

RJG ARCHITECTURE

Design & Access Statement

The demolition of an existing telecommunications mast followed by the subsequent construction of a 2-storey mixed-use building on a mostly vacant brownfield site, comprising of: 3no. Commercial Units (Class Ea) and 1no. Wine Bar (Class Eb) at Ground Floor, and 7no. self-contained flats (5no. 1-bed; 2no. 2-beds) (Class C3a) at First Floor Level; with associated Car Parking, Cycle Storage, Bin Storage, and Landscaping

at **Glovers Brow, Kirkby, Knowsley, L32 2AE**



Proposed Development at Glover's Brow, Kirkby

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Development of Vacant Land, Glovers Brow, Kirkby

Introduction

This Design and Access Statement has been prepared on behalf of our client to support a Full Planning Application for the demolition of an existing telecommunications mast, followed by the subsequent construction of a 2-storey mixed-use building, comprising of 3no. Commercial Units (Class E[a]) and 1no Wine Bar (Class E[b]) at Ground Level, and 7no. self-contained flats (5no. 1-bedroom; 2no. 2-bedrooms) (Class C3[a]) at First Floor Level, alongside associated Car Parking, Cycle Storage, Bin Storage, and Landscaping at a mostly vacant site on Glovers Brow, Kirkby.

Submitted Documents

The submitted application consists of the following drawings/documentation:

Drawings:

1. 01823-LOC – Location Plan
2. 01823-EX-01 – Existing Site Block Plan
3. 01823-SK-01 – Proposed Floor Plans
4. 01823-SK-02 – Proposed Elevations
5. 01823-SK-03 – Proposed Site Block Plan
6. 01823-SK-04 – Proposed Cycle and Bin Stores; Plans and Elevations
7. 01823-SK-05 – Proposed Keg Store; Plans and Elevations
8. 01823-SK-06 – Existing and Proposed Site Sections (using Topo Information)
9. 01823-BNG_1 – Biodiversity Net Gain; Baseline Habitat Plan
10. 01823-TOPO_1 – Topographical Site Plan
11. 01823-TOPO_2 – Topographical Site Sections

Documentation:

12. 01823-AIA – Arboriculture Impact Assessment & Arboriculture Method Statement
13. 01823-BNG_2 – Biodiversity Net Gain; Statutory Biodiversity Metric Condition Assessment
14. 01823-BNG_3 – Biodiversity Net Gain; Statutory Biodiversity Metric Calculations
15. 01823-CNA – Control of Noise Assessment
16. 01823-DAS – Design & Access Statement (*This document*)
17. 01823-GIR – Ground Investigation Report
18. 01823-PEA – Preliminary Ecological Assessment
19. 01823-SEQ – Sequential Assessment
20. 01823-TRS – Transport Statement with Swept Path Analysis

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1.0 - Pre-Application Enquiry

Prior to the submission of the Full Planning Application (subject of this Design and Access Statement), a Pre-Application Enquiry was submitted to Knowsley Metropolitan Borough Council (KMBC) on 23rd January 2025; and was validated on 6th February 2025. The reference for the Pre Application Enquiry was 25/00005/PREAPP.

A full response was received on 27th March 2025.

The principle of the development was considered acceptable subject to compliance with KMBC Local Plans, UDP policies, and relevant National Planning Policy Framework (NPPF).

2.0 - Site Location

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



Figure 1 – Satellite image showing the location of the site within Kirkby (Source: Google Earth)

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

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



Figure 2 – Satellite image of site in its immediate (150m) context (Source: Google Earth)

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

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

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3.0 - Existing Site



Figure 3 – Aerial Image of the site (Source: Google Earth)

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

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



Figure 4 – Image of the telecommunications mast on site

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Presently, the site is mostly vacant, as it has been for a significant period (at least 30+ years). Although the client continuously makes every effort to ensure the site is tidy and prevent unauthorised access, the position of the site (discreetly located behind existing buildings, obscured from public view on Glovers Brow) makes it a target for anti-social behaviour – such as fly tipping, which sometimes occurs. Developing this site should be viewed as a positive step in preventing anti-social behaviour (such as fly tipping) occurring in this location.



Figure 5 – Image showing tidy nature of site, with security fencing being erected to deter unauthorised access

4.0 - Sequential Test

The pre-application enquiry identified the requirement for a sequential test as part of any future full planning application containing commercial units; as such, a sequential test has been prepared and submitted as part of this application. It has been submitted independently of this document, with reference: 01823-SEQ.

