

KNOWSLEY

Huyton Village Masterplan
Supplementary Planning Document
2017-2028



Foreword

Huyton Village Masterplan Supplementary Planning Document

It gives me great pleasure to introduce the Council's ambitious new vision for Huyton Village and specifically the development of the Masterplan Supplementary Planning Document (SPD) which will guide future development up to 2028.

Building on its current strengths and seeking new opportunities the masterplan will ensure that Huyton Village continues to be an administrative and retail centre serving its local population, as well as those that work and visit the area.

Huyton Village has exceptional strong transport links; the investment into the Railway station, the improved direct services to Liverpool Manchester and Wigan, access to the wider bus network and the proximity to two motorways all provide an unprecedented opportunity to attract new residents and businesses.

The Council is looking forward to working with a range of private and public sector partners to raise the profile of Huyton Village and promote development opportunities for both commercial and residential space. Huyton Village serves a local population of 56,000 and currently has over 2,500 people employed here, I am sure you will agree this is a fantastic customer base on which to build an improved offer.

I look forward to working with all those with an interest in the area to deliver the regeneration required to ensure that Huyton Village can look forward to a bright and successful future.




**Cllr Graham J Morgan
Cabinet Member for Regeneration and Economic
Development
April 2017**

Fig. 1 - The location of Huyton Village



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 borough boundary

Borough context

Executive introduction

Knowsley is distinct in having three town centres of a similar size across the Borough; Prescot, Huyton and Kirkby. Ensuring that each centre complements the others is vital to the town centre masterplanning process in ensuring the future sustainability of them all.

Within the Local Plan: Core Strategy (2016) the area covered by this masterplan SPD is classified in the hierarchy of centres, as Huyton Town Centre; however for the purposes of this document it will be referred to by its locally familiar name, 'Huyton Village'. Therefore, whilst the centre is referred to as Huyton Village throughout the masterplan SPD, in planning terms the centre has the status of a town centre.

Huyton Village

The regeneration of Huyton Village will focus on strengthening the Borough's civic centre which incorporates a large number of employers operating in the locality, along with a large employment site on its periphery. With its excellent public transport links including rail, bus and road, Huyton Village has the ability to attract many people from the wider City Region area. To ensure Huyton Village continues to cater for the needs of residents and visitors frequenting the village, it will evolve in line with recent shopping habits and trends. Its excellent connectivity and employment development sites will allow it to strengthen its role as the civic centre for the borough.

Prescot Town Centre

The regeneration of Prescot Town Centre will build on the existing heritage, culture and leisure offer of Knowsley, offering residents and visitors indoor and external spaces to shop, learn, relax and unwind. It will also provide opportunities to learn about the heritage and history of Prescot and the surrounding area. With a number of prime residential and employment sites on the periphery of the town centre, the potential for Prescot to develop as the heritage, cultural and leisure centre will become stronger as these sites are developed.

Kirkby Town Centre

The regeneration of Kirkby Town Centre will focus its retail offer delivering a wide range of independent and national stores complemented by its successful permanent market. The provision of high quality public open space within the town centre will also offer residents and visitors a unique shopping destination. As changing retail trends such as an increase in on-line shopping place pressure on local centres, Kirkby will evolve and strengthen its role as the retail centre within the Borough. A number of residential, mixed use and employment sites within and around the town will play a vital role in allowing Kirkby to strengthen its role across the Borough.



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Fig. 2 - Opposite page - Aerial photograph of Huyton Village (Google Earth)

1

Introduction

1.1 Purpose

- 1.1.1. The Huyton Village Masterplan Supplementary Planning Document (SPD) sets out Knowsley Metropolitan Borough Council's strategy for the development of Huyton Village. This masterplan SPD addresses the future of the village, setting out a new vision for until 2028.
- 1.1.2. The masterplan SPD plays a number of roles including:
- Setting an ambitious and deliverable vision for future development in the village;
 - Defining an identity for the village as an accessible and thriving civic and retail centre, serving the local community;
 - Raising the visibility and promoting investment opportunities within Huyton Village; and
 - Guiding prospective developers on the Council's requirements and objectives for the village.
- 1.1.3. The production of this masterplan SPD has been informed by the preparation of a Baseline Report which provides the evidence base for the masterplan SPD.

1.2 Relationship with the Development Plan

- 1.2.1. The masterplan SPD supports policies contained within adopted Local Plan Documents. The Statutory Development Plan currently comprises:
- Knowsley Local Plan Core Strategy (2016);
 - Merseyside and Halton Joint Waste Local Plan (2013); and
 - Saved policies: Knowsley Replacement Unitary Development Plan (UDP) (2006).
- 1.2.2. In particular, the masterplan SPD assists with the implementation of the following Local Plan Core Strategy policies:
- Policy CS1 Spatial Strategy for Knowsley which articulates the spatial development priorities for Knowsley which, under 2d confirms the Council's desire to maintain and enhance the Borough's town centres.
 - Policy CS4 Economy and Employment which confirms that new retail and other main town centre uses will be primarily located within existing town centres. This policy also confirms the Borough's commitment to taking a sequential approach to site selection for new retail developments.

Fig. 3 - Excerpt from the adopted policies map from Knowsley Local Plan Core Strategy (2016)



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- Policy CS6: Town Centres and Retail Strategy sets out the overall strategy for town centres and retail provision within Knowsley. The policy aims for all of its town centres to enhance their equal role in providing 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. Huyton Village will aim to provide a comparison retail development capacity figure of 4,100 sqm – 6,800 sqm, which will complement regeneration opportunities within the existing village, including exploring opportunities for remodelling and refocusing the retail density and mix of uses.
 - Recognition in the Area Policies section of the Plan that the centre is in need of investment. The stated priority for Huyton Village is to promote appropriate retail uses focused within the Derby Road/Cavendish Walk primary shopping area, environmental enhancements and a broader mix of evening, leisure and other service uses encouraged primarily in other parts of the village.
- 1.2.3. The masterplan SPD does not ‘allocate’ land for development but provides guidance for investors, developers and decision makers. It sits alongside the Design Quality in New Development SPD (KMBC, 2016), the Shopfront and Signage Design SPD (KMBC, 2016) and Town Centre Uses SPD (KMBC, 2016). Together these documents provide detailed guidance for future development within the village. The masterplan SPD is a material consideration in the determination of planning applications.
 - 1.2.4. In addition, the masterplan SPD responds to the objectives of local economic development strategies including the LCR Growth Strategy and the Knowsley Economic Growth Plan. These include regenerating town centres to respond to changing market dynamics and improving the attractiveness of Knowsley to investors.
 - 1.2.5. Further details of the policy context are also contained within the Baseline Report.

1.3 Consultation

- 1.3.1. A formal period of consultation was undertaken during the preparation of this masterplan SPD. A draft version of the SPD was made available for comment between 23rd November 2016 and 11th January 2017.
- 1.3.2. Responses were considered and some amendments made in response to these comments.
- 1.3.3. The Town and Country Planning (Local Planning) (England) Regulations 2012 do not require a Sustainability Appraisal to be carried out in respect of SPDs. However, the potential requirement for a Habitat Regulation Assessment (HRA) and/or Strategic Environmental Assessment (SEA) based upon any environmental concerns introduced or influenced by the SPD have been considered.
- 1.3.4. In response, HRA/SEA screening documents were prepared to accompany the draft SPD and concluded that a full HRA and/or SEA assessment was not required.

2

Understanding Huyton Village

2.1 Baseline introduction

- 2.1.1. A Baseline report was finalised late in 2015 which captured analysis relating to the historical evolution of Huyton Village, urban design and environmental analysis and a property and development context overview. The baseline report concluded with a high level framework diagram which put forward some of the principal opportunities for improvement and investment in Huyton Village.
- 2.1.2. Huyton Village is located approximately 6 miles (9.5 km) to the east of Liverpool on the newly electrified rail axis between Liverpool and Manchester. It also benefits from good road connections, with easy access to both the M62 and M57 with Archway Road providing the primary link to both motorways.
- 2.1.3. The village is contained by the rail line to the south and Lathom Road and the large Asda store to the east with Archway Road acting as the third side of this triangle, running from the north east to the south west corners. The village is surrounded by established residential neighbourhoods, many of which have a strong historical character. The majority of Huyton Village was demolished in the 1960's to make way for road widening and redevelopment of the shopping centre.
- 2.1.4. The village currently contains a good mix of uses which define a number of clear character areas. Derby Road forms the principal retail high street through the centre. To the east and west of this are civic uses. Further west, leisure and community uses are located next to the rail station, with education uses located outside the village.
- 2.1.5. To the south east of the village, the industrial areas form an extensive bank of employment land focused around the former Huyton Quarry. The Huyton Business Park, to the south of the centre houses approximately 120 businesses with over 2,000 employees.
- 2.1.6. The large Sustainable Urban Extensions designated by the Local Plan Core Strategy, including land South of Whiston and land South of the M62, as well as land at Knowsley Lane, will have a significant impact on Huyton Village as one of the closest retail and service centres. These urban extensions will also have an impact on Whiston district centre and Prescot Town Centre.

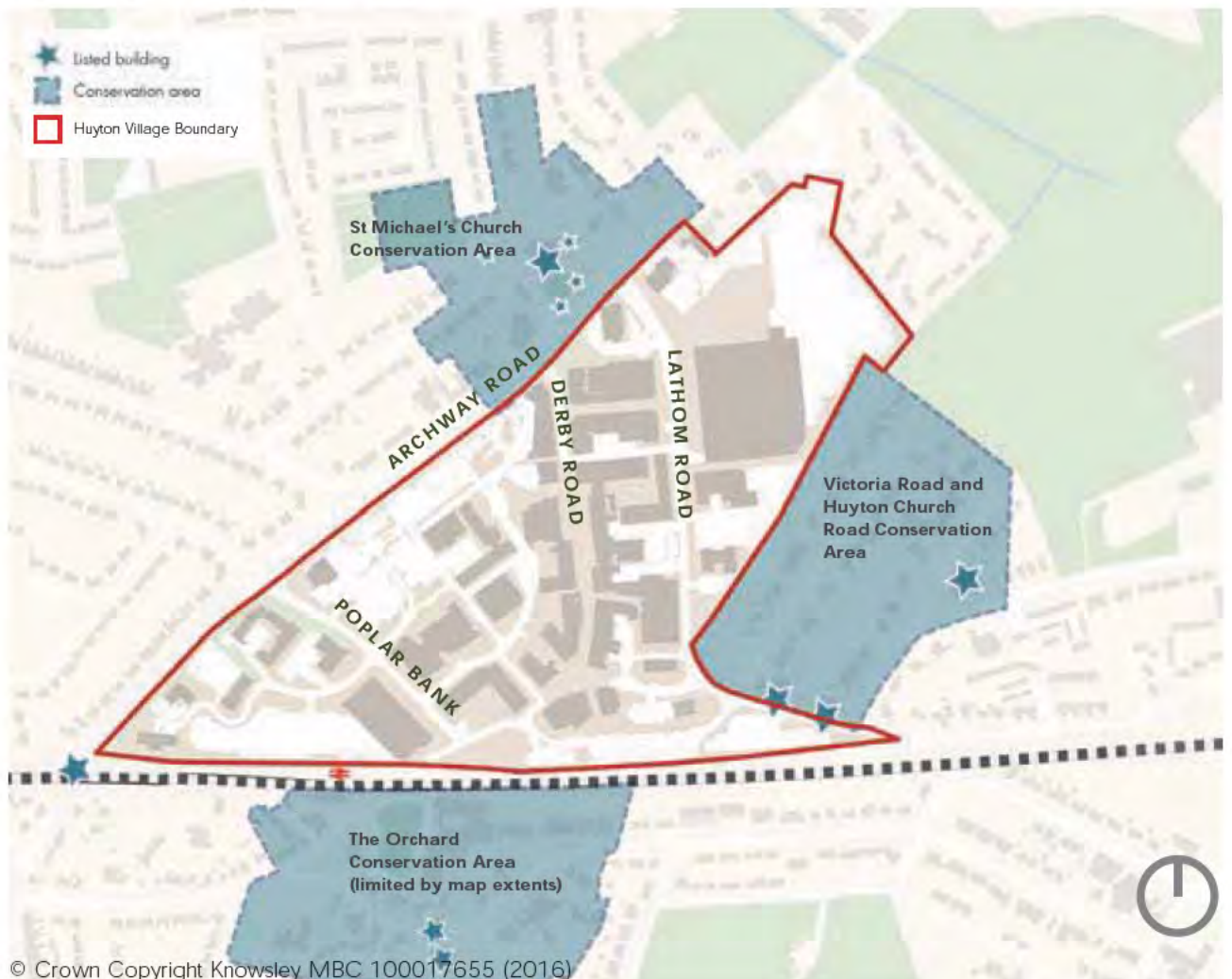
2.2 Environmental strengths and weaknesses

