social interaction, and activity throughout the Site.

- 9.8 Overall, the Proposed Development balances respect for the existing context with the creation of a distinctive, well-integrated, and visually legible development, in line with KLPCS Policy CS19.

Appearance

- 9.9 The appearance of the Proposed Development has been shaped by a clear understanding of Huyton's local character and architectural identity, in accordance with KLPCS Policy CS19(a), which requires new development to respond to and integrate the positive characteristics of its surroundings, including local materials and building forms.
- 9.10 The new Council Headquarters takes inspiration from the red sandstone used in Huyton's historic churches and civic buildings, as well as the traditional red brick of nearby housing. Subtle patterning will be introduced through the use of pre-cast concrete panels around the main entrance, with the motif also echoed in perforated metal cladding at ground-floor level to provide texture and visual interest.

Figure 9.1: Proposed Southeast Elevation of the KMBC Headquarters, prepared by 5plus



- 9.11 The proposed Hotel complements the architectural language of the masterplan and the new Council Headquarters, ensuring a unified townscape character. Its façade strategy draws from Huyton's geological and cultural heritage, referencing the township's red sandstone bedrock and industrial past.

Figure 9.2: Sketch Visual of the Hotel, prepared by KKA



- 9.12 The Design Code provides a clear framework for the outline plots, setting consistent principles for building frontages, access arrangements, defensible space, and landscaping. It will ensure that all phases of development follow a coherent architectural language and maintain the overall design quality and identity of St. Michael's Place.
- 9.13 The wider material palette across the Site reflects the distinctive identity of Huyton and its heritage assets. Civic and commercial buildings will incorporate red sandstone tones and warm brickwork, establishing a sense of continuity and local distinctiveness. Darker engineering bricks in grey and black will be used selectively to reference the area's railway and mining history, while also providing durable finishes for service and functional areas such as cycle storage and back-of-house spaces.
- 9.14 Residential buildings will be expected to adopt a complementary and slightly softer palette while creating a smooth transition to the surrounding suburban and conservation areas. This approach ensures a contemporary yet contextual design that feels rooted in Huyton's architectural character.
- 9.15 In summary, the Proposed Development creates a strong and distinctive architectural style for Huyton. It combines local materials with modern design to provide a unified centre. By using high-quality materials, careful detailing, and consistent design, the scheme is visually coherent and gives a clear sense of place, in line with KLPCS Policy CS19 and national design guidance.

Landscaping

- 9.16 A high-quality landscaping scheme forms a key element of the Proposed Development, designed to enhance visual amenity, promote biodiversity and create attractive, usable open spaces for residents, workers and visitors. The landscape design responds to the

existing topography and incorporates a series of connected green spaces, rain gardens and tree planting that reinforce the site's structure and identity. A wildflower meadow is proposed in the north-western corner of the site, contributing to ecological diversity and microclimate regulation, while amenity lawns and planted areas provide opportunities for recreation and relaxation.

- 9.17 The Village Green at the rear of SMP provides extensive high-quality public open space and a new focal point for the Village within an area of the Site currently dominated by hardstanding and providing zero recreational value. The adjacent plaza fronting the KMBC HQ will be the site of the relocated Huyton Cenotaph further reinforcing SMP's credentials as a truly useable community asset.

Figure 9.1: Village Green, Public Realm General Arrangement Plan prepared by Lucid



- 9.18 Planting along the Site boundaries will soften the interface with neighbouring streets, improve visual integration and strengthen pedestrian connections. Sustainable Urban Drainage Systems have been embedded within the landscape to support surface water management and climate resilience, consistent with KLPCS Policies CS19(b), CS19(d) and CS24. The landscaping strategy has also been developed with long-term maintenance in mind, ensuring that the quality and character of the Village Green and wider public realm can be sustained over time in line with KLPCS Policy CS19(2)(c).

Sustainable Design

- 9.19 Sustainability is embedded throughout the design, ensuring that the Proposed Development contributes to Knowsley's objectives for a low-carbon and climate-

resilient future. In accordance with KLPCS Policies CS19(3), CS22 and CS24, the Proposed Development incorporates energy-efficient design principles and both passive and active sustainability measures. Air Source Heat Pumps and Photovoltaic panels will be utilised to reduce carbon emissions and energy demand. The buildings have been designed to maximise natural light and ventilation, while materials have been selected for their durability, efficiency and low environmental impact.

- 9.20 The drainage strategy incorporates climate change allowances and uses SuDS features to manage surface water effectively, reducing flood risk and improving water quality. The inclusion of green infrastructure further enhances biodiversity and contributes to the overall ecological network. Construction and operational practices will promote resource efficiency, responsible material sourcing and circular economy principles, ensuring that the development performs sustainably throughout its lifecycle.

Security and Crime Prevention

- 9.21 Safety and security are integral to the design approach. The site layout ensures that all key pedestrian routes, open spaces and the Village Green are well overlooked by active frontages, providing strong natural surveillance in accordance with KLPCS Policy CS19(2)(b). The avoidance of blank walls and the careful orientation of buildings contribute to a sense of safety and activity throughout the public realm. Where passive surveillance is limited, CCTV may be introduced to supplement security provision.
- 9.22 Ground-floor residential units will be designed in accordance with Secured by Design principles, ensuring that boundaries and entrances are clearly defined and that shared spaces feel safe and welcoming. The mix of uses across the site - including residential, commercial, office and hotel - will generate activity throughout the day and evening, enhancing natural surveillance and fostering a lively, inclusive and secure environment.