In brief, the sequential test concluded that there are no other suitable locations within a 10-minute walking distance of our site that are more appropriate for a mixed-use development of this nature. Our site (Glovers Brow) offers excellent transport links, excellent access to local amenities, offers an appropriate amount of space for the proposed building, is commercially viable, and converts vacant brownfield wasteland into land used for employment purposes. Our proposal complements regeneration and enhances the vitality of Kirkby.

5.0 - Planning History

No previous planning applications for this site are present on Knowsley Council's Public Access Portal; except for an application for the construction (in 2011) of the construction of the existing telecommunications mast on the site (Ref: 11/00086/TEL) "for the installation of a 15 metre high telecommunications mast together with associated equipment cabinet and 2.1-metre-high palisade fencing".

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6.0 - Design Proposal

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

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

6.1 – Ground Floor

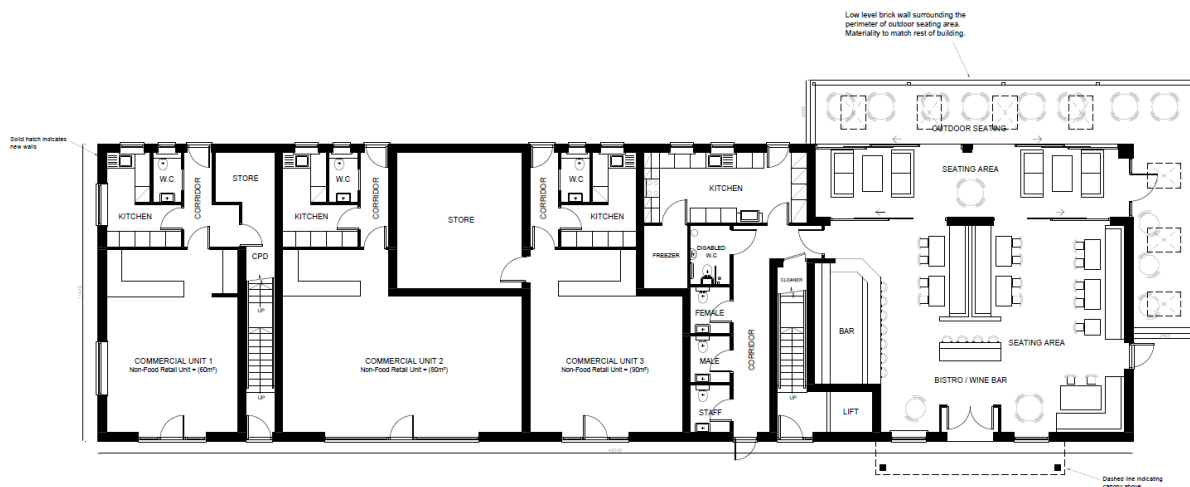


Figure 6 – Excerpt from 01823-SK-01 showing the Ground Floor Plan

At ground floor, there are 3no. none-food retail units (Class E[a]), measuring $\sim 60\text{m}^2$, $\sim 80\text{m}^2$, and $\sim 90\text{m}^2$ respectively (total = 230m^2). Each unit includes a main shop area (public portion) to the front, with private staff kitchen and wc to the rear; also, there is a private staff access door to the rear. Units 1 and 3 also feature dedicated storage rooms; different sizes to appeal to different future tenant's needs.

A Wine Bar (Class E[b]) measuring $\sim 200\text{m}^2$ is also located on the ground floor. It includes a kitchen area which will serving deli boards and platters to be consumed on-site, with no hot food being served and therefore no flue / ventilation will be required, a bar area for drinks to be consumed on site, 4no. toilets for patrons / staff use, and a mix of indoor and outdoor seating. Outdoor seats are to be enclosed by a low-level brick wall and covered by a canopy to offer patrons shelter from weather whilst visiting the establishment.

Additionally, 2 entrance doors at the front of the building provide stepped access to the flats above; one of the entrances also includes a lift to provide accessible access for residents.