Historic context

2.2.1. Whilst there are no buildings of particular architectural merit within the village itself, Huyton Village benefits from three conservation areas located

immediately around the commercial centre. This immediate surrounding area of good quality townscape is an asset for the village. Improving the setting of the conservation areas and the relationship between them and the village is an opportunity.

Fig. 4 - Huyton Village conservation areas







History and character

2.2.2. The historic character of the area forms an attractive setting for the masterplan SPD area, protected by a number of conservation areas. The connection between the surrounding historic character and Derby Road will need to be improved, helping to draw this historic character into the village.

2.2.3. Several gateways and routes into Huyton Village pass through or along the edges of residential conservation areas. The character and quality of these areas gives the village an attractive setting.



Urban structure

2.2.4. Huyton Village's urban structure is a result of the comprehensive redevelopment of the village in the 1960s. The character of the village is therefore quite distinct from its immediate surroundings and the block structure is difficult to understand. As a result of this and the physical barriers of Archway Road and the railway, the village feels somewhat divorced from the wider Huyton area. This sense of separation is a factor that is likely to undermine the economic success of the village.

2.2.5. Key streets in need of improvement are Lathom Road which has little in the way of building frontages providing any activity and enclosure. Civic Way and the area around the Council offices suffer from poor street environments and a lack of a clear street network. Given the expanses of surface parking in this location, there might be an opportunity to establish a clearer network of streets and development parcels which will have village-wide benefits.

Fig. 5 - The block structure within and immediately around the masterplan SPD area



Transport and movement

- 2.2.6. Archway Road to the north and the railway line to the south constrain pedestrian connections, with the main pedestrian route through the centre along Derby Road with many alleyways leading back to this street. There is also a well used pedestrian route under the railway line and a route from Asda to Knowsley Road and Culture Park. There are currently no cycle routes.
- 2.2.7. Huyton Village is easily accessible by road, being a short distance away from junctions on the M57 and M62. Archway Road and Lathom Road are the key routes for vehicles. The many routes from Derby Road lead to the significant number of car parks in the village, providing long / short stay spaces.

- 2.2.8. There is a well used network of buses which connect Huyton Village with surrounding neighbourhoods and the rest of the borough. The bus station is south of the main retail centre, accessed via Derby Road and Huyton Hey Road. Taxis are an important part of the public transport network for local people with four ranks in Huyton Village.
- 2.2.9. Huyton Village is also easily accessible from central Liverpool by train every 15 minutes at peak times. There has been significant investment in Huyton train station including the electrification of the line. Huyton train station also has a direct service to Manchester Victoria and Wigan.

Fig. 6 - The pedestrian and vehicular routes around the masterplan SPD area



2.3 Commercial property market overview

2.3.1. The good and improving levels of public transport accessibility and presence of the civic offices are key strengths which help support a balanced retail centre. However, Huyton Village, like the Borough's other principal commercial centres, continues to suffer from the leakage of expenditure to larger nearby centres and out of centre retailing. The retail offer is concentrated primarily on the lower/middle and lower end of the spectrum. Sherborne Square and the former InShops and MSCP sites sit on the eastern side of the centre and offer development opportunities in the short and longer terms.

2.3.2. In terms of residential opportunities, whilst there are very few apartment-based developments in and around the village, given the recent public transport investments and corresponding journey times to Liverpool and Manchester and the need to provide housing to meet local needs, the introduction of new housing developments within the village is a significant medium to long term opportunity. New homes within the masterplan SPD area will help support the vitality and viability of the village throughout the day and into the evening, increasing footfall to shops and local businesses (the location and type of new homes will be explained later in the document).



Fig. 7 - Commercial uses in Huyton Village

2.4 Strengths and areas for improvement

2.4.1. In summarising the baseline stage of work, an assessment of the existing village has identified a number of key strengths:

- The sense that Huyton Village is the civic heart of the borough with many institutional uses and services including healthcare, Council offices, the library, Police, Fire and Rescue, Ambulance and Probation Service.
- An accessible and strategic location situated on key rail routes between Liverpool and Manchester. Good access to the M57 and M62 provide excellent access to the regional and national road network.
- Historic fabric is largely intact on the edges of the masterplan SPD area. St Michael's Huyton Parish Church is an important local landmark.
- Immediate residential areas contain attractive Victorian and Edwardian housing stock.
- To the south east the industrial area forms an extensive bank of employment land focused around the former Huyton Quarry providing local jobs.
- A distinct series of land use areas with a focused retail core with a national retail presence in the village.
- Areas of mature trees and planting, projecting a 'cared for' character across the village.
- Significant redevelopment opportunities providing potential to enhance the village.
- A well established customer base of local residents and local employees.
- A large amount of footfall from local office employees during office hours.

2.4.2. A number of key challenges or areas for improvement have also been identified:

- Major redevelopment in the core of the village during the 1960s have resulted in 'fused' urban blocks, causing key routes to be lost creating convoluted pedestrian route and vehicular routes, particularly in the civic area.
- Road widening has resulted in the masterplan SPD area feeling isolated from its immediate hinterland.
- A disjointed structure of vehicular routes has created a fragmented townscape, particularly along Lathom Road, with many exposed service yards and parking areas and poorly defined public realm.
- Archway Road car park benefits from a prominent road frontage but currently gives a poor impression of the village from this key access road.
- The absence of an evening economy in Huyton Village including leisure uses and family friendly restaurants.
- Low demand from retailers for units within Huyton Village with some vacant retail units.
- A lack of visibility of the village from key routes.
- Whilst there is a significant amount of car parking in the village, the zoning is confusing with several types of permits and public/staff sections.
- A lack of cycle routes.
- Lack of useable public green spaces and some areas of landscaping could be improved, particularly at key junctions.

3

A vision for Huyton Village

3.1 Vision statement

3.1.1. This section presents the vision for Huyton Village which has emerged from the baseline analysis and which underpins the masterplan proposals for the village.

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.

Building on its excellent road and rail connectivity it will have strengthened its role as the administrative and commercial hub of the borough. The Village Centre will be more accessible with an improved public realm occupied by a mix of well known retailers and smaller independent businesses so that it becomes a vibrant place which meets the needs of a growing local population.

The village centre will be a place where people choose to work, shop and live given its high quality local environment which is strengthened by the attractive heritage assets of the surrounding area.

4

A strategy for Huyton Village

4.1 Strategic objectives

Introduction

- 4.1.1. This section sets out the strategy that supports the masterplan SPD for Huyton Village. Four key objectives are outlined below which underpin the masterplan. These are encapsulated in an overarching strategy diagram for Huyton Village which acts as a high level framework.
- 4.1.2. Each key objective of this strategy for Huyton Village is then outlined in more detail with corresponding area-wide policy guidance statements.
- 4.1.3. The projects and sites within section 5 will help to deliver this strategy.

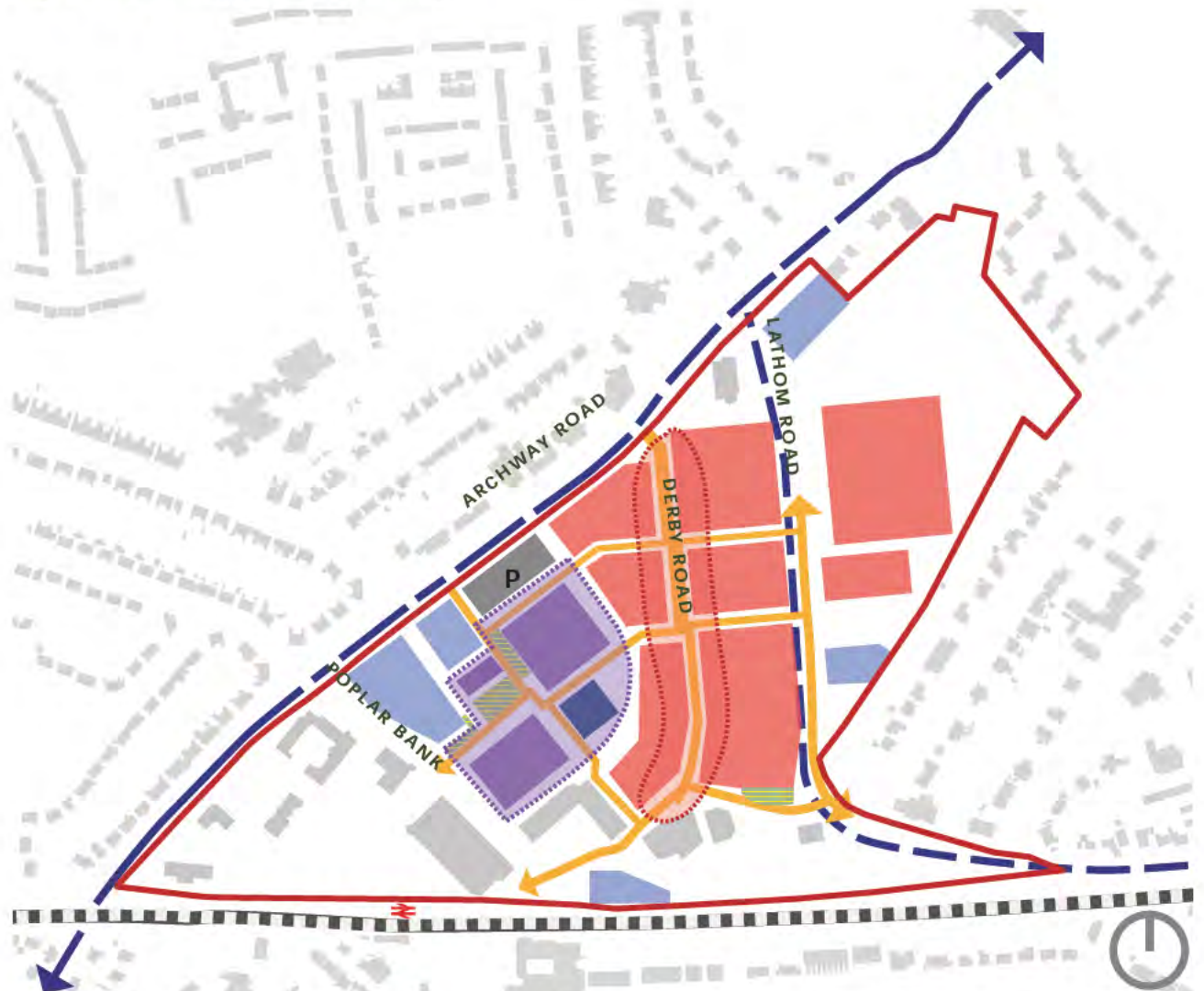
Key strands in the strategy for Huyton Village

- 4.1.4. Four key strategic objectives underpinning the masterplan for Huyton Village are as follows. The Council will expect applications for new development in Huyton Village to demonstrate how they contribute towards these objectives:
1. **Improving routes and connections;**
 2. **Focusing activity on key streets;**
 3. **Improving environmental quality; and**
 4. **Strengthening the local economy.**














The strategy diagram

- 4.1.5. The diagram on the opposite page illustrates the strategy for Huyton Village. The yellow represents the new structure of routes which will be strengthened in the village, joining the commercial centre with the strengthened civic heart set around a new public space.

