



Local Development Framework

# Supplementary Planning Document King Street St. Helens Design Brief 2010

Adopted June 2011



Schedule of Minor Changes made to the Kings Street St.Helens Design Brief 2011 SPD (Adopted version)

| <b>Kings Street St.Helens Design Brief 2011</b> |   |  |
|---|---|--|
| 1.  | Page 04 - Paragraph 2.05                          | Refers to PPS6; this should now read PPS4  |
| 2.  | Page 21 - Appendix A 'Planning Policy Statements' | The word "draft" deleted after PPS4. Also the reference to the companion document to PPS6 deleted. |
| 3   | End of document: Adoption statement               | Adoption statement added at end of document  |

# KING STREET ST HELENS DESIGN BRIEF 2010



St. Helens Council



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The author wishes to thank Stuart  
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**1.01**

The aim of this Brief is to encourage the coordinated regeneration and redevelopment of a key area of St Helens Town Centre, to achieve a major contribution to its quality, vitality and 'offer'.

**1.02**

The advantageous location of the King Street site with its high visibility, direct access from the Linkway, its close connection with St Helens College and the local shopping street of Westfield Street, coupled with its almost flat surface and relatively few existing buildings, are indicators of its potential for a development which is both commercially viable and an asset to the community, (*see fig 01*).

**1.03**

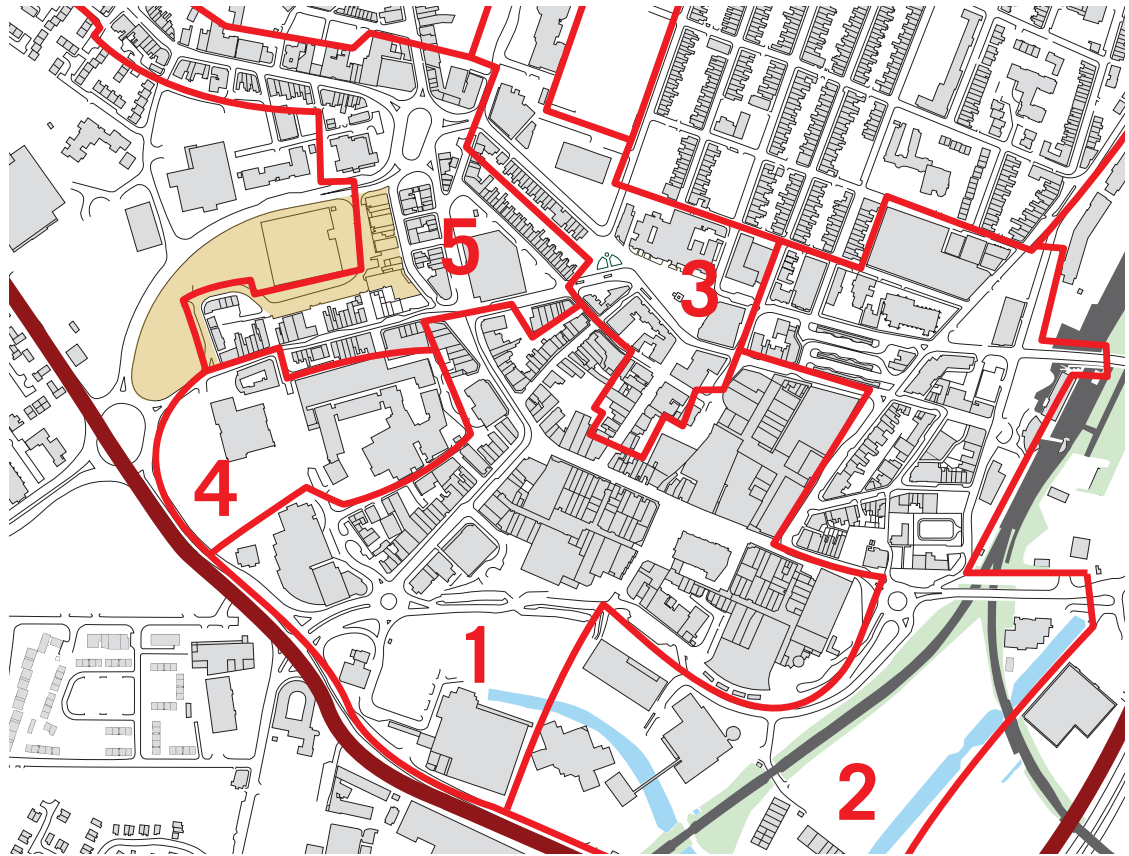
St Helens Council envisages a partnership with a developer or developers to ensure that any proposed development achieves the aspirations and objectives of both the developer and the Council. To this end, this Brief has been compiled to assist developers and their agents in:

- (a)** understanding the aspirations of the Council
- (b)** setting out the planning policies relevant to the site
- (c)** introducing the site in terms of its previous development, and
- (d)** analysing the site context and its connectivity to the town centre.