Summary

- 9.23 The Proposed Development demonstrates clear compliance with KLPCS Policy CS19, delivering:
- A layout, scale, and appearance that responds to local context, historic assets, and Village character;
 - Landmark development and high-quality public realm that encourage social interaction and active lifestyles;
 - Integration of landscaping, biodiversity, and climate-resilient design measures;
 - Safe, secure, and accessible routes for all users; and
 - Sustainable design measures, low-carbon technologies, and long-term maintenance strategies.

- 9.24 Overall, the scheme delivers a high-quality, visually distinctive, safe, and sustainable development that enhances Huyton Village while meeting the requirements of KLPCS Policy CS19 and paragraphs 131, 135, and 137 of the NPPF.

Amenity of Future Occupants and Existing Neighbours

- 9.25 The Site is situated immediately south of existing residential neighbourhoods. The impact of the Proposed Development on residential amenity is therefore a key consideration. At KLPCS Policy CS19, KMBC set out how development will not be permitted if it would have an unacceptable adverse impact on nearby land uses.
- 9.26 As the scheme has evolved, careful consideration has been given to the existing residents. It is acknowledged that the redevelopment of the Site will change the character of the area and result in some landscape and visual impact. However, every effort has been made to ensure the residential amenity of neighbouring residents is maintained.

Noise

- 9.27 The application is supported by a Noise Impact Assessment (prepared by Acoustic & Engineering Consultants Limited) which considers the impacts of existing noise sources on the Proposed Development and future occupiers. An extended unattended noise survey was undertaken by AEC in January 2025 together with attended daytime measurements. The surveys demonstrate that noise levels vary significantly across the development site with traffic on Archway Road the main source.
- 9.28 Residential properties closest to Archway Road will require high-performance acoustic glazing and trickle vents, and in some cases, mechanical ventilation to achieve suitable internal noise levels. Other residential plots can achieve appropriate internal conditions using standard thermal glazing and trickle vents. The hotel (Plot 4) and Council HQ (Plot 1) facades facing Archway Road will meet internal noise standards through moderate or good acoustic glazing specifications.
- 9.29 The assessment establishes combined mechanical plant noise limits for both existing and future residential properties, concluding that noise impacts would be negligible or, at worst, low. For commercial units, standard construction methods will adequately control noise breakout, with further detailed design refinements to be implemented at later stages.
- 9.30 For the meanwhile uses, it is considered that the worst-case potential impact would be from the padel courts. However, provided that Plot 2b isn't developed before 2a or provided that the court is not located within 40m of 2b, in all instances, noise from the padel courts is anticipated to remain within acceptable levels.. This would of course apply to a greater extent should the court only be temporary.
- 9.31 Overall, the assessment concludes that, with appropriate mitigation measures, noise will not be a determining constraint for the Proposed Development. Based on the above, the Proposed Development would not have an adverse impact on amenity from

noise generated by the proposed uses on the Site. The application, therefore, complies with Principle 4 of Policy CS2, Policy CS19 and paragraph 198 of the NPPF.

Air Quality

- 9.32 The application is supported by an Air Quality Assessment (prepared by Redmore Environmental Ltd). The assessment considered potential impacts during both the construction and operational phases of the Proposed Development and evaluates the suitability of the Site for future occupants in relation to existing air quality conditions.
- 9.33 During the construction phase, potential air quality impacts from fugitive dust emissions associated with demolition, earthworks, construction, and track out activities were assessed. With the implementation of appropriate, site-specific dust control and management measures, construction-related air quality impacts are expected to be negligible.
- 9.34 For the operational phase, dispersion modelling was undertaken to predict pollutant concentrations at sensitive receptor locations arising from traffic associated with the Proposed Development. The modelling was verified using local monitoring data and considered both “with” and “without” development scenarios.
- 9.35 The results demonstrate that predicted pollutant concentrations are below relevant national air quality objectives and that the Proposed Development will not result in any significant impacts on local air quality, nor will future occupants be exposed to poor air quality. Accordingly, the Site is considered suitable for the proposed uses from an air quality perspective, and no specific mitigation measures are required.
- 9.36 It is therefore considered that the Proposed Development would not be impacted by or contribute towards poor air quality, thus the application accords with KLPCS Policy CS2 and paragraph 199 of the NPPF.

Daylight/Sunlight

- 9.37 A Daylight and Sunlight assessment has been prepared by GIA to assess the impact of the Proposed Development’s built form which models the impacts on nearby residential receptors.
- 9.38 This focuses on residential receptors in immediate proximity to the Site which were identified as having site face windows and habitable rooms which were 12-18 Archway Road, Brookfield House, 6 Archway Road, 1 Rupert Road and 24 Archway Road.
- 9.39 Computer modelling was used to determine the simulations of the site and its surroundings to analyse the amount of daylight and sunlight available to the buildings, both as existing and as proposed situation.
- 9.40 All bar 1 of 21 residential habitable rooms modelled would fully accord with the BRE criteria for sunlight, and the majority of residential properties surrounding the site would experience no noticeable changes to the level of daylight they currently receive. There would be some noticeable changes in daylight to the properties on Archway

Road, however these changes are isolated to four properties and the majority of reductions fall to bedrooms where there is a lesser requirement for daylight.