Fig. 8 - The strategy for Huyton Village



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- | | | | |
|---|--|---|---------------------------|
|  | potential for commercial/
mixed use |  | public green open space |
|  | potential for residential use |  | public realm improvements |
|  | potential for office use |  | key route |
|  | potential for civic use |  | Huyton Village Boundary |
|  | MSCP |  | railway |
|  | civic area |  | station |
|  | retail area | | |

4.2 Improving routes and connections

4.2.1. Huyton Village is not very visible when travelling along Archway Road due to there being few physical connections to the commercial centre. The commercial axis of Derby Road is concealed from Archway Road behind trees and railings. With few connections and the lack of visual accessibility to the main retail area, Archway Road severs the village from its immediate residential surroundings.

4.2.2. The street pattern on the western side of the village is complicated with a limited number of direct routes exacerbated by areas of pedestrianisation. These factors do not convey Huyton Village as open and accessible.

4.2.3. Improving the points of arrival into Huyton Village on foot, by car and by public transport will enhance the perception of the village and support local businesses by increasing footfall. A park and ride in the village to serve the train station would also help to achieve this. The number of routes into the village will be increased by improving key junctions, increasing the number of pedestrian crossing points and strengthening and upgrading the quality of the public realm.

4.2.4. A new cycle network will help improve the environment and quality of routes for cyclists, also helping to encourage this method of sustainable travel.

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. Remodelling 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:

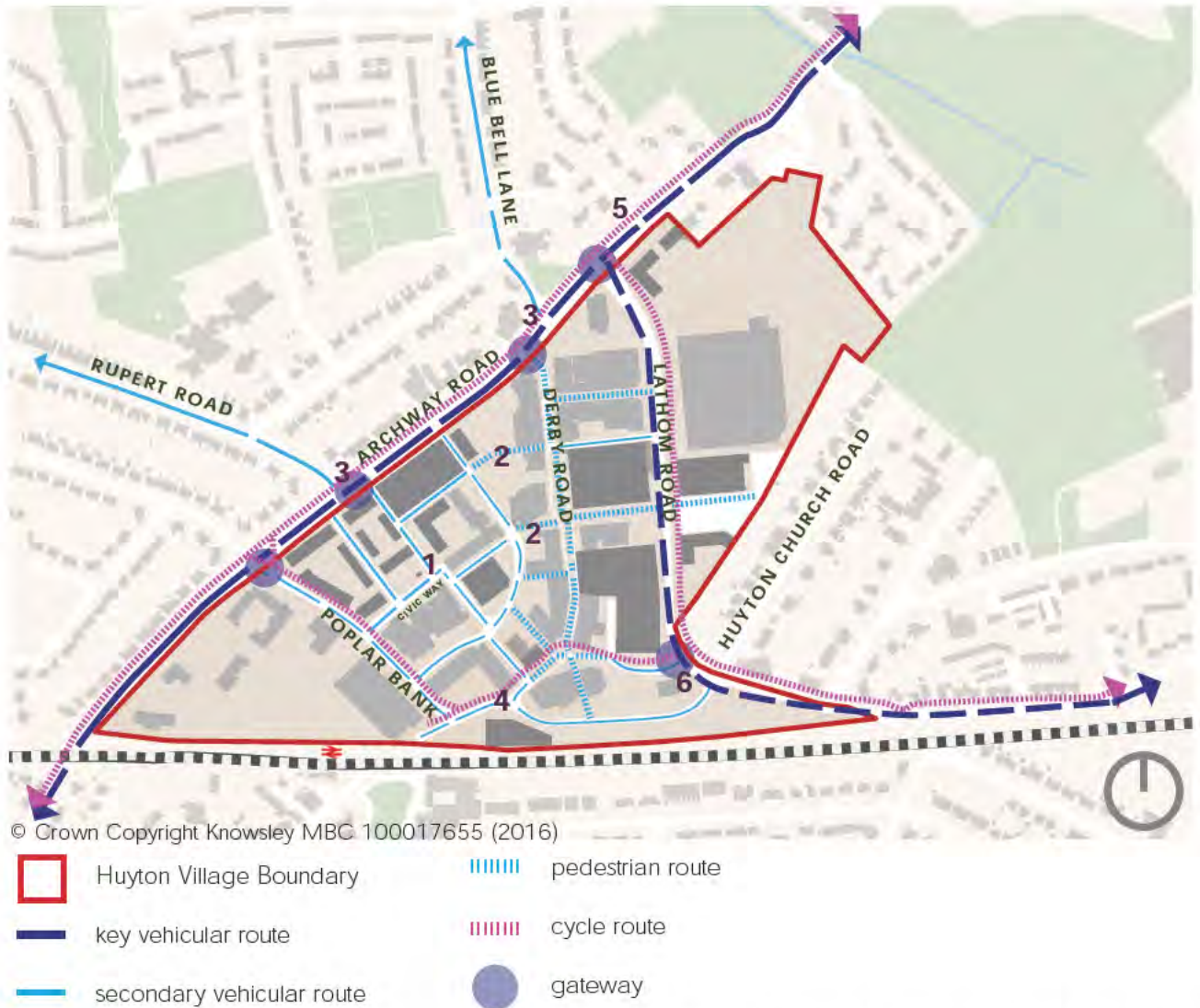
1. Opportunities to create new through-routes for vehicles particularly through the extension of Civic Way to Archway Road.
2. Creating pedestrian routes through large urban blocks will be encouraged.
3. Improving the quality of pedestrian routes from Derby Road to Lathom Road and to the new civic core.
4. Creating a new cycle network along Archway Road, Poplar Bank and through Derby Road and Huyton Hey Road to Lathom Road.

Local Plan Policy Links

Core Strategy Policies: SD1, CS7, CS19, CS20, CS21, CS27

Saved Replacement UDP Policies: T7, T10, DQ2, DQ3

Fig. 9 - A framework for improved routes and connections



Projects or proposals:

1. Extending the Civic Way road axis to a new junction with Archway Road / Rupert Road to create a new point of access to the village.
2. Strengthening a series of routes from Lathom Road, across Derby Road to Civic Way to improve pedestrian connections across the village centre.
3. Remodelling junctions along Archway Road including at Rupert Road and
4. Improve connection between the rail station, bus station and village with better signage, lighting and public realm.
5. The width of Archway Road provides the opportunity for a high quality, segregated cycle lane with connections south into Huyton Village.
6. Remodel the junction at Huyton Hey Road with Lathom Road and the bus station.

4.3 Focusing activity on key streets

4.3.1. Huyton Village currently suffers from a lack of activity away from Derby Road, its principal retail street. Derby Road should retain its status as the key retail high street and, where opportunities arise, this role should be strengthened through new development. The east side of Derby Road is a particular priority for improvement.

4.3.2. New development should strengthen Lathom Road's secondary retail role. Lathom Road currently contains many buildings which fail to present a positive and active edge to this key street thereby contributing to a poor quality environment.

4.3.3. New development along Lathom Road should help to create a simplified block structure where new development presents commercial frontages to the street, creating attractive, well used and safe routes through the centre.

4.3.4. The area to the west of Derby Road is dominated by large areas of car parking and is severed by Archway Road which provides a negative edge to the north of the village centre. As sites come forward, new development should directly address Archway Road which will help to reduce the lack of enclosure along this busy route.

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. The Council will support shared servicing arrangements.




Local Plan Policy Links

- Core Strategy Policies: CS2, CS7, CS8, CS19
- Saved Replacement UDP Policies: DQ2, S9, S10
- Design Quality in New Development Supplementary Planning Document (SPD)
- Shopfronts and Signage Design Supplementary Planning Document (SPD)

Fig. 10 - A block plan with active frontages addressing key routes and spaces



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-  Huyton Village Boundary
-  active frontage on existing building
-  active frontage on redeveloped building

Projects or proposals:

1. More active frontage along Lathom Road with doors and windows facing the street. Key sites include the Magistrate’s Court and Police Station site, Sherborne Square and the former InShops and MSCP sites.
2. New development along Archway Road should directly address this key street. New development would need to mitigate against the busy road environment.
3. There is an opportunity to deliver a new civic square on Civic Way. New development here should define and overlook this space.

4.4 Improving environmental quality

- 4.4.1. Parts of Huyton Village are well looked after, with attractive planting and landscaping. The western part of the centre in particular benefits from mature trees. This environmental quality is important to attracting new investment and development in the village.
- 4.4.2. There is a need for focused greening and public realm improvements along a number of the key streets to help raise the quality of the environment and improve the sense of connection and continuity between different areas of Huyton Village.
- 4.4.3. Huyton Village should draw on the quality of the heritage assets surrounding the masterplan SPD area and its established trees to add to its distinctiveness. In particular, the parish church is visible from along Derby Road, creating attractive views along the street. There is the opportunity to improve these views and the connection across to the church by remodelling the public realm at the junction of Derby Road and Archway Road. Improvements such as this will help to draw in the historic character of the area surrounding the village.
- 4.4.4. Other parts of the centre would benefit from public realm improvements including investing in the quality and consistency of materials, the removal of street clutter and investment in street furniture. Key development sites should contribute to the delivery of these improvements.

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 key routes in the village including improved street furniture, landscaping, surface improvements and removal of street clutter where appropriate.
2. The creation of a 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.

Local Plan Policy Links

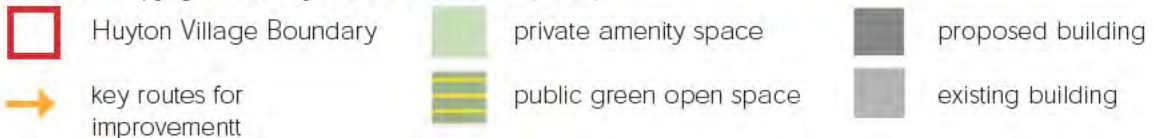
Core Strategy Policies: CS2, CS8, CS19, CS20, CS21

Saved Replacement UDP Policies: S9, S10, T7, DQ2

Fig. 11 - A framework for public realm improvements



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Projects or proposals:

1. A new civic square framed by public/ civic uses forming a new civic heart for Huyton Village incorporating the War Memorial and mature trees.
2. A new small landscaped space on Huyton Hey Road just west of Lathom Road which could act as an outdoor seating area associated with new commercial/leisure uses. Existing trees should be retained. This east/ west route also helps to link existing and proposed leisure destinations.
3. The quality of Lathom Road will be improved with rationalised service yards and car parking and by raising the quality of public realm treatment.
4. Improve visibility into the centre and the quality of the key gateway locations.
5. Retaining mature trees in the village centre including the distinctive lines of poplar trees in the civic hub.
6. Derby Road public realm improvements, including addressing local drainage issues, facilitated by key sites coming forward and a variety of improvements such as seating.
7. Improve the connection to the surrounding heritage including the parish church with a better pedestrian crossing at the northern end of Derby Road.