Finally, the Brief sets out an indicative layout and massing study to illustrate the aspirations of the Council as a basis for negotiation with developers.

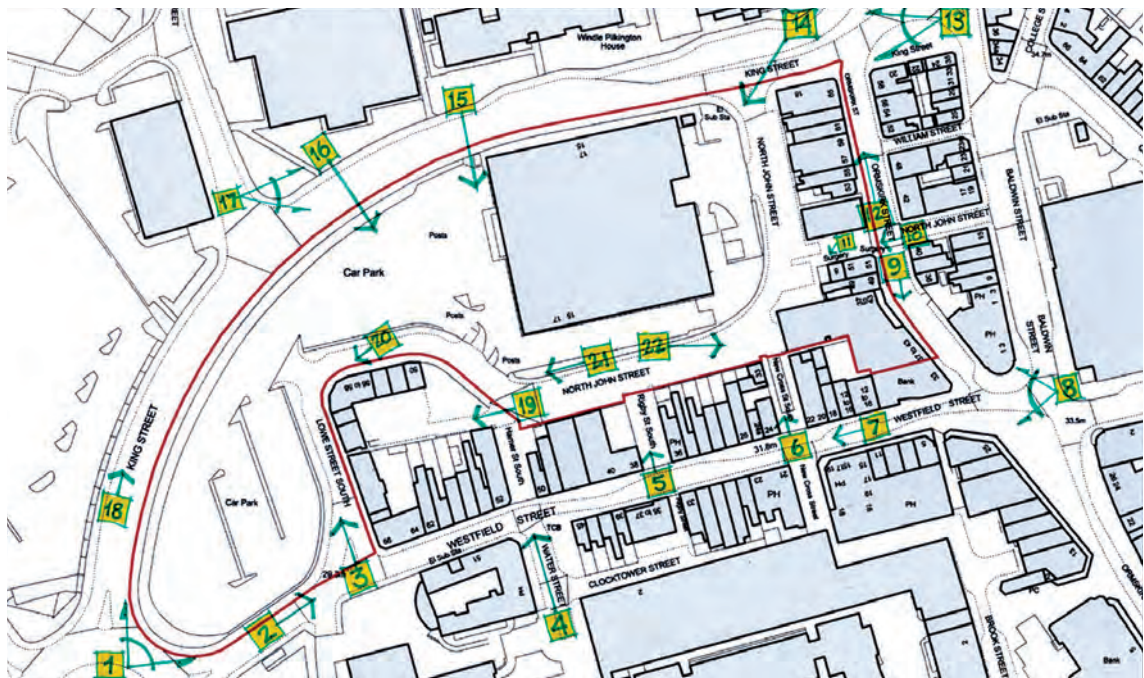
# 1.00

## INTRODUCTION



**(map) fig 01**  
 The site within the context of St Helens Town Centre and its Character Aeos. (from St Helens Urban Design Analysis 2009).

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**(map) fig 02**  
 The Site within the red line including viewpoints of images in this Brief.

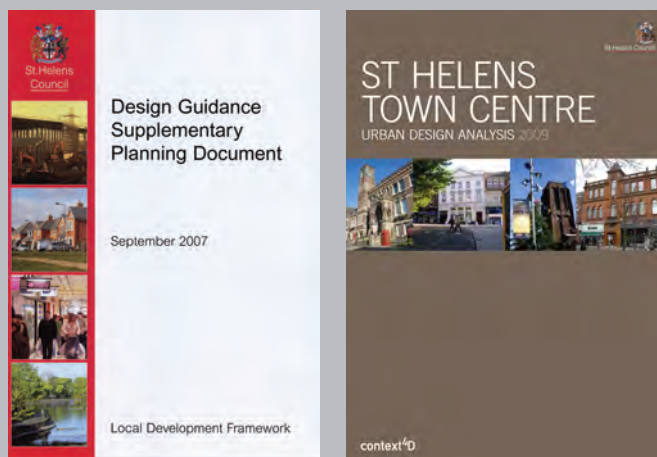
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## 2.00

# THE COUNCIL'S ASPIRATIONS FOR THE SITE

## 2.01

St Helens Council is committed to achieving a high standard of design and placemaking in any proposals for redevelopment and regeneration. This commitment is reflected in the Borough-wide St Helens Design Guidelines Supplementary Planning Document (2007), its extensive public realm projects within the Town Centre and the quality of public buildings in St Helens, including the Central Station, the Millennium Centre and the recent development of much of the St Helens College Campus.