- 9.41 As such, no unacceptable impacts will result, as required by KLPCS Policy CS19 and in particular paragraph 130(c) and 198 of the NPPF

Summary

- 9.42 The suite of technical reports submitted in support of the application all conclude that subject to mitigation, there are no technical considerations which would preclude the Proposed Development at the Site. Therefore, it is considered that there would be adverse impact on nearby residents as a result of noise, air pollution, visual impact, or highways.
- 9.43 Overall, the Proposed Development will not adversely impact amenity of future occupants and existing neighbours in accordance with KLPCS Policy CS19 and paragraph 135 of the NPPF.

Ecology And Arboriculture

Ecology and Biodiversity Net Gain

- 9.44 A Preliminary Ecological Appraisal (PEA) has been carried out to establish the baseline conditions at the Site. The PEA comprises a desk study, biological records search, and a site walkover survey to identify habitat types and potential for protected species.
- 9.45 The PEA confirms that no impacts to notable habitats are anticipated, given the Proposed Development's distance from such habitats and its urban location with surrounding physical barriers. The Site is not subject to any statutory designations, and there are no known statutory sites within 2 km. Although the Site lies within the impact risk zone for the Mersey Estuary - designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), and Ramsar site, located approximately 8.1 km southwest - the proposed development is not considered to pose a risk to this designation.
- 9.46 The PEA has informed the Biodiversity Net Gain Assessment submitted in support of the application which assigns a value of 17.17 habitat units and 0.11 hedgerow units to the Site's existing baseline.
- 9.47 The proposed landscaping would lead to a loss of 20.54% of area-based habitat units but a gain of 76.61% in linear habitats. However, trading rules are not met for the loss of 74 medium-value urban trees.
- 9.48 In order to achieve a +10% biodiversity net gain for area-based habitats, a minimum area-based unit score of 18.89 will need to be achieved. At present, there is a unit deficit of 5.09 units. However, to meet trading rules 5.29 individual tree units are required, making this the de facto unit requirement.

- 9.49 Given the highly urban nature of the Proposed Development, density and overarching viability constraints it has not been possible to provide on-site mitigation, therefore for the limited loss of biodiversity units it is proposed to make a financial contribution for off-site enhancement, to achieve and overall no-net loss.
- 9.50 Subject to securing the mitigation measures outlined above and the implementation of a biodiversity net gain delivery plan, the proposed development will not result in any adverse effects on protected habitat or species and will secure long term BNG. It is, therefore compliant with KLPCS Policy CS8, as well as Chapter 15 of the NPPF (paragraphs 187(d) and 193).

Arboriculture

- 9.51 The proposal involves the removal of 48 individual trees, comprising 3 Category U, 1 Category A, 22 Category B, and 22 Category C trees. In addition, 11 groups of trees/hedges will be removed entirely, and partial removal will occur for 11 groups/hedges, comprising 3(5) groups of Category B and 6(5) groups of Category C (numbers in brackets indicate partial removal).
- 9.52 The scheme seeks to retain existing high-quality trees wherever possible; however, due to the sporadic distribution of trees across the site, it has not been feasible to retain all specimens. The principle of tree removal across much of the site has already been accepted through the enabling works consent (ref. 23/02803/FUL).
- 9.53 These losses will be fully mitigated through a comprehensive replacement planting strategy, as detailed in the submitted landscaping plan, resulting in an overall enhancement of the site's arboricultural value. This approach is consistent with the objectives of KLPCS Policies CS8 and CS21.

Heritage

- 9.54 A Desk-Based Heritage Assessment has been prepared by Fenix Heritage in support of the application. The assessment confirms that there are no designated heritage assets located within the Site boundary. However, it acknowledges the presence of Listed Buildings and Conservation Areas in the wider vicinity, within which the Site contributes to their setting. Accordingly, an assessment has been undertaken to consider the implications of the proposed development on the settings of these designated assets.
- 9.55 The assessment concludes that while the Proposed Development would introduce a transformative (positive) change to the existing townscape character, it would not result in harm to the setting of any designated or non-designated heritage assets in the surrounding area.
- 9.56 In relation to archaeological potential, the assessment notes that previous phases of development have significantly disturbed the ground conditions, thereby diminishing the likelihood of any surviving archaeological remains. It therefore concludes that the Site has negligible archaeological potential. It is also noted that planning permission

has been granted for enabling works on the Site without any requirement for archaeological investigation, further reinforcing this conclusion.

- 9.57 Overall, the proposed development is considered to result in no harm in heritage terms. The proposal therefore accords with KLPCS Policy CS20 and is consistent with the objectives of Chapter 16 of the NPPF.