4.5 Strengthening the local economy

4.5.1. The land use framework, in accordance with Local Plan Core Strategy Policy CS6 and other relevant policies in the Plan, seeks to promote retail and commercial activities along the primary Derby Road and secondary Lathom Road. Derby Road should remain the core high street retail axis. Lathom Road, in the Police Station/Magistrate's Court site and the former InShops and MSCP sites, presents key opportunities for new larger format retail-led mixed use development which would complement the primary Derby Road retail. The Civic Way area to the west of the centre will strengthen its role as the civic focus for the Borough. Housing uses within the centre as part of mixed-use development will be encouraged.

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 Council's Yorkon and IT suite to provide a new 'front door' to the Council.
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 within Huyton Village to regenerate key sites, bring more activity and life to the centre and support shops and businesses. Homes in Huyton Village should be at an appropriate density for the town centre, likely to be delivered as apartments.

Local Plan Policy Links

Core Strategy Policies: CS1, CS2, CS3, CS6, CS7, CS8, CS15, CS16, CS17, CS19, CS21, CS26

Saved Replacement UDP Policies: S2, H7, EC6, EC6

Fig. 12 - Potential land use framework



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Projects or proposals:

1. Create a new civic hub off Civic Way surrounded by consolidated civic / administrative uses which strengthen this key function of the village.
2. Strengthen the retail character of Derby Road as new development opportunities arise. The frontage of Derby Road should be characterised by ground floor retail uses.
3. Strengthen the retail function of Lathom Road as an appropriate location for larger format retail development which complements the retailing along Derby Road. The Magistrates Court and Police Station site and the former InShops and MSCP sites are key opportunities in this regard.
4. Deliver new dwellings as part of mixed use development proposals where it is viable to do so within the village.



Fig. 13 - Existing ground floor uses



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5

The Huyton Village Masterplan

5.1 The masterplan

5.1.1. This section sets out the spatial framework for the implementation of the vision and strategy for Huyton Village outlined in Sections 3 and 4 above. The full masterplan incorporates the identification of key opportunity sites, public realm and movement improvements that are proposed for Huyton Village up to 2028.

5.1.2. Whist opportunities across the entire centre are identified, the majority of key proposals fall within two specific action areas which are presented in turn. The Lathom Road Action Area which incorporates land on the east side of Derby Road, centred on the Lathom Road axis. The Civic Core Action Area which incorporates land on the west side of Derby Road, centred on Civic Way and the War Memorial.

5.1.3. The masterplan is not prescriptive and the Council acknowledges that some of the identified sites may not come forward for development and others not shown may come forward. The planning, design and development guidance contained in this and the following area-based sections of the masterplan are intended to assist developers in providing a planning framework for new development and investment. The guidance helps to identify key principles and priorities

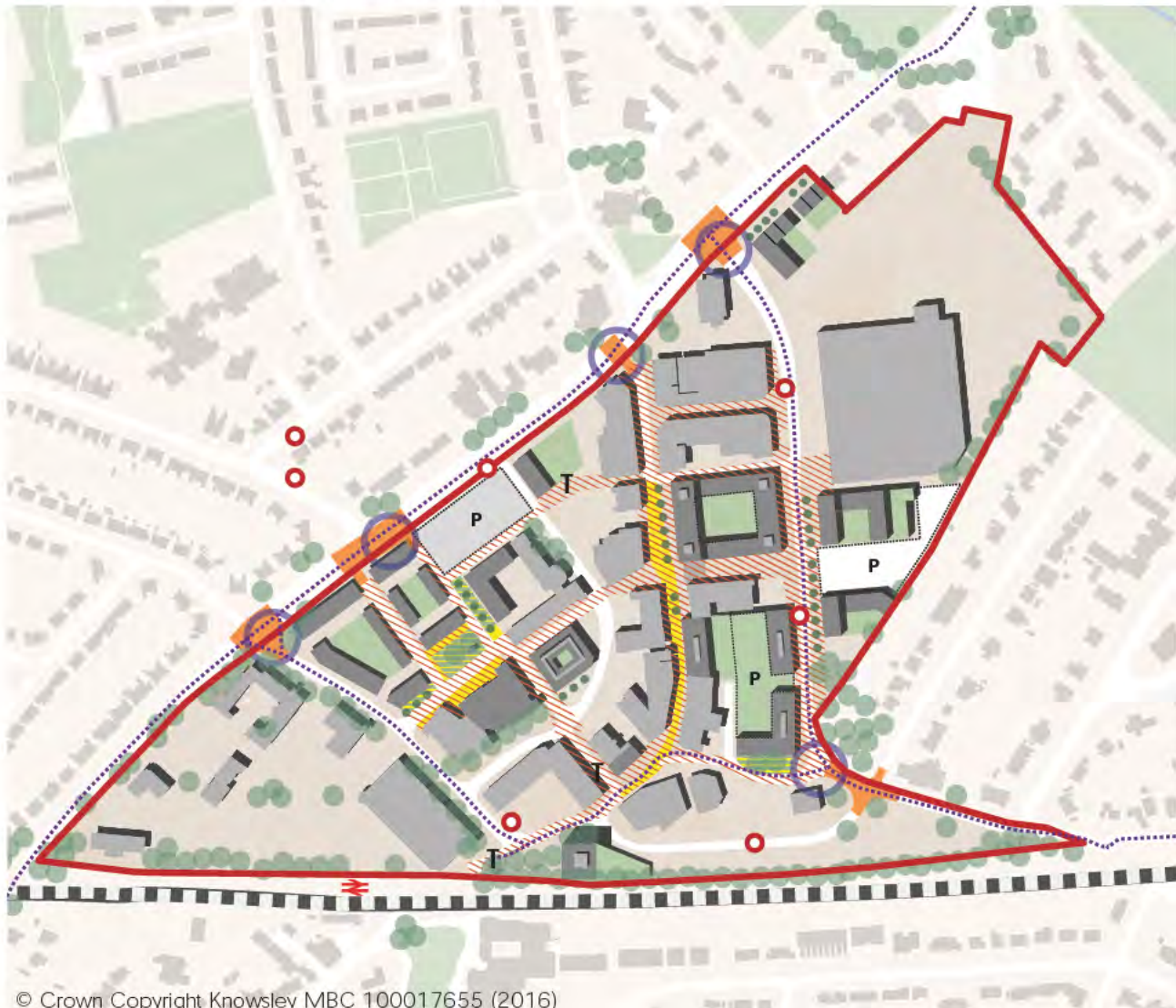
associated with individual sites and area of Huyton Village. It is not a blueprint; however, proposals for new development should address directly the guidance presented.

5.1.4. A series of design principles are set out below which will apply to all development within the centre, in line with Local Plan Core Strategy Policies CS2, CS6, CS8, CS17, CS19 and CS20. These principles complement the Victoria Road and Huyton Church Road Conservation Area Appraisal (KMBC, 2015) The Orchard Conservation Area Character Appraisal (KMBC 2014), The St Michael's Church Conservation Area Appraisal (2005), the Design Quality in New Development SPD (KMBC, 2016) and the Shopfront and Signage Design SPD (KMBC, 2016). The Council plans to re-appraise the St Michael's Church Conservation Area Appraisal and establish management policies and actions to better support the SPD objectives.

1. All new development within Huyton Village should be high quality and enhance the setting of the surrounding conservation areas;

2. To encourage the enhancement or replacement of buildings and structures that do not contribute positively to the village centre socially, environmentally or economically;
3. Ensuring new development is of an appropriate scale and form in light of the local context;
4. Encouraging development that directly addresses the village's streets and spaces with doors and windows that face the street, especially where new development is located adjacent to existing and improved pedestrian links;
5. Encouraging the use of high quality materials in new development and public realm improvements which are considered appropriate to their local context (please see appendix 1 for a list of guidance);
6. Retaining trees, historic boundary walls and gateways that contribute to the distinctive character of the village;
7. Planning applications should be supported by full landscaping schemes where appropriate. Any appropriate soft landscaping should include native species and encourage informal recreation;
8. Integrating street planting to improve the appearance of key routes and to assist way-finding, where appropriate;
9. Encouraging feature lighting to significant buildings, routes and gateways;
10. Promoting features to enhance the town's sense of identity, distinguish key routes and key gateways;
11. Encourage improvements to junctions and other features that enhance and improve connections to the historic character surrounding the village;
12. Encouraging the use of highway design features so that good access can be maintained without being detrimental to the sense of place;
13. Widened footways and remove street clutter to improve pedestrian connectivity and safety where appropriate;
14. Ensuring accessibility for all, including the mobility impaired;
15. Delivering a park and ride in the town centre to serve the train station which would help generate footfall and visitors to Huyton; and
16. In redeveloping sites, new buildings and structures should be positioned to respect existing building lines, enclose streets and enhance views.

Fig. 14 - Illustrative Huyton Village Masterplan



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- | | | |
|---|---|--|
|  existing development |  private amenity space |  public realm improvement |
|  potential development or refurbishment |  public green open space |  existing tree planting |
|  junction improvement |  proposed public parking |  proposed tree planting |
| |  Huyton Village Boundary |  bus stop |
| |  hard landscaping |  taxi rank |
| |  Gateways |  cycle route |



