

SMP - Public Health Response Tracker

LPA reference: 25/00606/HYB

Theme	Public Health Comments	Lucid Comments	5Plus Comments	KKA Comments	Genr8 Comments
Accessibility & Inclusive Facilities	Public toilets: Current Huyton layout lacks publicly available disabled-access toilets. Residents have noted that the walk between Asda and the library is long and difficult for those with mobility impairments. Publicly accessible toilets, including baby change and breastfeeding facilities, should be provided to encourage longer stays in the village centre.		Not a CHQ issue, but we agreed with KMBC CHQ client team that a changing places facility and publicly accessible WC's should be provided within the Cavendish scheme, not the CHQ..	Not applicable to the Hotel project.	Agreed – a changing places facility is being provided within the Cavendish Walk refurbishment – see WIP layouts from KMBC.
	Pedestrian routes: Routes from the train and bus stations through the centre should be safe, well-lit, and easy to navigate for all users, including evenings when natural surveillance is reduced. These routes also include plots 6, 2b, and 3, which currently have no designated use, so routes must remain navigable during construction and development.	New lighting has been proposed along with CCTV coverage for all pedestrian routes within the detailed public realm proposals. The detailed design of lighting and security measures for the outline plots, including during construction, will be developed through the reserved matters applications for those sites. Temporary lighting for the outline plots following prior to development will form part of the detailed enabling works design and clearance of conditions.			We need to think about how we address the pedestrian route from the new Lathom Road MSCP to the SMP masterplan area – hotel, resi etc – outside of the redline boundary but we need to agree a strategy alongside KMBC to ensure these key pedestrian links are safe and secure – lighting, CCTV, signage etc
	Accessibility features: Pedestrian linkages should ideally be pedestrian-friendly, separated from vehicle traffic, with clearly delineated surfaces Tactile guidance and audible crossings should be provided for sensory-impaired users.	The site is designed to minimise conflict between pedestrians and vehicles. All pedestrian routes are segregated from vehicle routes, Where these run alongside a a carriageway an upstanding kerb is proposed to the footway edge. The design, layout and specification of crossing points, including tactile paving, will form part of the detailed proposals during clearance of conditions. These will be developed in coordination with Knowsley BC Highways.			
Sustainable Travel & Parking	The new sustainable travel hub should provide both long- and short-stay parking, with additional accessible bays for those relying on cars.			2No. accessible parking bays will be provided for hotel guest use.	Noted and agreed.
	Housing should include dedicated parking spaces, accessible bays, EV chargers, safe road access, and cycle storage.				Noted and agreed.

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	Medical facilities: The Walk-in Centre and Roby Medical Centre, assumed to remain in Nutgrove Villa, need dedicated parking because nearby public car parks are often full. Without this, access for mobility-impaired users could be compromised.				Parking provision to be as per the car parking strategy, once agreed.
Cycleways & Footways	Clarify whether footways and cycleways are shared or separate	Cycle routes through the detailed public realm element of the application site are shared with pedestrians.			Selection of final hard landscaping materials should address all of the above but also ensure they are robust, easy to maintain and easy to procure replacements etc – suggest final selection is done in parallel with the KMBC external estates team to ensure we are aligned. This should include selection and agreement of street furniture elements such as bins, signage, lighting etc
	If shared: include mitigation measures to slow cyclists and prioritise pedestrian safety, particularly for children, mobility-limited, or sensory-impaired users	Shared routes are paved rather than asphalt surface to provide the appearance of a pedestrian priority space. Street furniture (benches, bins, lighting and wayfinding) is located at regularly intervals along the edge of share routes to slow speeds. The sloped route connecting to Archway Road (to the west of the CHQ building) meanders to help reduce speeds and create an accessible gradient.			
	Ensure tonal and colour contrasts, detectable kerbs, and tactile surfaces to aid navigation and prevent accidents. Guidance aligns with RNIB and Department for Transport recommendations.	All upstands (kerbs, edgings, benches and planters) are proposed in a contrasting coloured material. The details of the public realm (including tactile surfacing) will be provided through the clearance of conditions.			
Building Design & Health Promotion	- Buildings, including offices, hotel, and retail units, should be designed to promote health and inclusivity: - Prominent, visually appealing stairs to encourage physical activity - Bright, well-ventilated spaces with temperature stability - Indoor and outdoor breakout areas for staff		- The CHQ has this included within the design with a very visible stair between floors, prior to reaching the lifts. - The CHQ has this included within the design - The CHQ has this included within the design - The CHQ has this included within the design	- The building will be provided with two staircases serving all upper floors. A fitness suite will also be available to hotel guests on the ground floor, located in the northern corner to maximise natural light and benefit from exterior views. - Bright, well-ventilated spaces with temperature stability have	