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6.2 – First Floor

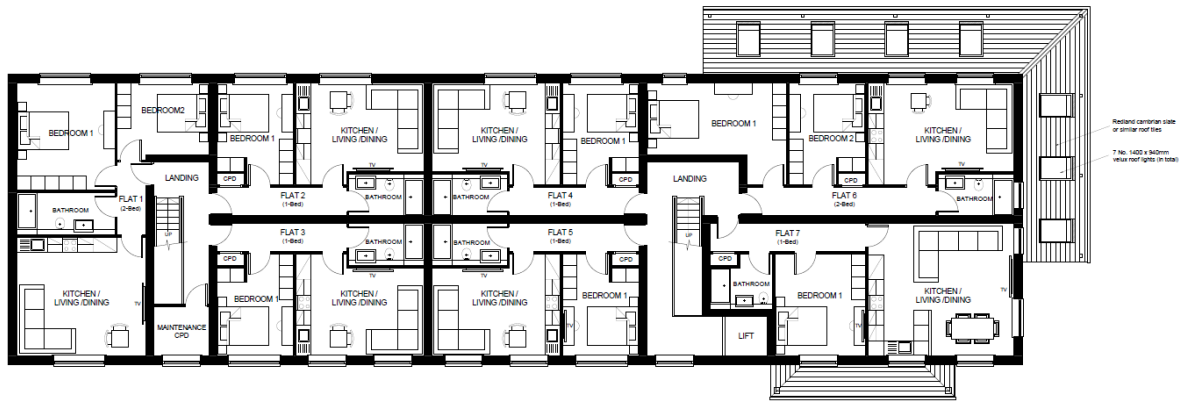


Figure 7 – Excerpt from 01823-SK-01 showing the First Floor Plan

At first floor, there are 7no. self-contained flats (Class C3[a]).

There will be 5no. 1-bedroom dwellings, and 2no. 2-bedroom dwellings.

6.3 – Elevations



Figure 8 – Excerpt from 01823-SK-02 showing the Front Elevation

The front of the building consists of 3no. shop fronts for the non-food retail units, a shop frontage for the Wine Bar with canopy, and 2no. access doors providing access to the residential units above. At First Floor level, there are 12no. windows for some of the residential units providing daylight access for residents. The building is proposed to be constructed from an appropriate facing brick, with black fascia and downspouts, an appropriate grey interlocking roof tile, black UPVC windows, with buff coloured sandstone cills.

Note: detailed material specification is found on drawing 01823-SK-02.



Figure 9 – Excerpt from 01823-SK-02 showing the Rear Elevation

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In contrast to the front elevation, the rear of the building will not be visible or accessible to the general public and therefore does not incorporate decorative shopfront features. At ground level, each commercial unit is served by a dedicated rear access door for staff use, allowing for functional circulation without reliance on the main entrances. Additionally, windows have been incorporated to provide natural daylight to the staff areas within each unit.

A single-storey lean-to canopy is positioned on the left-hand side of the rear elevation, offering shelter to the external seating area associated with the Bar unit.

At first-floor level, the elevation features windows serving the residential units above, mirroring the arrangement seen on the front elevation. The materials and colour palette used on the rear elevation closely match those of the frontage; however, brick soldier courses have been introduced as a design detail to form the window heads and cills, in place of coloured stone cills.

Note: detailed material specification is found on drawing 01823-SK-02.

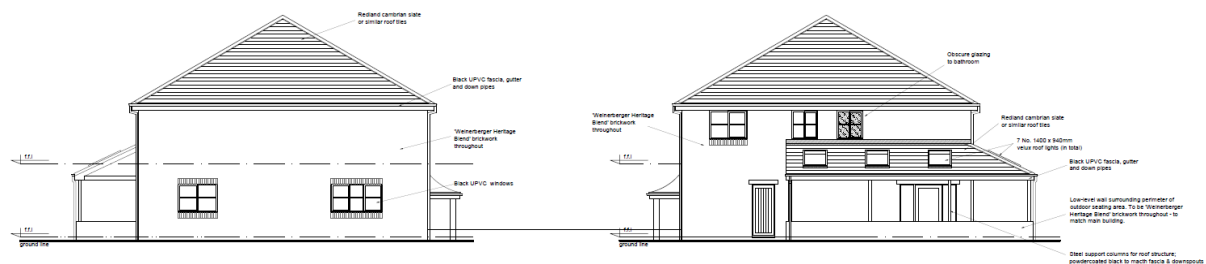


Figure 10 – Excerpt from 01823-SK-02 showing Side Elevations (Left-side elevation = Left image; Right-side elevation = Right image)

The side elevations adopt a more simplified architectural approach compared to the front and rear façades.

The left-side elevation (left image) includes two ground-floor windows to enhance natural daylight within the adjacent commercial unit. No windows are proposed at first-floor level on this elevation in order to preserve the privacy of neighbouring property No.17 Deerbolt Way and to avoid any potential overlooking.