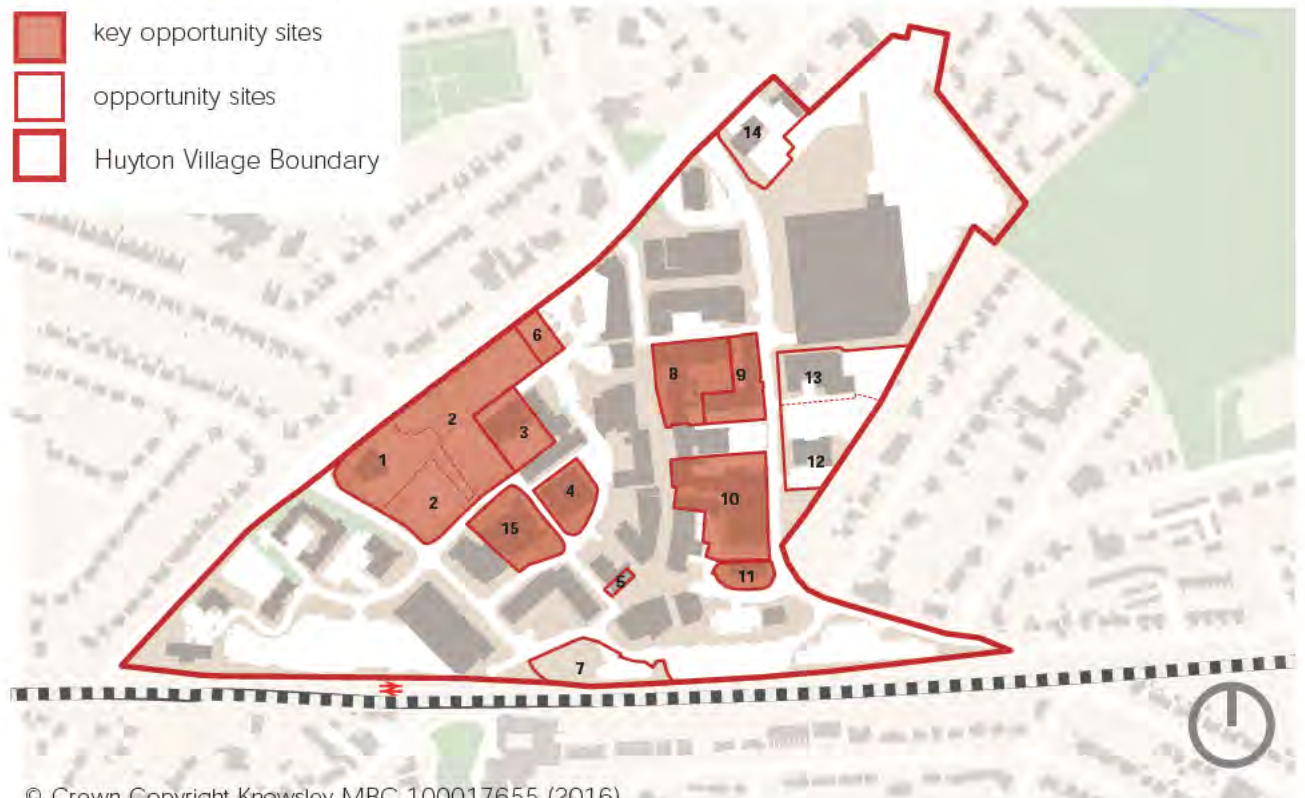
5.2 Opportunity sites

5.2.1. The following sites have been identified by the masterplan SPD to come forward in the short, medium and longer term in the village.

5.2.2. Two priority action areas are identified within which a number of key opportunity sites are identified. These sites are considered to represent key strategic opportunities which, taken together, will play a significant role in delivering the overall vision for Huyton Village outlined in this masterplan. The sites identified as key opportunity sites will deliver transformative change in Huyton Village.

1. Asda Petrol Filling Station
2. Council car park, Archway Road
3. Yorkon site
4. Civic Way IT site
5. Post office
6. Archway Road north
7. BT site
8. Sherborne Square west
9. Sherborne Square east
10. Former InShops and current MSCP
11. Huyton Hey Road Office site
12. Police station, Lathom Road
13. Former Magistrates Court, Lathom Road
14. Fire & Ambulance Station
15. The Venue

Fig. 15 - Masterplan SPD sites



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6

Lathom Road Action Area

6.1 Lathom Road Action Area

- 6.1.1. The Lathom Road Action Area is located on the east side of Huyton Village, incorporating the east side of Derby Road. The area plays a key role in supporting Huyton's local economy as, taken together with Cavendish Walk, this east site of the centre is the key retail area.
- 6.1.2. Much of the visiting traffic to the village is directed to parking via Lathom Road as the main entrance to Huyton Village from Archway Road. The junction between Lathom Road and Archway Road is therefore a key gateway to the village.
- 6.1.3. The parcels of land between Derby Road and Lathom Road do not typically address Lathom Road well. Redevelopment of these parcels should ensure good quality frontage is presented to Lathom Road.
- 6.1.4. Sites along Lathom Road present opportunities for new retail and mixed use development that would complement existing retailing in the village and deliver improved physical linkages between Lathom Road and Derby Road.
- 6.1.5. Other suitable uses include housing as part of mixed-use developments and publicly accessible parking should the multi-storey car park come forward for redevelopment.
- 6.1.6. Opportunity sites within the Lathom Road Action Area include:
- Sherborne Square (key site)
 - Former InShops and MSCP and Huyton Hey Road Office site (key site)
 - Police and Magistrates Court site
 - Fire and Ambulance Station site



Fig. 16 - Looking north along Lathom Road towards Sherborne Square



Fig. 17 - The multi-storey car park behind the former InShops site dominates the view south along Lathom Road

Fig. 18- The Lathom Road action area - illustrative example



- Sites included in action area:
- a. Sherborne Square west
 - b. Sherborne Square east
 - c. Former InShops and MSCP
 - d. Huyton Hey Road Office
 - e. Police station, Lathom Road
 - f. Former Magistrates Court, Lathom Road
 - g. Fire & Ambulance Station



6.2 LRAA1 - Former InShops and MSCP site and Huyton Hey Road Education Office site

6.2.1. This site is in two ownerships. Each site represents a key development opportunity. The sites might come forward separately or together. A comprehensive approach could bring benefits in terms of the efficiency of serving arrangements and managing the relationship between adjacent buildings. Existing buildings with active uses might be retained.

Existing conditions

6.2.2. The former InShops site has a range of smaller retail units in an arcade form on the Derby Road frontage with covered market style accommodation to the rear with a large decked car park above. This parking structure is in poor condition and a visual blight on the village. The 4 storey Huyton Hey Road Office site sits adjacent to the site on the south side. Taken together, the sites represent a major redevelopment opportunity.

6.2.3. There are good mature trees along Huyton Hey Road and the site benefits from direct views over the open space immediately to the east.

Development principles - form

6.2.4. The large area of ground floor presents opportunities for a range of retail unit sizes with smaller high street units on the Derby Road frontage and larger units on the deeper part of the site. Service access should be principally made from the south, via Huyton Hey Road.

6.2.5. Redevelopment of the site should deliver some publicly accessible at-grade parking to support the centre as a whole and compensate in part against the loss of the decked car park. If appropriate, there is an opportunity to provide private amenity space above this depending on the form of development taken forward.

6.2.6. Provision of a pedestrian route between Lathom Road and Derby Road would be supported in principle.

Development principles - land use

6.2.7. Retail ground floor uses with smaller units fronting Derby Road and larger complementary spaces on Lathom Road, including food retail.

6.2.8. Leisure /evening uses on the south-facing Huyton Hey Road with housing above commercial/retail uses across the site.

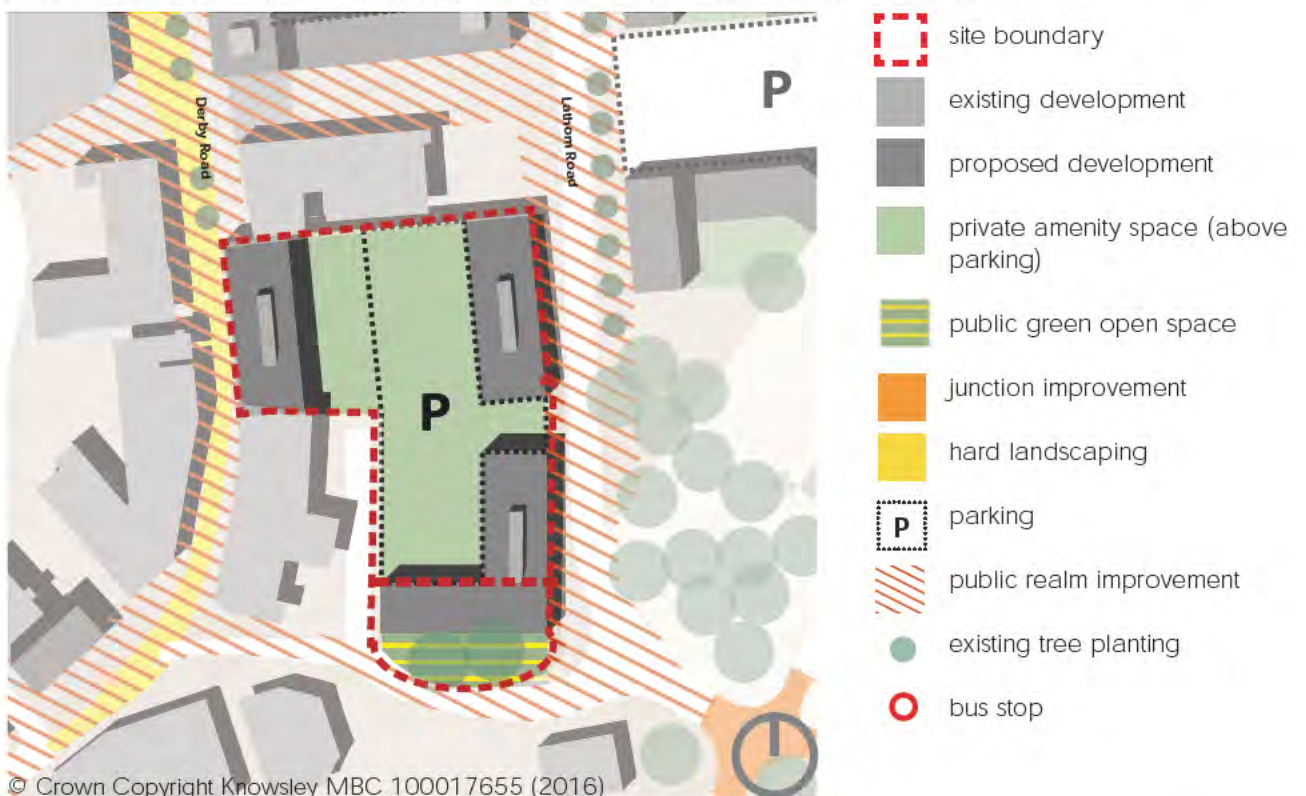
Development principles - public realm

6.2.9. The trees on Huyton Hey Road should be retained in conjunction with the mixed-use redevelopment of the Huyton Hey Road Office site.

6.2.10. Vehicular servicing arrangements should be reviewed to reduce the impact and width of the crossover along Huyton Hey Road.

6.2.11. Publicly accessible parking should be provided with landscaping features including trees.

Fig. 19 - Indicative development scenario for the comprehensive redevelopment of the Former InShops and MSCP site and the Huyton Hey Road Office sites - illustrative example



Preferred uses

- Retail-led mixed use development opportunity.
- Ground floor retail uses addressing Lathom Road and Derby Road.
- Public parking should be provided to serve the village as a whole.
- Uses that contribute to the evening economy on southern Huyton Hey Road frontage.
- Housing uses on upper floors with scope for private amenity space for new residential uses over ground floor parking area.

Key design principles

- Buildings creating strong and active street edges.
- Service access off Huyton Hey Road and, if required, Lathom Road.
- Car parking should be open for all town centre uses with good links to Derby Road.
- Any new development should utilise high quality materials, enclose the street and be set at the back of the footpath.





Fig. 20- An artist's impression of our vision for Lathom Road. New development provides active frontage to the street with residential accommodation on upper floors. This form of development could deliver significant benefits to the village.

6.3 LRAA2 - Sherborne Square

Existing conditions

- 6.3.1. This large mixed-use site was developed in the 1960s in a courtyard form. Retail uses occupy the key Derby Road frontage and with more transient retail uses combined with office uses taking most of the other ground floor and upper floor spaces within the block interior.
- 6.3.2. There is a fair degree of vacancy on upper floors which were originally designed for residential uses but have since been used as offices. The building is outdated in nature and undermines the attractiveness of the village as whole.

Development principles – form

- 6.2.3. Development should define the edges of the site to create strong street edges. A courtyard form with private parking contained within the courtyard and amenity space above.
- 6.2.4. Service access should be from Lathom Road. An east-west public route between Derby Road and Lathom Road should be provided on the southern side of the site – to align with a potential route across the existing Police/Magistrate’s Court site and potentially further linking to Huyton Church Road.