Managing Flood Risk

- 9.58 The Site lies entirely within Flood Zone 1 indicating a low risk of flooding, with limited risk of surface water flooding. Given the size of the Proposed Development the application is nonetheless supported by a detailed Flood Risk Assessment (FRA) and Drainage Strategy (prepared by Buro Happold).
- 9.59 The proposed surface water drainage strategy confirms that it 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 at an agreed allowable discharge rate.
- 9.60 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.
- 9.61 The foul water drainage strategy will comprise a traditional gravity drainage network sized to convey flows from connection points within the office building and hotel building and using existing connections where feasible.
- 9.62 In summary the Proposed Development would not result in increased flood risk to the Site or wider area. The supporting FRA demonstrates that the Proposed Development incorporates the most viable sustainable drainage solution with appropriate attenuation and discharge rates which have been designed to respond to the challenges of climate change. The Proposed Development also incorporates features which support water conservation and re-use. The application is therefore acceptable with respect to KLPCS policy CS24 and paras 159-169 of the Framework.

Ground Conditions

Contamination

- 9.63 A Quantitative Risk Assessment and Remedial Strategy has been submitted in support of the application. This document provides an overview of the geo-environmental and geotechnical conditions of the Site, assessing potential sources of contamination and

considering any potential impacts of the proposed development on the wider environment and surrounding land uses.

- 9.64 The assessment draws upon the findings of an existing Desk Study Report and Ground Investigation Report prepared by Buro Happold, together with results from an intrusive investigation undertaken by CC Geotechnical, all of which have been submitted as part of this application.
- 9.65 The results indicate that no significant geo-environmental risks have been identified which would require further investigation prior to the commencement of the proposed enabling works. However, it is recommended that additional investigation be undertaken beneath the existing building footprints once demolition has occurred, to confirm ground conditions in these currently inaccessible areas.
- 9.66 While the risk of contamination is considered low, there remains the potential for localised or unforeseen contamination that may not have been encountered during the current investigation, particularly beneath existing structures. This potential should be appropriately addressed through the contractor's method statements and site management procedures for all below-ground works.
- 9.67 Subject to adherence to these recommendations, it is considered that the proposed development would appropriately manage any potential contamination risks and therefore complies with Policy CS2 and paragraph 196 of the NPPF.

Levels

- 9.68 The Site has been designed to experience minimal level changes, carefully responding to the existing topography to ensure seamless integration with adjacent developments. This approach is supported by a detailed levels plan prepared by Lucid (SMP-LUD-MP-ZZ-DR-L-96-00-01, Rev. 04), demonstrating alignment with surrounding areas.

10. Summary and Conclusion

- 10.1 The Proposed Development at St Michael’s Place presents a significant opportunity to regenerate a large part of Huyton Village, creating a vibrant, sustainable, and well-connected mixed-use destination. The scheme will replace a collection of underutilised and poor-quality buildings and extensive surface car parks with a high-quality contemporary development that delivers substantial economic, social, and environmental benefits for Knowsley.
- 10.2 The Proposed Development is fully consistent with the spatial strategy set out in Policy CS1 of the KLPCS and the NPPF. By concentrating substantial investment in a sustainable town centre location, the scheme makes efficient use of underutilised land, improves local connectivity, and supports Huyton’s ongoing regeneration. At its heart, the proposal introduces a state-of-the-art Council Headquarters, complemented by a hotel, flexible commercial floorspace, new homes, and extensive high-quality public realm, establishing a new civic focus for the borough.
- 10.3 The development has been shaped through a comprehensive design, informed by extensive stakeholder and public engagement. The layout is designed to create a strong sense of place, with clear character areas, integrated green infrastructure, and permeable pedestrian and cycle routes. The scheme will significantly enhance the public realm between key transport nodes, improving safety, accessibility, and the overall visitor and resident experience.
- 10.4 Robust technical assessments confirm that the Proposed Development will not give rise to significant adverse environmental or infrastructural impacts, and that all relevant considerations have been appropriately addressed. Table 10.1 summarises the key benefits of the Proposed Development:

Table 10.1: Summary of Key Benefits

Theme	Key Benefits
Economic	• Acts as a major catalyst for local growth and regeneration within Huyton Village. • Safeguards approximately 1,200 existing Council jobs and generates additional employment through new hotel, office, and commercial uses. • Supports local businesses and services with an estimated £9.2 million annual uplift in local spending. • Strengthens Huyton’s role as a key civic, commercial, and administrative centre for Knowsley.

Social	• Delivers up to 420 new homes in a highly sustainable, accessible town centre location. • Provides a balanced mix of housing types and tenures, including affordable and potential specialist accommodation. • Contributes to rebalancing the Borough's housing market and meeting identified housing needs. • Creates a diverse, inclusive, and vibrant community that supports Huyton's long-term regeneration and vitality. • Enhances access to civic, community, and cultural facilities for residents and visitors.
Environmental	• Transforms the townscape through the creation of a new Village Green, wider public realm and extensive landscaped public realm. • Through appropriate mitigation will deliver a measurable biodiversity net gain and integrates sustainable drainage systems (SuDS) and green infrastructure. • Improves connectivity and permeability across the Village with enhanced pedestrian and cycle routes. Reduces car dominance, rationalises parking, and enhances visual amenity and overall environmental quality. Incorporates a low-carbon, energy-efficient design, contributing to Knowsley's climate change objectives.

Planning Balance

Compliance with the Development Plan

- 10.5 The Proposed Development has been considered against the prevailing development plan at Section 8 and 9 of this Statement. The appraisal demonstrates that:
- The redevelopment of a highly accessible brownfield site within Huyton Village directs substantial investment to a key town centre, promoting sustainable growth and regeneration in accordance with Policies CS1, CS2, CS4, and CS6 of the KLPCS and Chapters 2 and 6 of the NPPF.