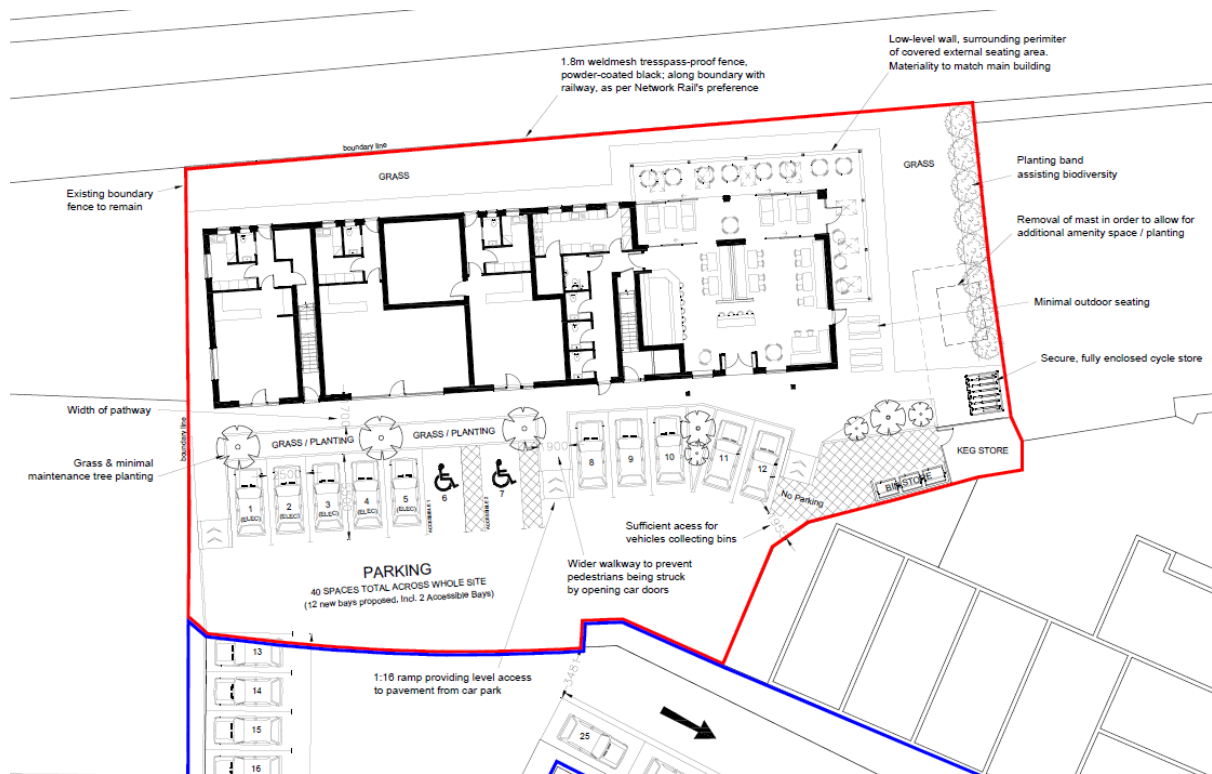
The right-side elevation (also illustrated) features two ground-floor doors providing access from the Bar to adjacent external seating areas. The single-storey lean-to canopy from the rear elevation continues around to this side, offering covered shelter for outdoor patrons. At first-floor level, three windows serve the residential flats above; one of these incorporates obscured glazing to ensure privacy for the bathroom. The materials and finishes used on both side elevations are consistent with those employed on the rear elevation, maintaining a cohesive overall appearance.

Note: detailed material specification is found on drawing 01823-SK-02.

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6.4 – Site Plan



Our client owns a substantial area of land off Glovers Brow (refer to Section 3: “Existing Site” and Drawing 01823-SK-03 for reference). However, this planning application relates only to a portion of the overall landholding. The red line on the site plan defines the extent of the application, while the remaining land owned by the client—currently used as a car park serving local amenities—is outlined in blue and does not form part of this proposal.

Access to the application site (within the red line boundary) is provided via the existing car park (blue line area). As the car park lies outside the scope of this application, its current layout and access arrangements will remain unchanged.

The proposed building will be located towards the rear-left corner of the site, oriented so that its rear elevation runs almost parallel to the site’s back boundary, which borders the adjacent railway line. A key component of the proposal is the introduction of landscaping to enhance biodiversity and contribute positively to the site’s ecological value, while also softening its overall visual appearance through the use of high-quality planting.