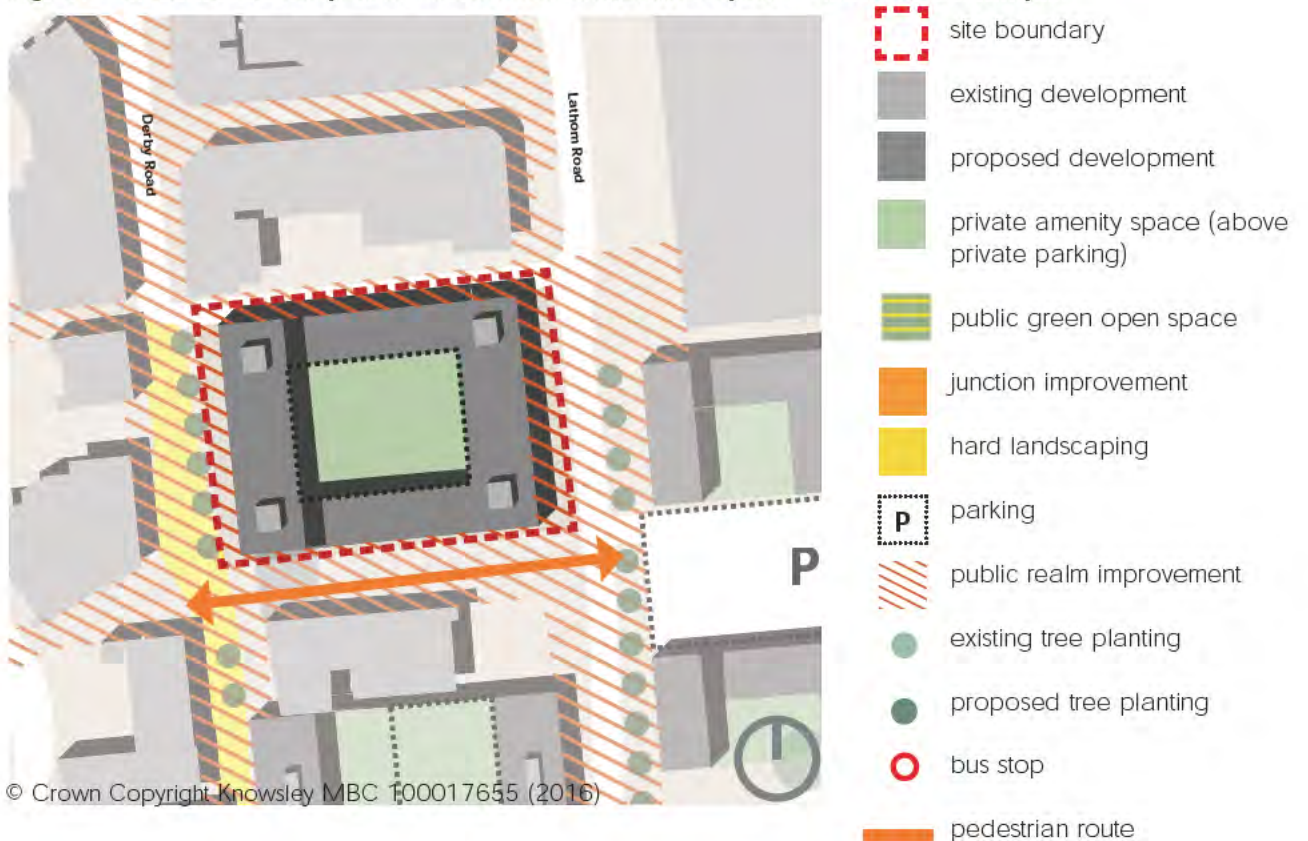
Development principles – land use

- 6.3.5. Retail uses on the ground floor on the Derby Road frontage should be maintained. Commercial uses and residential entrances would be appropriate on the Lathom Road frontage on the basis that they present an active and good quality frontage to Lathom Road.
- 6.3.6. The site would be appropriate for residential uses on upper floors as well as other town centre uses including larger format commercial leisure uses.

Development principles - public realm

- 6.3.7. The priority in any redevelopment of the site would be supporting the street environments of Derby Road and Lathom Road.
- 6.3.8. Provision of a good quality, safe and well lit public route between Lathom Road and Derby Road is also considered a requirement.
- 6.3.9. Replacement of a public courtyard is not considered a requirement of any redevelopment scheme. The courtyard form of development could be used for private amenity space – potentially over ground floor private parking associated with the mixed use development.

Fig. 21 - Indicative development scenario for Sherborne Square - illustrative example



Preferred uses

- Retail-led mixed use development opportunity.
- Ground floor retail and leisure uses addressing Derby Road and Lathom Road.
- Housing uses on upper floors.

Key design principles

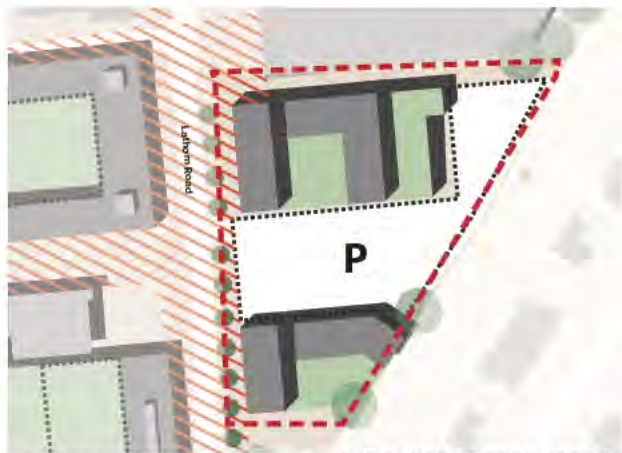
- Buildings creating strong and active street edges.
- Redevelopment should deliver improved linkage between Lathom Road and Derby Road.
- Service access off Lathom Road.

6.4 LRAA3 Other sites

Police offices and Magistrates Court

- 6.4.1. When taken together these sites present a good opportunity for mixed-use development on the basis that existing uses are appropriately relocated elsewhere in the village. The site should carefully consider its relationship with the Victoria Road and Huyton Church Road Conservation Area and the form and appearance of development should seek to enhance its setting.
- 6.4.2. A combination of (food) retail with parking and, if appropriate, housing is an appropriate mix of uses for the site.
- 6.4.3. Redevelopment should create a strong active building edge to Lathom Road.

Fig. 22 - Indicative proposals for the Police offices and Magistrates Court - illustrative example



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Ambulance and fire station

- 6.4.4. Assuming existing uses are appropriately relocated, the site would be an important gateway development opportunity.
- 6.4.5. Retail or commercial uses would be appropriate if the residential amenity of neighbouring properties can be adequately protected. The format of these uses should be appropriate for a town centre and should encourage linked trips. Housing development would also be an appropriate use should commercial uses not come forward.
- 6.4.6. The form of development should define strong edges to both Archway Road and Lathom Road with parking and servicing orientated away from the primary frontages and the neighbouring houses.

Fig. 23 - Indicative proposals for the ambulance and fire station - illustrative example



6.5 LRAA4 Key public realm and movement projects

1 Huyton Hey Road junction with Lathom Road – west side

6.5.1. The Huyton Hey Road Office site has a good southerly aspect with mature trees in front of the building providing natural shading and cooling. The masterplan identifies this as a good site for uses that would contribute to the evening economy. In conjunction with this development there is an opportunity to create an outdoor seating space which benefits from very good access to the high street and excellent public transport accessibility.

2 Gateway project at northern end of Lathom Road

6.5.2. As sites come forward for redevelopment on the northern end of Lathom Road, improvements to the public realm and pedestrian environment should be prioritised to improve the arrival experience into Huyton Village.

6.5.3. Excessive lengths of guard rail should be removed and crossing facilities improved. The aim should be to improve the sense of arrival into Huyton Village through better pedestrian linkages across the road towards Derby Road.

3 Upgrade quality of public realm along Lathom Road

6.5.4. Lathom Road feels like the back of Derby Road as buildings typically do not address the street and informal service bays and parking arrangements have been established.

6.5.5. As development sites come forward, care should be taken to improve the boundary treatment including service yards and edges. The area behind the Boots store is a particular priority in need of improvement which should comprise more formalised parking provision and tree planting.

6.5.6. There is an opportunity to create an improved, safe, direct and overlooked route between Derby Road on the south side of the Sherborne Square site, across Lathom Road and the redeveloped Police Station site.

Fig. 24 - Key public realm and movement projects - illustrative example



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- | | | | | | |
|---|---------------------------------------|---|--------------------------|---|-------------|
|  | Huyton Village Boundary |  | parking |  | gateway |
|  | private amenity space (above parking) |  | public realm improvement |  | cycle route |
|  | public green open space |  | existing tree planting | | |
|  | junction improvement |  | proposed tree planting | | |
|  | hard landscaping |  | bus stop | | |

7

Civic Core Action Area

7.1 Civic Core Action Area

- 7.1.1. The Civic Core Action Area is located on the west side of Huyton Village, incorporating the land behind the west side of Derby Road centred on the existing Council office building. Already benefiting from a cluster of civic and community uses, the area helps to distinguish Huyton from the borough's other principal retail centres.
- 7.1.2. In seeking to improve links between the wider area and the village, the Archway Road frontage is key. At present there is no frontage along the dualled section of Archway Road. Correspondingly, the profile of Huyton Village is very low. The War Memorial is an important ceremonial feature of the village – but it suffers from a low profile location, heavily screened by trees and dominated by surface parking.
- 7.1.3. Civic and public sector uses will predominate in the Civic Core Area, with the Council and its partners consolidating services around existing civic and other facilities in the area. A new public green space containing the War Memorial will act as the focus point for the area. Civic Way will be realigned to extend from Griffith's Road to Archway Road. Surrounding sites would be suited to residential development in the longer term subject to an appropriate level of public parking being retained and the suitable relocation of the petrol filling station.



Fig. 25 - The library is an attractive asset in the civic core



Fig. 26 - The War Memorial with established Poplar trees behind

Fig. 27- The civic core action area - illustrative example



- Sites included in action area:
- a. Asda Petrol Filling Station
 - b. Council car park, Archway Road
 - c. Yorkon site
 - d. Civic Way IT site
 - e. Post office
 - f. Archway Road north
 - g. BT site
 - h. The Venue

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7.2 CCAA1 Archway Road car park and ASDA petrol station

7.2.1. This site lies between Civic Way, Poplar Bank and Archway Road. The land is in multiple ownerships, but the site should come forward comprehensively to deliver maximum regenerative benefits.

Existing conditions

7.2.2. This prominent site is dominated by surface parking. Archway Road acts as a barrier to the village, with little development frontage and few access points to the village. Access to the car parks is complex.

7.2.3. The Venue, War Memorial and Huyton Library site adjacent to the back of the Council offices forming a cluster of public facilities. There are good mature trees.

Development principles - form

7.2.4. New development should provide activity and frontage to Archway Road to improve the quality of this road environment.

7.2.5. The 'front door' for civic uses would address the new War Memorial space. The area north of the Yorkon Building should be retained for public and staff car parking. The site could accommodate a decked parking structure should additional parking capacity be required.

7.2.6. New development on the Archway Road / Poplar Bank corner could define an improved and more permeable street network, defining

the extension of Civic Way to a new junction with Archway Road.

Development principles - land use

7.2.7. Strengthening the cluster of the civic uses is the key priority for this area. The area presents an opportunity for public sector partners to co-locate and improve respective efficiencies.