- The development will generate significant employment opportunities during construction and operation, strengthen Huyton's role as a civic and commercial centre, and support the local economy in line with Policy CS4 and Strategic Objectives 1 and 3 of the KLPCS and Chapter 6 of the NPPF.
- A low-carbon design approach has been adopted, incorporating renewable energy technologies, sustainable drainage systems (SuDS), and biodiversity enhancements, delivering measurable environmental benefits and compliance with Policy CS2 and Chapter 14 of the NPPF.
- The scheme provides up to 420 new homes, including a substantial proportion of affordable housing and potential specialist accommodation, making a major contribution to local housing needs in accordance with Policies CS3, CS15, CS16, and Chapter 5 of the NPPF.
- The development is highly accessible via sustainable transport modes, prioritises active travel, and incorporates an appropriate parking strategy that ensures no adverse highway safety impacts, in accordance with Policies CS2, CS7, and Chapter 9 of the NPPF.
- The proposals enhance the townscape, create high-quality public realm and green spaces, and, through appropriate measures, deliver a net gain in biodiversity, in accordance with Policies CS2 and CS6 and Chapters 12 and 15 of the NPPF.

10.6 The Proposed Development complies with all relevant policies of the development plan. As such, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) and the presumption in favour of sustainable development at paragraph 11 of the Framework, planning permission should be granted unless material considerations indicate otherwise.

Material Considerations

- 10.7 The Proposed Development fully accords with the vision, principles, and objectives of the Huyton Village Masterplan (2017), delivering a vibrant, accessible, and sustainable mixed-use destination at the heart of the Village.
- 10.8 It responds positively to the Masterplan's strategic aims by significantly improving routes and connections through enhanced permeability, new pedestrian and cycle links, and clear gateway entrances. The scheme introduces active frontages, high-quality public realm, and a central Village Green to transform environmental quality and create an attractive setting for civic and community life. The relocation of the War Memorial and creation of a new civic square reinforce the area's identity as the civic heart of Knowsley.
- 10.9 The development strengthens the local economy through new employment space, commercial opportunities, and a substantial residential component that will increase footfall and support existing businesses. Within the Civic Quarter, it delivers a true mixed-use hub centred around a modern Council HQ, Village Green, while the

reconfigured multi-deck car park in the Lathom Road area provides upgraded facilities consistent with the Masterplan's objectives. Taken as a whole, the Proposed Development is fully consistent with the intent of the Masterplan and represents its successful realisation in a contemporary, deliverable form.

- 10.10 It has also been demonstrated that the proposals are entirely consistent with the National Planning Policy Framework. Material considerations therefore strongly support the Proposed Development and weigh further in favour of planning permission being granted for the Proposed Development.

Conclusion

- 10.11 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) states that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 10.12 Paragraph 11 of the Framework states that planning permission should be granted without delay for development that accords with an up-to-date development plan.
- 10.13 It has been demonstrated that the Proposed Development is fully in accordance with relevant policies in the development plan and that material considerations weigh further in favour of granting planning permission.
- 10.14 Planning permission should therefore be granted in accordance with the presumption in favour of sustainable development at paragraph 11 of the Framework and in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended).

Appendix 1: Document and Drawing Schedule

Document / Drawing Title	Document / Drawing Reference	Author
Forms and certificates		
Application forms and certificates	N/A	Turley
Drawings and plans – Site-wide, parameters and landscaping		
Tree Protection and Removal Plan	SMP-LUD-MP-ZZ-DR-L-91-02-01 Rev. 06	Lucid
Public Realm – Illustrative Section A	SMP-LUD-MP-ZZ-DR-L-93-00-01, Rev. 01	Lucid
Public Realm – Illustrative Section B	SMP-LUD-MP-ZZ-DR-L-93-00-02, Rev. 01	Lucid
Public Realm – Illustrative Section C	SMP-LUD-MP-ZZ-DR-L-93-00-03, Rev. 01	Lucid
Public Realm – Illustrative Section D	SMP-LUD-MP-ZZ-DR-L-93-00-04, Rev. 01	Lucid
Illustrative Masterplan	SMP-LUD-MP-ZZ-DR-U-90-00-01, Rev. 00	Lucid
Plot Definition Parameter Plan	SMP-LUD-MP-ZZ-DR-U-90-13-00-02, Rev. 02	Lucid
Land Use and Amount Parameter Plan	SMP-LUD-MP-ZZ-DR-U-90-13-01-02, Rev. 02	Lucid
Access and Movement Parameter Plan	SMP-LUD-MP-ZZ-DR-U-90-13-02-01, Rev. 01	Lucid
Landscape and Public Realm Parameter Plan	SMP-LUD-MP-ZZ-DR-U-90-13-03-01, Rev. 0.1	Lucid
Development Scale Parameter Plan	SMP-LUD-MP-ZZ-DR-U-90-13-00, Rev. 01	Lucid
Red Line Boundary Plan	SMP-LUD-MP-ZZ-DR-U-91-00-01, Rev. 02	Lucid
Public Realm – General Arrangement Plan	SMP-LUD-MP-ZZ-DR-L-91-02-00, Rev. 06	Lucid
Public Realm – General Arrangement Plan 1	SMP-LUD-MP-ZZ-DR-L-91-02-01, Rev. 04	Lucid