To the rear and right-hand side of the site, grassland will be retained with additional tree planting proposed along the eastern boundary. The frontage will feature mixed-scrub landscaping situated between the new building and 12 no. dedicated parking bays, which will supplement the existing provision.

Discreetly located to the right of the car park—behind existing structures that lie outside the application boundary—are proposed new covered bin stores (positioned for easy access by refuse collection staff), a secure covered cycle store, and a keg store to serve the new bar.

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7.0 - Case for Development

The application site is currently vacant and has remained unused for over 30 years. While it is accessible via an adjacent car park (also within our client's ownership) it is not visible from any public vantage point. Despite ongoing efforts by the landowner to manage and secure the area, the site has unfortunately been subject to instances of vandalism and fly-tipping. The proposed development would help to eliminate these issues by reintroducing active use to the site, with the presence of both residential and commercial occupants, as well as regular footfall from customers. This active occupation would serve as a natural deterrent to anti-social behaviour and contribute positively to the local environment.

As previously detailed in this submission, a limited number of retail facilities are located within walking distance of the site. However, these are predominantly food-related outlets, such as takeaways and convenience stores. The area lacks diversity in its retail offering (particularly in terms of non-food retail) and is therefore under-served. This development proposes new commercial units that will broaden the local retail mix and provide residents with access to much-needed services and amenities.

In relation to the proposed Bar, the local area is notably deficient in dine-in establishments. The inclusion of a new venue will enhance the hospitality offering by offering something which is unique to the area for residents, create local employment opportunities, and serve as a social hub within the community - supporting the area's vibrancy and appeal.

The residential component of the scheme introduces high-quality, well-designed apartments, which will be a valuable addition to Kirkby's housing stock. While the surrounding neighbourhood comprises a mix of housing types (detached, semi-detached, terraced properties, and flats) there remains a significant shortfall in apartment-style accommodation. The proposed mix of one- and two-bedroom flats addresses this gap in provision and supports housing diversity, particularly for smaller households, young professionals, and downsizers.

A sequential test (ref: 01823-SEQ) has been undertaken and submitted as part of this application to assess alternative sites within a 10-minute radius. No more suitable or sequentially preferable sites were identified. Therefore, this location is considered both appropriate and sustainable for the proposed development.

Finally, the proposal includes a comprehensive landscaping strategy to ensure the site is visually attractive, environmentally responsive, and biodiversity-conscious. Additional parking provision has also been integrated into the scheme to accommodate increased demand without placing pressure on the surrounding area's infrastructure.

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8.0 - Environmental Matters

The site, which is currently largely vacant, has remained undeveloped for over 30 years. It holds no ecological significance and has suffered from instances of anti-social behaviour, further diminishing any ecological value it might have once possessed. The proposed development represents a substantial improvement on the site's current state, both visually and functionally. The new building has been designed with an attractive architectural form, which will enhance the character and visual quality of the surrounding area.

From an ecological and environmental perspective, the proposal includes a considered landscaping scheme that will soften the development's overall appearance and integrate it more sympathetically into its setting. The planned planting and vegetation not only improve visual amenity but also offer ecological benefits. By introducing a variety of native and pollinator-friendly species, the scheme will support local biodiversity by creating new habitats for birds, insects, and other wildlife, thereby encouraging ecological activity within the site.

A Preliminary Ecological Assessment (PEA) has been completed by ecologists, Ascerta, to understand and assess the existing ecology on the site and in the immediate surrounding area (the full report can be viewed in document 01823-PEA).

The PEA concluded that there are no statutory protected sites within the vicinity of the proposals that are likely to be impacted or influenced by the proposals. The shrubs around the site perimeter may provide suitable habitat for nesting and foraging birds, and it is recommended any clearance is done outside the nesting season (01/03 – 31/08) – or if not possible, a suitably qualified ecologist should be consulted to check for nesting birds.

Presently, the site provides low suitability for commuting or foraging bats; furthermore, the only building on site (telecoms unit) provides negligible potential as a habitat for bats. Additionally, the site also provides limited habitat for small mammals as there is not much planting of reasonable quality/suitability.

In brief summary, the PEA determines the site is of poor ecological merit; it provides few habitats or foraging opportunities for various species; therefore, the impact of the proposed development will be relatively small.

Note: Please see full report for detailed information.

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9.0 - Trees

An Arboriculture Impact Assessment and Method Statement have been prepared for this application by MP Trees; refer to document 01823-AIA – Arboriculture Impact Assessment.