7.2.8. Within the civic core area there are longer term opportunities for higher density forms of residential development on the car park and petrol filling station sites.

7.2.9. Appropriate relocation / re-provision of the petrol filling station and public parking may be required. A site close to the entrance of the ASDA car park is considered a preferable location for a replacement filling station facility.

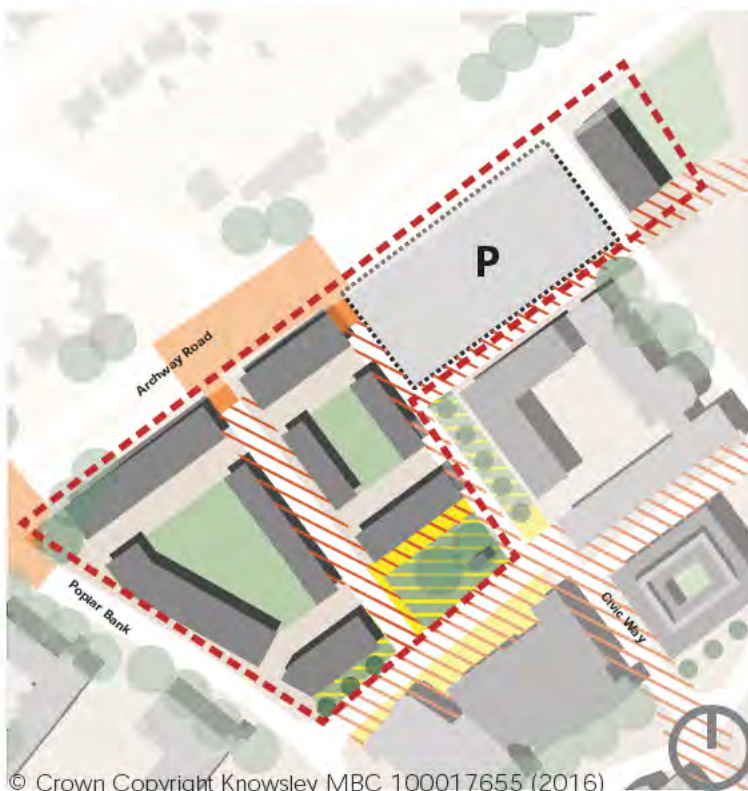
Development principles - public realm

7.2.10. A new civic square would be a well maintained, civic space framed with new and existing trees which provides a more appropriate setting for the War Memorial.

7.2.11. Civic Way and the new route connecting to Archway Road will have generous areas of public realm linking to the square.

7.2.12. Surface car parking should be well designed with clear, safe and well lit routes for pedestrians which have regard to desire lines. Street trees should also be planted within the car park.

Fig. 28 - Illustrative proposals for the Archway Road car park and ASDA petrol station - illustrative example



-  site boundary
-  existing development
-  proposed development
-  private amenity space (above parking)
-  public green open space
-  junction improvement
-  hard landscaping
-  parking
-  public realm improvement
-  existing tree planting
-  proposed tree planting
-  bus stop

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Preferred uses

- Civic and public sector uses to consolidate around a new civic square alongside Civic Way.
- Housing uses will predominate on parcels along Archway Road and Poplar Bank should the petrol filling station site come forward for development.

Key design principles

- Creation of a new civic square centred on the War Memorial.
- Existing mature trees retained.
- Alignment of Civic Way extended north-west to meet with Archway Road.
- Improve crossing facilities along Archway Road.
- Form of new buildings to create strong and active street frontages with building addressing the street.

7.3 CCAA2 Yorkon site and Civic Way IT suite

7.3.1. Huyton Village is the administrative centre of the Borough and this civic focus is one of its key assets. Having such a large local employer is of fundamental importance to Huyton's local economy. Co-location and sharing of services between public sector partners is increasingly being seen as a way to improve efficiencies. These two sites are taken together due to their linked ownership and role in improving the frontage to Civic Way, Archway Road and contribution to the new civic quarter.

Existing conditions

7.3.2. These two buildings are owned and used by the Council for office and IT space. The Yorkon building is a prefabricated structure that was only intended for temporary use. The IT suite is a large single storey brick building currently providing little activity to Civic Way.

7.3.3. An attractive tree lined and landscaped route currently runs between these areas to Derby Road, north of the existing IT suite.

Development principles - form

7.3.4. New development should directly address the extended Civic Way. To strengthen the civic function of this area, the main entrances to these facilities should be re-orientated to be outward facing.

7.3.5. The new building on the Yorkon site will provide frontage to the new extended Civic Way alignment, car park and civic square. The building will also help to provide frontage and activity to Archway Road across the new car park.

7.3.6. The building on the IT suite site closely replicates the floor-plate of the existing building but will provide active frontage to Civic Way and Westmorland Road.

Development principles - land use

7.3.7. The new building on the Yorkon site will replace and expand the existing Council offices on this site.

7.3.8. The new building on the IT suite will be flexible and mixed-use. This site could come forward with some office space on the lower floors, if extra space is required.

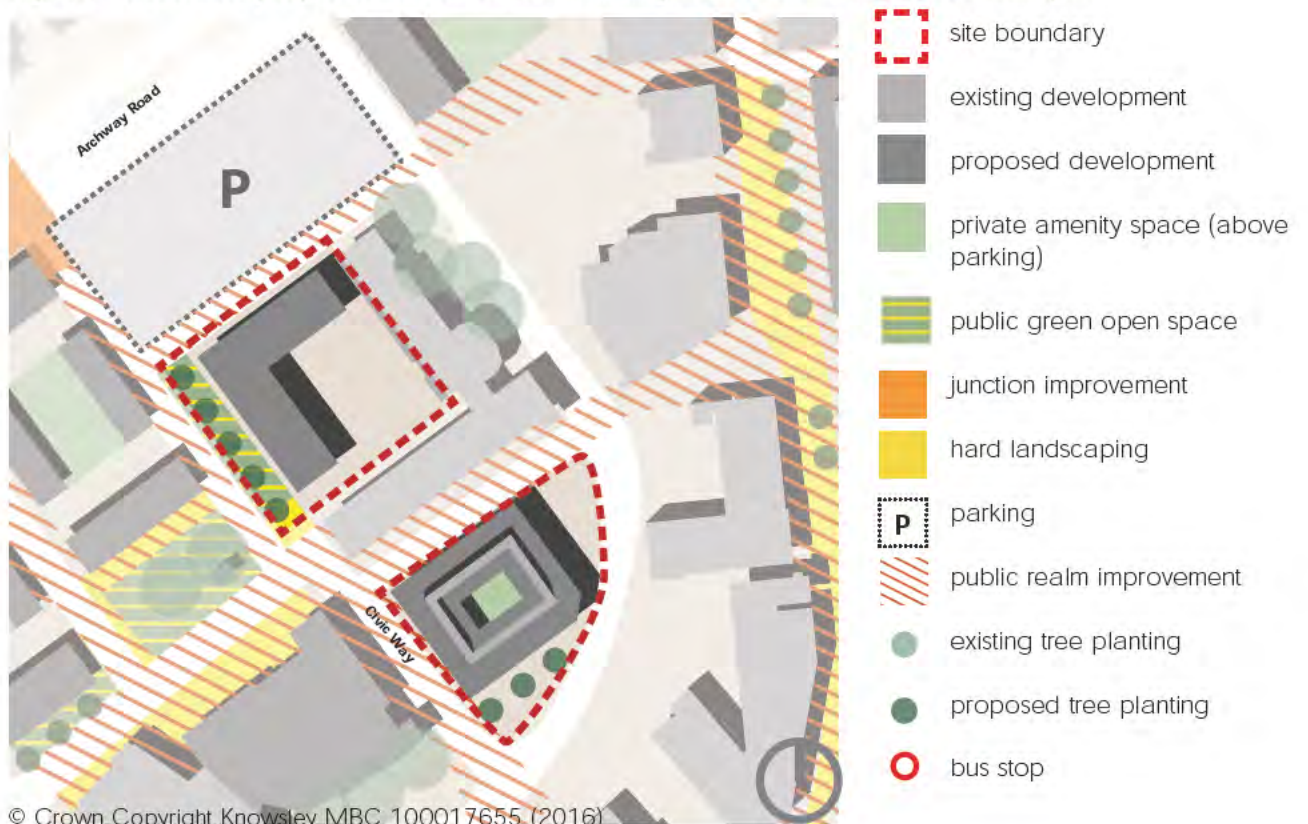
Development principles - public realm

7.3.9. The Yorkon site will provide active frontage and generate footfall in the new civic square in front of this building.

7.3.10. A new courtyard space will be created behind this 'L-shaped' building for use by the Council.

7.3.11. Existing routes to Derby Road, north of the existing Yorkon site and north of the existing IT suite will be retained and frontage to them improved.

Fig. 29 - Illustrative proposals for the Yorkon building and IT suite - illustrative example



Preferred uses

- Civic and public administration uses on the redeveloped Yorkon site.
- The redevelopment of the IT suite building would be appropriate for a range of uses including office and civic uses.

Key design principles

- Creating strong and active street edges with buildings addressing the street with doors and windows.
- Given the prominence of the civic use of the Yorkon site, a significant setback from Archway Road to accommodate parking and create a setting for the building is considered appropriate.

7.4 CCAA3 The Venue

Existing conditions

7.4.1. The Venue, formerly the Huyton Suite, offers flexible spaces for meetings, conferences and wedding functions. The facility includes a cafe and bar. The Venue is attached to the library and adjacent to the Council offices. The Venue has benefited from recent investment but utilisation rates are not sustainable.

Development principles - form

- 7.4.2. New development or refurbishment should directly address the extended Civic Way and the new civic square.
- 7.4.3. Proposals on this site could come forward in combination with other sites in the civic core, such as the IT suite.

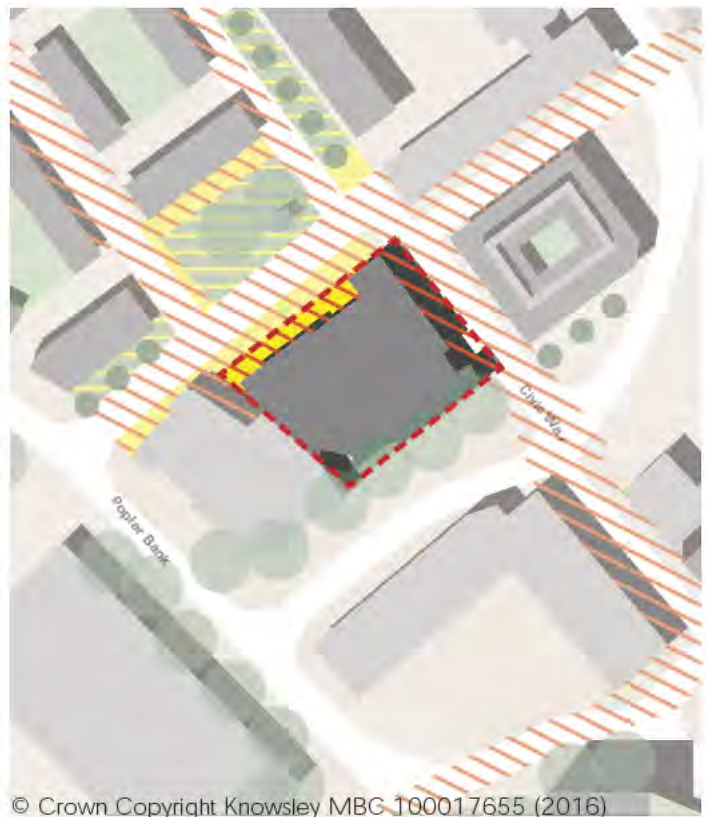
Development principles - land use

- 7.4.4. Should The Venue site come forward for redevelopment, the site would be suitable for a range of town centre uses including commercial leisure or offices as part of a mixed use scheme.
- 7.4.5. Education uses on this site would be supported given its relationship with the existing library.