Document / Drawing Title	Document / Drawing Reference	Author
Public Realm – General Arrangement Plan 2	SMP-LUD-MP-ZZ-DR-L-91-02-02, Rev. 04	Lucid
Public Realm – General Arrangement Plan 3	SMP-LUD-MP-ZZ-DR-L-91-02-03, Rev. 04	Lucid
Public Realm – General Arrangement Legend	SMP-LUD-MP-ZZ-DR-L-91-02-04, Rev. 02	Lucid
Public Realm – Levels Plan	SMP-LUD-MP-ZZ-DR-L-96-00-01, Rev. 04	Lucid
Drawings and plans – KMBC HQ		
Lower Ground Level – General Arrangement Plan	06147-5PA-B1-LG-DR-A-022199, Rev. P04	5plus
Ground Level – General Arrangement Plan	06147-5PA-B1-00-DR-A-022200, Rev. P06	5plus
Level 01 – General Arrangement Plan	06147-5PA-B1-01-DR-A-022201, Rev. P05	5plus
Level 02 – General Arrangement Plan	06147-5PA-B1-02-DR-A-022202, Rev. P05	5plus
Level 03 – General Arrangement Plan	06147-5PA-B1-03-DR-A-022203, Rev. P05	5plus
Level 04 – General Arrangement Plan	06147-5PA-B1-04-DR-A-02220,4, Rev. P05	5plus
Roof Level (Level 05) General – General Arrangement Plan	06147-5PA-B1-R1-DR-A-022205, Rev. P03	5plus
Roof Level (Lift & Stair Overrun – Level 06) General – General Arrangement Plan	06147-5PA-B1-R2-DR-A-022206, Rev. P03	5plus
Southeast Elevation AA – General Arrangement Elevation	06147-5PA-B1-ZZ-DR-A-042200, Rev. P05	5plus
Southeast Elevation BB – General Arrangement Elevation	06147-5PA-B1-ZZ-DR-A-042201, Rev. P05	5plus
Northeast Elevation CC – General Arrangement Elevation	06147-5PA-B1-ZZ-DR-A-042202, Rev. P05	5plus
Northeast Elevation – General Arrangement Elevation	06147-5PA-B1-ZZ-DR-A-042203, Rev. P05	5plus

Document / Drawing Title	Document / Drawing Reference	Author
Main Entrance – South Elevation – Typical Bay Study	06147-5PA-B1-ZZ-DR-A-042210, Rev. P04	5plus
Typical Façade – South Elevation – Typical Bay Study	06147-5PA-B1-ZZ-DR-A-042211, Rev. P04	5plus
Council Chamber Façade – West Elevation – Typical Bay Study	06147-5PA-B1-ZZ-DR-A-042212, Rev. P01	5plus
BOH Facades – Northeast & Northwest Elevations – Typical Bay Study	06147-5PA-B1-ZZ-DR-A-042213, Rev. P01	5plus
Long Section AA – General Arrangement Section	06147-5PA-B1-ZZ-DR-A-052201, Rev. P04	5plus
Short Section AA – General Arrangement Section	06147-5PA-B1-ZZ-DR-A-052201, Rev. P04	5plus
Drawings and plans – Hotel		
Existing Site Plan	SMP-KKA-HO-00-DR-A-100100, Rev. P03	KKA
Proposed Site Plan	SMP-KKA-HO-00-DR-A-100200, Rev. P03	KKA
GA Plan - LVL 00	SMP-KKA-HO-00-DR-A-101000, Rev. P03	KKA
GA Plan - LVL 01-05	SMP-KKA-HO-01-DR-A-101100, Rev. P03	KKA
GA Plan - Roof	SMP-KKA-HO-06-DR-A-101600, Rev. P03	KKA
GA Elevations - North & East	SMP-KKA-HO-ZZ-DR-A-110100, Rev. P04	KKA
GA Elevations - South & West	SMP-KKA-HO-ZZ-DR-A-110300, Rev. P04	KKA
GA Sections - A-A	SMP-KKA-HO-ZZ-DR-A-120100, Rev. P03	KKA
GA Sections - B-B	SMP-KKA-HO-ZZ-DR-A-120200, Rev. P03	KKA
GA Sections - C-C	SMP-KKA-HO-ZZ-DR-A-120300, Rev. P03	KKA
Documents and reports		