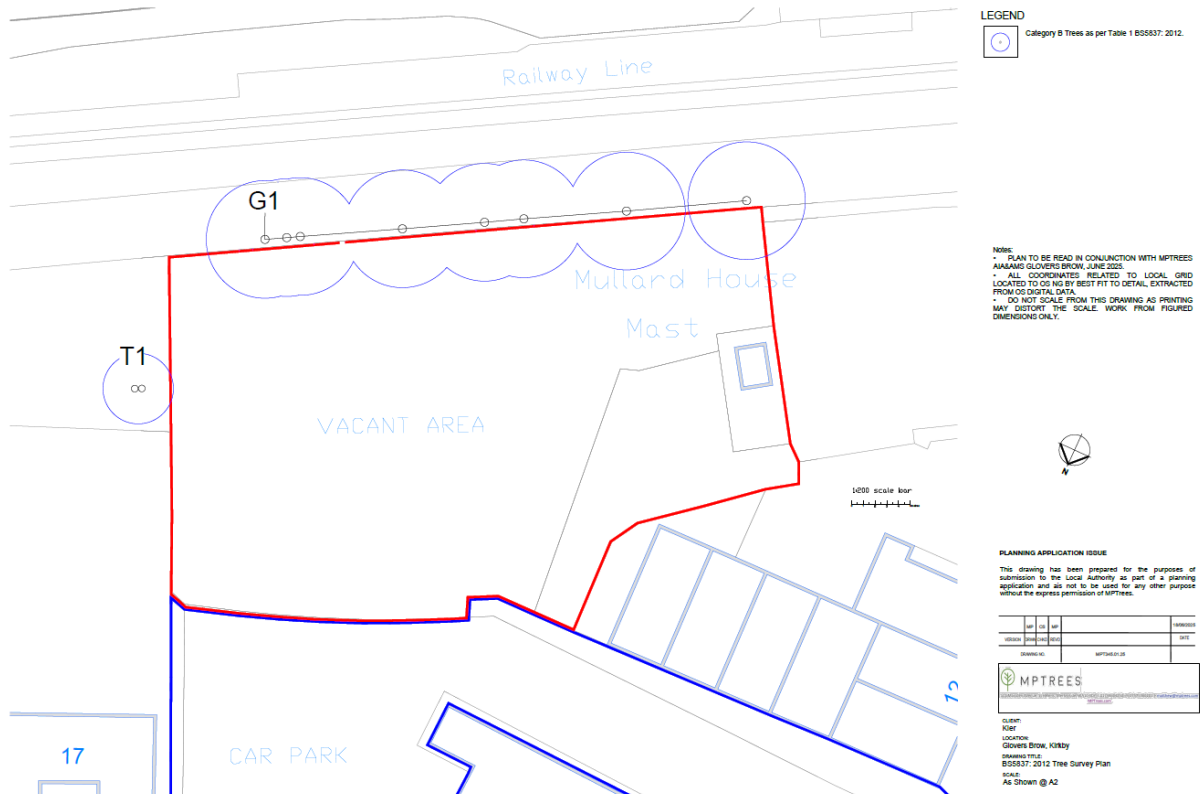


Figure 12 - Excerpt from arboriculture Impact Assessment, showing MP Trees Drawing MPT345.01.25 – identifying trees T1 and G1 within the context of the existing site (Refer to 01823-AIA for full-size drawing/detail).

No trees are present within the site boundary, although, a group of mixed species trees (G1) is present across adjacent the site boundary to the South (along the railway), and a solitary Sycamore tree (T1) is also present to the Eastern edge. A detailed description of each tree is available within the AIA.

Ref. No.	Species	Ht.	Stem DBH	RPA Area & Radius	Branch Spread				Cr. Cl.	Age Class	Observations & Recommendations	Est. Yrs	Cat.
					N	S	E	W					
T1	Sycamore	9.0	275	34.21	3	3	3	3	2.5W	EM	Twin stem at base with large included bark union and stem and buttress root wounds. Will require protection to BS5837.	100+	B1
				3.30									
G1	Various	16.0	350	55.42	5	5	5	5	6N	M	5 sycamore, 2 silver birch, 1 grey willow, 4 sycamore and grey willow multistem. Sycamores with squirrel browsing damage. All trees on railway properly behind boundary fence. DBH estimated. Bases of trees are approx. 7m below site level and are separated from site level by very steep south facing slope. Japanese Knotweed on site.	60+	B2
				4.20									