Development principles - public realm

- 7.4.6. The site will provide active frontage and generate footfall in this part of Huyton.

Fig. 30 - Illustrative proposals for the Venue



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Preferred uses

- The site would be suitable for a range of town centre uses as part of a mixed use scheme. Education uses on this site would be supported.

Key design principles

- Creating strong and active street edges with buildings addressing the street.

7.5 CCAA4 Other sites

Post Office site

- 7.5.1. Opportunity for retail/leisure uses which complement existing high street traders.
- 7.5.2. South facing frontage and the pedestrianised Derby Road make the site suitable for leisure and evening economy uses.
- 7.5.3. Upper floors of residential accommodation can be provided above the commercial ground floor.

BT site

- 7.5.4. This site may come forward in the longer term and could accommodate a taller residential building, providing activity to the southern end of Derby Road and taking advantage of the good accessibility to public transport.
- 7.5.5. Any new development on this site should improve the frontage of the pedestrian route to the train station.

Fig. 31 - Illustrative proposals for the Post Office site

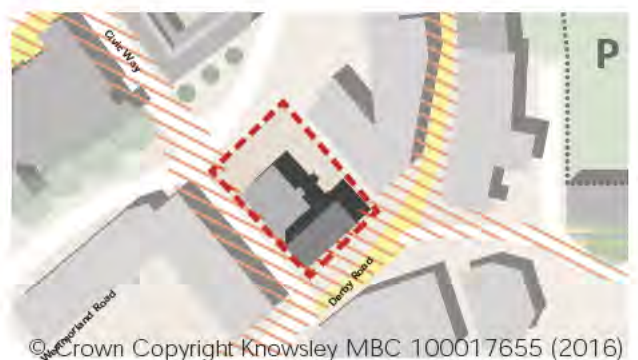
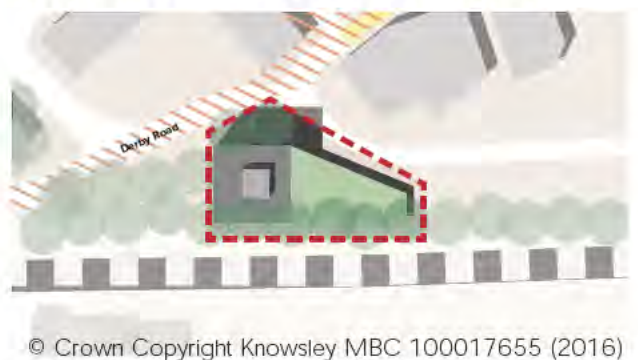


Fig. 32- Illustrative proposals for the BT site



7.6 CCAA5 Key Public realm and movement projects

1 A new public space for the town centre

- 7.6.1. Enhance soft landscaping with high quality hard surfacing around the War Memorial.
- 7.6.2. Seating and street furniture to allow the space to be enjoyed at lunch times.

2 New route – Civic Way to Archway Road

- 7.6.3. In order to establish a more flexible and robust urban structure, a route for vehicles between Archway Road and Civic Way is proposed to improve the connections within this area.
- 7.6.4. Deliver a junction with pedestrian crossings on Archway Road, opposite Rupert Road.
- 7.6.5. Provide a high quality new route with wide pavements and landscaping through to Derby Road.

3 Archway Road hedge removal and visibility project

- 7.6.6. Currently, the landscape treatment at the northern end of Derby Road acts as a barrier between the centre and Archway Road. The profile and visibility of the village suffers as a result and potential trade is likely to be lost to other centres.
- 7.6.7. A landscape scheme brief should be prepared to improve the profile and accessibility of the village. This is likely to involve a review of low level planting which currently acts as a visual barrier to the village from Archway Road. This would also improve visual links from the centre to Huyton Parish Church.
- 7.6.8. Review the extent of the guard rail along this section of Archway Road. The area suffers from very extensive lengths of guard rail which makes the area feel more hostile to pedestrians.
- 7.6.9. Where sites along the edge of Archway Road come forward, ensure development provides frontage to the street.
- 7.6.10. At key points such as at the new Rupert Road junction and at Blue Bell Lane, provide wide pedestrian crossing points.

Fig. 33 - Key public realm and movement projects - illustrative example



- | | | | |
|---|---------------------------------------|---|--------------------------|
|  | Huyton Village Boundary |  | public realm improvement |
|  | private amenity space (above parking) |  | existing tree planting |
|  | public green open space |  | proposed tree planting |
|  | junction improvement |  | bus stop |
|  | hard landscaping |  | gateway |
|  | parking |  | cycle route |

8.1 Phasing of sites

8.1.1. The purpose of the Huyton Village Masterplan SPD is to help inform the long-term direction of the village centre. A broad phasing plan illustrates when sites might be delivered. The shorter term (0-5 years) opportunities include those which either have planning permission, are subject to current pre-application interest, or could comprise sites within relatively limited constraints and those within the Council's direct ownership. These sites include;

LRAA1 InShops, MSPC

LRAA3 (i) Magistrates Court & Police

LRAA3 (ii) Ambulance Station

CCAA4 (i) Post Office

8.1.2. Medium term (5-10 years) opportunities are generally those that require some site assembly or relocation of existing uses. These sites include;

CCAA1 Archway Road & ASDA Petrol

CCAA2 Yorkon & Civic Way

CCAA3 The Venue

8.1.3. Longer term opportunities (10 years plus) include more difficult sites where more significant site assembly or liaison with landowners is required. These sites include;




LRAA2 Sherbourne Square

CCAA4 (ii) BT site

Fig. 34 - Illustrative phasing plan



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-  Short - 0-5 yrs (from 1-3 yrs)
-  Medium - 5-10 yrs (from 3-5 yrs)
-  Long - 10+ yrs (from 5+ yrs)

Local Plan Policy Links

Knowsley Local Plan Core Strategy

SD1: Sustainable Development

CS1: Spatial strategy for Knowsley

CS2: Development Principles

CS3: Housing Supply, Delivery and Distribution Policy

CS4: Economy and Employment

CS6: Town Centres and Retail Strategy

CS7: Transport Networks Policy

CS8: Green Infrastructure

CS15: Delivering Affordable Housing

CS16: Specialist and Supported Accommodation

CS17: Housing Sizes and Design Standards

CS19: Design Quality and Accessibility in New Development Policy

CS20: Managing the Borough's Historic Environment

CS21: Greenspaces and Trees

CS27: Planning and Paying for New Infrastructure

Knowsley Replacement Unitary Development Plan (Saved Policies)

DQ2: Security in the Built Environment

DQ3: Gateway Sites and Corridors

DQ4: Trees and Development

DQ5: Development in Conservation Areas

EC6: Tourism and Cultural Development

H7: Provision of Flats, Nursing and Residential Homes, Hostels, and Housing in Multiple Occupation (HMOs)

S2: Diversification of Uses with existing Centres

S9: Shopfronts and Security Shutters Policy

S10: Advertisements

T7: New Development and Walking and Cycling Routes Policy

Glossary

Active frontage - Development that directly addresses streets and spaces. Building frontages including main entrances, doors and windows directly face streets and provide activity and a sense of overlooking. Blank frontages which do not add life to public streets and important routes should be avoided.

Allocated Site/Site Allocation - Sites which are identified for a specific use e.g. housing or Green Belt on the Local Plan Policies Map.

Conservation Area - An area defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as 'an area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance.' Councils must publish a map showing the boundaries of these areas where extra planning controls apply and also produce a conservation area proposals statement.

Density - A measurement of how intensively land is occupied by built development. For housing, this is measured in dwellings per hectare (dpha).

Development - incorporates both refurbishment and redevelopment as well as demolition and rebuild where appropriate.

Listed Buildings - Buildings or other built structures included in the statutory list of buildings of special architectural or historic interest of national significance. Listing decisions are made by the Secretary of State for Culture, Media and Sport and the listing system is administered by English Heritage.

Liverpool City Region (LCR) - The sub-regional area, including the authorities of Liverpool, Halton, Knowsley, Sefton, St. Helens and Wirral. The term is also sometimes used in relation to a wider area, covering the authority areas of West Lancashire and Cheshire West and Chester.

Local Plan (LP) - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. The Local Plan includes 'Development Plan Documents' adopted under the Planning and Compulsory Purchase Act 2004. In Knowsley, this will include the Local Plan Core Strategy, Local Plan Site Allocations and Development Policies and Merseyside and Halton Joint Waste Local Plan, accompanied by a Local Plan Policies Map. While these documents are being finalised, the Local Plan also includes the Saved Policies of the Knowsley Replacement Unitary Development Plan (2006).

Master Plan - An outline of the vision for the development of an area indicating the broad principles which should be followed in its development.

National Planning Policy Framework (NPPF) - Introduced by the Government in 2012, this replaced the majority of adopted national planning policy, including most Planning Policy Statements and Planning Policy Guidance notes. The NPPF is supplemented by remaining guidance, and a number of other policy statements. The NPPF sets out national priorities for delivering sustainable development and economic growth, including a very wide range of policies and guidance, relating to themes such as housing, environment and economy, and procedural matters (such as plan-making and decision-taking). The policies of the NPPF will be applied alongside those in Knowsley's Local Plan. Further information is available on the DCLG website.

Permeability - The extent to which urban form permits movements of people and vehicles.

Public Realm - The space between and surrounding buildings and open spaces that are accessible to the public and including streets, pedestrianised areas, squares and river frontages.

Supplementary Planning Document (SPD) - A planning policy document which provides supplementary information in respect of the policies contained in the Local Plan, and which focus on particular issues or places. They are subject to consultation, but are not subject to an independent examination.

Sustainability Appraisal (SA) - An assessment of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development. For the Knowsley Local Plan, this covers the requirements of Strategic Environmental Assessment

Vitality and Viability (Town Centres) - Terms used to assess the health of a town centre or other centre as measured by a number of indicators, such as the overall floorspace for retail and leisure, diversity of uses, range of goods that are sold, retailer representation, expenditure retention, rental values, level of vacancies, pedestrian 'footfall' figures, etc.

Appendix 1 - design guidance

National

PlacesMatter! Creating Inspiring Spaces: a guide for quality public realm in the northwest <http://www.rudi.net/node/21214>

Historic England - Historic Environment Good Practice Advice in Planning Note 3: <https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>

Historic England - Constructive Conservation: https://content.historicengland.org.uk/images-books/publications/constructive-conservation-sustainable-growth-historic-places/Acc_ConConservation.pdf/

Historic England - Tall Buildings Advice Note 4: <https://content.historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/heag037-tall-buildings.pdf/>

Local

Design Quality in New Development SPD (KMBC, 2016)

Shopfront and Signage Design SPD (KMBC, 2016).

Victoria Road and Huyton Church Road Conservation Area Appraisal (KMBC, 2015)

The Orchard Conservation Area Character Appraisal (KMBC 2014)

The St Michael's Church Conservation Area Appraisal (2005)

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