Document / Drawing Title	Document / Drawing Reference	Author
Planning Statement	October 2025	Turley
Development Specification	October 2025	Turley
Design and Access Statement	Rev. 02, 15.10.2025	Lucid
Design Code	Rev. 02, 15.10.2025	Lucid
Air Quality Assessment	8921r1, 16.10.2025	Redmore Environmental
Arboricultural Impact Assessment	AIA 01 Sheet 1 of 2 - 23-07-25 AIA 01 Sheet 2 of 2 - 23-07-25	Arbtech
Arboricultural Method Statement	07 September 2025	Arbtech
Tree Protection Plan	TPP 01 Sheet 1 of 2 - 23-07-25 TPP 01 Sheet 2 of 2 - 23-07-25	Arbtech
Arboricultural Survey	20 March 2025	Arbtech
Bat Emergence and Re-Entry Surveys	26 May 2025	Arbtech
Biodiversity Net Gain Assessment and Metric	10 October 2025	Arbtech
Daylight Sunlight Assessment (and Appendices)	22348, 27 October 2025	GIA
Historic Environment Desk-Based Assessment	1094.R01b, October 2025	Fenix Heritage
Drainage Strategy	0054419-BHE-XX-XX-RP-C-0001, 24 October 2025	Buro Happold
Economic Benefits Statement	September 2025	Turley
Equality and Diversity Impact Assessment	n/a	Cloud Nine
Flood Risk Assessment	0054419-BHE-XX-XX-RP-W-0001 Rev. P02, 24 October 2025	Buro Happold
Ground Investigation and Remediation Reports	Ground Investigation Report ref.CCG-C-23-14178, January 2024 Generic Quantitative Risk Assessment and Remedial Strategy ref. 0054419-BHE-XX-XX-RP-YG-0004, 25 June 2025	CC Geotechnical Limited Buro Happold Buro Happold

Document / Drawing Title	Document / Drawing Reference	Author
	Phase I Preliminary Risk Assessment Cover Pages ref. 051610-BHE-XX-XX- RP-GE-0001	
Health Impact Assessment	October 2025	Turley
Site Lighting Layout and Lighting Assessment	ZG-DWG-0002420007-EXT-R00- 040725, Rev P2	Dodd Group
	6 October 2025	Zumtobel Group
Noise Impact Assessment	P5356/R02c/AGB, 24 October 205	Acoustic & Engineering Consultants Limited
Energy and Sustainability Statement	SMP-HAN-ZZ-XX-RP-Y-000001, 16 October 2025	Hannan Associates
Preliminary Ecological Appraisal and Roost Assessment	19 March 2025	Arbtech
Social Value Strategy (and Thrive Programme Brochure)	n/a	Genr8 Kajima Regeneration Ltd
Statement of Community Involvement	June 2025	Charlotte Leach Communications Ltd
Topographical Survey - Land at Huyton Town Centra	S24376-T	Survey & Engineering Projects
Topographical Survey – Land at MSCP Lathom Road	S24376-T, Rev. A	Survey & Engineering Projects
Transport Assessment and Framework Travel Plan (inc. Parking Strategy)	A25008, 28 October 2025	Astute
Utility Statement	P01, 21 October 2025	Hoare Lea
Ventilation Statement	22 October 2025	Hannan Associates
Ventilation and Extraction Statement	P01, 30 June 2025	Hoare Lea

Appendix 2: Relevant Planning History

Application Reference	Submitted	Status	Description
23/02803/FUL	Dec 2023	Approved Mar 2024	Enabling And Engineering Works Comprising Of Demolition Of The Municiple Building And Computer Building; Existing Car Parks And Hardstanding, Removal Of Trees, Ground Reprofilng And Remediation, Installation And Diversion Of Below Ground Infrastructure, Formation Of A Temporary Car Park, Installation Of Security Hoarding And Associated Works
23/02650/KMBC1	Nov 2023	Approved Dec 2023	Education Building, Huyton Hey Road - Demolition of Existing Building
21/00606/DEMCON	July 2021	Prior Approval Granted Aug 21	Yorkon Building - Demolition Of A Prefabricated Office Building
20/00543/KMBC1	Sep 2020	Approved Apr 2021	The Venue - Demolition Of 'The Venue' Building And The Making Good Of Adjoining Huyton Library Elevations Together With The Construction Of A Temporary 53 Space Public Car Park And Other Associated Works
98/00251/APP	Apr 1998	Approved Jun 1998	Refurbishment of Ground Floor and Alteration and Extension to Knowsley Borough Council (Municipal Buildings)
95/00664/APP	Nov 1995	Approved Jan 1996	Land Adjacent Civic Way/Poplar Bank/ Westmorland Road - Erection Of Two Storey Public Library Comprising Adult Lending
74/12402/HIST	Jan 1974	Approved Feb 1990	Land To Front Of Multi Storey Municipal Buildings Archway Road Huyton :- Improvement Of Existing Access/Parking To Civic Building

			And Provision Of 20 Metre Of New Carriageway
74/10953/HIST	Jan 1974	Approved Jun 1988	Land Adjacent To Municipal Buildings Archway Road :- Erection Of 3 Storey Building To Form Extension To Office Accommodation
74/08775/HIST	Jan 1974	Approved Mar 1985	Erection Of Computer Suite ~ Provision