Figure 13 - Excerpt from Arboriculture Impact Assessment, showing Tree Data Table (Pg 12 of report)

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Figure 14 - Tree T1 (Sycamore) in its existing condition, viewed from the site – looking East

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Figure 15 - Group (G1) photographed to left of image – looking West. Note: telecommunications mast to rear of image (within site boundary), and railway to left of image (across fence – noting the boundary line)

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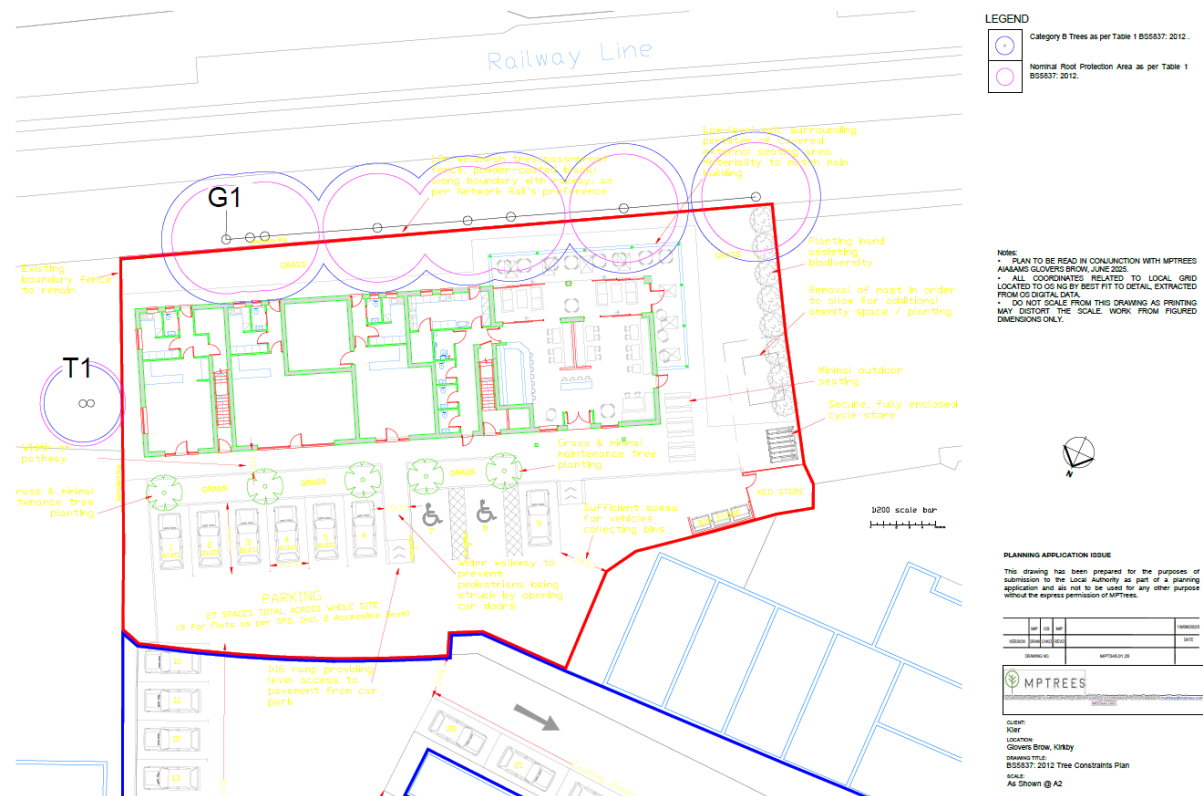


Figure 16 - Excerpt from Arboriculture Impact Assessment, showing MP Trees Drawing MPT345.01.25 – identifying trees T1 and G1 within the context of the proposed site (Refer to 01823-AIA for full-size drawing/detail).

The above image (Figure 15 – available in full size within 01823-AIA – pg14) shows the position of trees within context of the proposed development. As shown, the Root Protection Area (RPA – Pink Line) of T1 and most trees within G1 is not impacted by the proposed development, although the RPA to the right-side (West) of G1 will be slightly affected.

To mitigate any impact on any trees, particularly those within group G1, an Arboriculture Method Statement has also been prepared by MP Trees – it is found within Section 6 of the 01823-AIA.

The statement and report conclude that the minor encroachment on the RPA of G1 may result in the loss of approximately 40% of trees. To reduce this, the proposed retaining wall to the South of the proposed building (see drawing 01823-SK-06) should use piled foundations with a ground beam (to Structural Engineer’s specification); thus, minimising any harm to the roots. Furthermore, the infilled land around the retaining wall will use a granular substrate to allow air and water to flow freely to the tree roots.