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	4. Facilities for active travel: secure cycle storage, lockers, showers			been incorporated into the hotel's design. 3. A staff breakroom is provided at ground floor within the back of house area. The primary hotel entrance/exit is positioned to provide direct access to the external public village green space for use by staff and guests. 4. A secure cycle store, lockers and showers have been provided within the hotel design.	
	Building design should consider sensory-impaired, neurodiverse, and mobility-limited users, with unobstructed pathways, consistent layouts, tactile and auditory cues.		The CHQ has this included within the design for the stage we are at, but will be included in the detailed design as it progresses.	The hotel is designed in accordance with the brand standards and considers the free movement and unrestricted access to hotel guest areas in line with the Building Regulations.	
	While some elements will be finalised at later design stages, the initial design should facilitate inclusivity from the outset.		Agreed, the CHQ has this included within the design for the stage we are at.	Agreed, the hotel has this included within the design for the stage we are at.	
Paving & Outdoor Spaces	- Surfaces should be smooth and even, avoiding hazards for mobility-limited or visually impaired users. - Suitable surfaces: smooth asphalt, high-quality concrete flags - Surfaces to avoid: cobblestones, rough setts, loose or shifting gravel, overly textured stone	All surfacing finishes along pedestrian routes are smooth, but slip resistant, and suitable for pedestrian uses. The materials range from natural stone with a flamed finish, pre-cast concrete paving and asphalt along primary and secondary movement routes. Self-binding gravel and play bark are proposed along the informal play trail which runs along the southern edge of the village green.			See above comments on robustness, durability, ease of maintenance and selection/agreement of final materials/products alongside the Council
	Use texture and tone to indicate hazards or directional cues.	The details of the public realm (including tactile surfacing) will be provided through the clearance of conditions.			
	Street furniture (planters, benches, etc.) should be uniformly placed along pedestrian areas to avoid clutter.	Street furniture (benches, bins, lighting and wayfinding) is located at regular intervals with a zone at the edge of the main pedestrian routes and public realm spaces.			

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Signage & Wayfinding	Include signage to nearby parks, green spaces, travel hubs, library, and other key amenities, showing distances and approximate walking times. The	Locations for wayfinding and interpretation signage are identified within the detailed application public realm proposals. Further details to be developed through the detailed design / clearance of conditions in coordination with wider town centre wayfinding strategy	The CHQ has an internal signage and wayfinding piece of work underway but it will be worth considering the site wide signage as noted here, in due course and how that ties in with the village centre.		Conscience of the point raised above about coordination with any wider town centre way finding strategy. We have always talked about a comprehensive way finding scheme that directs people from key points of public transport arrival through to the SMP scheme and other key areas of the Town Centre – raise with the Council to see what there thinking is here.
	Consider auditory wayfinding for sensory-impaired or neurodivergent users.	To be developed through the detailed design / clearance of conditions in coordination with wider town centre wayfinding strategy			
	Clear wayfinding will encourage active travel, physical activity, and safer movement through the village centre	Locations for wayfinding and interpretation signage are identified within the detailed application public realm proposals. Further details to be developed through the detailed design / clearance of conditions in coordination with wider town centre wayfinding strategy			
Public Health Services	The town centre is a key location for public health campaigns (e.g., breast screening and other mobile health services). Mobile units require visible, accessible, and safe locations, with access to staff toilets. Evidence shows that when these units are located away from the town centre, engagement and participation rates decline significantly.	The outline masterplan proposed a new public space located in the area currently located by the Kwik Tan building. This space is directly adjacent to the high street (Derby Road / Cavendish Walk) and would be a potential location for mobile health service units.			

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