Appendix 3: Huyton Village Masterplan SPD

Relevant Huyton Village Masterplan SPD Policies

Policy	Summary
HV1 - Improved access and gateways	To improve access and visibility of Huyton Village the following interventions will be supported: 1. New gateway arrival points along Archway Road and Lathom Road. 2. Remodeling junctions to improve pedestrian access with more regular crossings and reduce the severance caused by Archway Road. 3. New and improved signage within the town centre and surrounding area, in keeping with the conservation areas. 4. The design and maintenance of landscaping to allow views into Huyton Village.
HV2 - An improved network of streets	The following interventions to create an improved network of streets will be supported: 1. Opportunities to create new through routes for vehicles particularly through the extension of Civic Way to Archway Road. 2. Creating pedestrian routes through large urban blocks will be encouraged. 3. Improving the quality of pedestrian routes from Derby Road to Lathom Road and to the new civic core. 4. Creating a new cycle network along Archway Road, Poplar Bank and through Derby Road and Huyton Hey Road to Lathom Road.
HV3 - Promoting good quality street frontages	1. Development in Huyton Village will be required to directly address the centre's streets and spaces. Building frontages including main entrances, doors and windows should directly face streets. 2. Blank frontages which do not add life to public streets and important routes should be avoided. 3. Servicing arrangements for commercial and other non-residential uses should be positioned in discrete locations which do not undermine primary building frontages and do not create poor quality environments on public routes. KMBC will support shared servicing arrangements
HV4 – Improving pedestrian routes and spaces	In order to raise the environmental quality of the village centre the following interventions will be supported:

1. Improvement along the key routes in the village including improved street furniture landscaping, surface improvements and removal of street clutter where appropriate
2. The creation of new Civic Square centred on the War Memorial and taking advantage of existing mature trees.
3. Rationalising car parking and service yards to create new development opportunities, particularly on the south side of the dualled length of Archway Road.
4. Opening up and framing views north from Derby Road across Archway Road to Huyton Parish Church.
5. The enhancement of north-south connections between Huyton Hey Road and Derby Road (west) and Archway Road. The enhancement of east-west connections between Lathom Road and Poplar Bank.

HV5 – Strengthening Huyton Village’s civic role	The following interventions will be supported in order to create a strengthened core of civic uses with Huyton Village: 1. The redevelopment of the KMBCs Yorkon and IT suite to provide a new ‘front door’ to KMBC. 2. Locate new civic uses surrounding a new civic square. 3. Support existing uses such as the library by concentrating uses in this area.
HV6 – Strengthening Huyton Village’s retail environment	To strengthen the retail centre the following measures will be supported: 1. Concentrate retail activity to Derby Road and Cavendish Walk to support trade in these locations. 2. Identify new opportunities for larger format retail within the centre of Huyton Village, particularly along Lathom Road, which will complement retailing along Derby Road. 3. Support applications for restaurants, cafes and other evening economy uses to complement the retail offer broaden the centre’s commercial offer.
HV7 – Huyton village as a sustainable place to live	Encourage new residential development in Huyton Village to regenerate key sites, boost activity, and support local businesses. Homes should be at a suitable density for the town centre, likely as apartments.

Appendix 4: Proposed Condition Wording

In order to assist in framing planning conditions, the Applicant proposes the following planning conditions which would allow for phased delivery of the Proposed Development through a phased discharge of relevant planning conditions. The below schedule is not intended to present a comprehensive list of all planning conditions, more so those directly affected by phasing.

Condition A (Timeframe for Implementation)

The development hereby permitted in detail shall begin before the expiration of three years from the date of this permission. All applications for the approval of reserved matters shall be made before the expiration of 15 years from the date of this permission. The balance of development hereby granted in outline shall be begun before the expiration of two years from the date of approval of the last reserved matters."

The Applicant requests a long-term permission beyond the standard 3-year period given the scale of the Proposed Development and anticipated delivery programme.

Condition B (Compliance with Approved Documents)

"The development hereby permitted shall be carried out in accordance with the following approved documents and plans [list inserted and inclusive of all items pertaining to the detailed element of the Proposed Development alongside the Development Specification Document and outline Parameter Plans only]"

"Reserved matters applications shall be accompanied by a design statement outlining how the guidance outlined within the approved Design Code has been considered and applied."

The Applicant proposes a bespoke condition which confirms that fact that the Design Code is intended to read as a framework to guide the design of future outline plots and is not a prescriptive document to be applied and controlled through the development management process in the same way as the aforementioned Parameter Plans.

Condition C (Maximum Development Quantum)

"Each reserved matters application shall be accompanied by a statement which confirms that the development individually or cumulatively with previous reserved matters applications does not exceed either quantum identified under paragraph 6 of the approved Development Specification."

This ensures that the maximum quantum of both residential and commercial floorspace applied for in outline is not delivered collectively. Instead, an upper limit on each use is set within the submitted Development Specification should the maximum permitted quantum of the opposite use be fully utilised.

Condition D (Implementation of Parking Strategy)

"The development hereby approved shall be carried out in accordance with the submitted parking strategy document."

The submitted parking strategy sets out the phasing of SMP including both construction and operational phases. It ensures that sufficient parking provision remains for Council staff and the general public during the enabling and construction activities both on and off-site, whilst a new multi-storey car park at Lathom Road would serve the Proposed Development upon full occupation and provide an element of short-stay parking for visitors to the Village. This ensures continuity in parking provision.

Various Conditions (Plot Phasing)

“Prior to commencement of development within each plot as identified on drawing ref SMP-LUD-MP-ZZ-DR-U-90-13-01-01 (Plot Definition Plan)....”

“Prior to occupation of development within each plot as identified on drawing ref SMP-LUD-MP-ZZ-DR-U-90-13-01-01 (Plot Definition Plan)....”

The Applicant requests that all other conditions, where appropriate, are worded as such to allow for phased discharge on a plot-by-plot basis. The integrated public realm is not defined in such a way therefore conditions specific to the public realm would be necessary.

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