In terms of tree canopies; T1 will not be impacted, G1 however will. The canopies of the few trees to the right-side of Figure 15 (West) will over sail the proposed development’s single-storey external seating area by approximately 3m. As such, a competent, fully insured tree work contractor, in accordance with the recommendations of BS398:2010, will reduce the canopy over the built area by approximately 3m. The AIA recognises that the overall impact to these trees by the presence of the proposed building is negligible.

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12.0 - Adjacent Railway

The development site's southern boundary is defined by a railway line; Merseyrail Northern Line – Headbolt Lane branch. The railway sees a total of 4 train per hour in each direction (total of 8 trains per hour). As previously mentioned, a Control of Noise Assessment has been conducted to assess whether the environmental noise would be bothersome for future residents; it concluded that the noise level is acceptable.

In the pre-application enquiry, Network Rail (who manage the railway and all equipment on behalf of Merseyrail) had no objections to the proposed development; however, they recommended the proposed boundary treatment between our site and the railway should be 1.8m weldmesh trespass-proof fence – as specified on 01823-SK-03. It will be powder-coated black, also in-line with their recommendation / preference.

13.0 - Transport

The site benefits from excellent public transport links within a 200-metre radius, providing strong connectivity to the wider Liverpool area. Kirkby Merseyrail Station (served by the Northern Line) has a frequent 15mins service in each direction (towards Liverpool City Centre or Headbolt Lane – for onward connections with British Rail); multiple bus stops are also available in this location, effectively making the Metro Station a transport interchange between Rail and Bus. A total of 15 bus services are available here, including: 3, 3a, 14, 20, 21, 97, 97a, 13, 217, 217a, 345, 720, 722, 739, 835 (Schedules, frequencies, and routes are available in the Transport Statement).

In terms of private motoring, 12 new car parking spaces will be introduced for public use – supplementing the existing offering at Glovers Brow. The residential units will be car-free, owing to the close proximity of excellent public transport links, along with the abundance of readily available services within the immediate area. The transport statement (provided as part of this application) uses the industry standard TRICS database to conclude that this proposal will have a negligible impact on the surrounding highway network.

Additionally, cycle parking will be provided for public use in the form of 6 Sheffield Stands – capable of accommodating 12 bikes for the commercial units and wine bar. Additionally, the scheme will have its own secure covered cycle stand for a minimum of 10 bicycles will be provided for residents (see drawing 01823-SK-04 for details).

Access and egress are achievable through the existing car park, using existing arrangements. A Swept path analysis has been completed as part of the Transport Statement.

Note: Please see full report for detailed information.

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14.0 - Refuse Collection

In line with the favourable pre-application response, a dedicated bin store area is proposed as part of the development; it is included on drawing 01823-SK-03, and dedicated plans / elevations are viewable on drawing 01823-SK-04. The dedicated bin storage area will hide the bins from public view, whilst positioned in a manner where they are easily accessible for refuse collection-crews to service them. Here, residents from the flats will be able to dispose of their waste in the appropriate bin, and commercial businesses will also have access to dispose of their waste.

15.0 - Conclusion

This Design and Access Statement has been prepared on behalf of our client to support a Full Planning Application for the demolition of an existing telecommunications mast, followed by the subsequent construction of a 2-storey mixed-use building, comprising of 3no. Commercial Units (Class E[a]) and 1no Wine Bar (Class E[b]) at Ground Level, and 7no. self-contained flats (5no. 1-bedroom; 2no. 2-bedrooms) (Class C3[a]) at First Floor Level, alongside associated Car Parking, Cycle Storage, Bin Storage, and Landscaping at a mostly vacant site on Glovers Brow, Kirkby.

Pre-application advice was sought prior to the submission of this application, and the feedback received was positive. Several recommendations from the initial consultation have been carefully considered and incorporated into the final design proposals.

The proposed development represents a high-quality design intervention on a predominantly vacant brownfield site that has previously been affected by anti-social behaviour. This scheme will make a positive contribution to the local area by introducing valuable amenities, including three non-food retail units and an attractive Bar, alongside much-needed residential accommodation in this highly desirable location.

Our client regards this proposal as an exemplar of sustainable, high-quality development that will generate local employment opportunities and provide much-needed housing within Kirkby. Comprehensive efforts have been made to ensure the application is thorough and well-considered, and as such, we believe the scheme merits planning approval.