## 2.02

The Urban Design Analysis of St Helens Town Centre (2009), provides a baseline study to inform the emerging Action Area Plan for the Town Centre, and reinforces the commitment to high quality design. It was commissioned to undertake an urban design and character appraisal and make recommendations regarding urban design guidelines.

## 2.03

Section 5.00 of the Urban Design Analysis identifies the site as one of a number as 'Recommended Locations for Enhancement and Development Opportunities'. The general aims and objectives for the locations are:-

- to enhance the appearance of the southern and western edges and entrances of the town centre
- to create 'places' each with a sense of identity and appropriate sense of enclosure
- to reduce the dominance of traffic roadscape and accompanying signage

- to improve pedestrian connectivity between the outer and inner parts of the town centre
- to indicate where new development can contribute to the above aims through its footprint, frontage alignments, roofline, active frontages and mix of uses
- to improve air quality, shelter, attractiveness and sense of enclosure, through extensive formal tree planting along the main routes and where it is important to establish structure and enclosure to places
- to improve the night time environment through a strategic programme of lighting of highways, public spaces, footpaths and canalsides with appropriately scaled lighting for each context. Additionally, landmark buildings should be floodlit, to enhance the character of places and aid legibility.

## 2.04

The issues and recommendations for the site are in section 5.20: King Street Boulevard and the Westfield Gateway. The analysis of the issues (5.21) affecting the site are expanded in this document and the clear call for a design brief (5.22) and indicative layout, which appears in the Analysis are also taken up and developed in this Design Brief.

## 2.05 Policy Context

The location of the site within the town area, as defined by the St Helens Unitary Development Plan 1998, indicates that it is appropriate for Town Centre Uses, as advised by PPS6 although the site is not specifically designated. The redevelopment of the site for such purposes is in accordance with national, regional and local policies. The relevant policies to be considered in the assessment of any proposals are specified in Appendix 'A' of this document.



# THE CONTEXT OF THE SITE

## 3.01

The site lies within the north western sector of the town centre, adjacent to two of the Character Areas identified in the St Helens Town Centre Urban Design Analysis, namely the College Campus and the Business District (see map fig 01). Each of these character areas has a mix of uses, built form and scale which will exert some influence on the design and uses of the proposals for the site (see section 3.00 of the St Helens Urban Design Analysis).

**fig 01**

The site from the King Street / Westfield Street roundabout, looking north east.



fig 01

## 3.02

The curving northern and western boundary of the site is occupied by King Street, which was realigned some 20 years ago to form the busy northerly part of the Linkway town centre ring road system. The western side of King Street is occupied by a number of large footprint retail stores of characteristically flat roof, single storey form, with a marked lack of active frontages except at entrances. The extensive surface car parking between these buildings has resulted in a loose knit coarse grain, in total contrast to the tight knit fine grain of the small scale properties and streets of the Business District on the south and east fringes of the site. The elderly persons residential home fronting King Street, facing the north of the site, built at approximately the same time as the remodelling of King Street, has an active frontage, but is diminutive in scale, given its prominent location. To some extent the same can be said of the United Reformed Church on its eastern boundary and facing the north eastern corner of the site. (see fig 13)

**fig 02**

Main approach to the site via Westfield Street with site on left, St Helens College Clocktower on right.



## 3.03

The College Campus has a more hybrid grain and form which partially fronts onto Westfield Street. The civic scale of the former Beecham Chambers with its elegant Clock Tower, is a major landmark of the town centre. The College Campus and the south western edge of the site share a frontage with the extensive roundabout at the King Street / Westfield Street junction. (see fig 01)

The open nature of the roundabout and carriageways, the car parks of the College, Asda store and the site, all fronting onto this junction give this area a particularly unstructured, open and car-dominated appearance and character.

# 3.00

## THE CONTEXT OF THE SITE

**fig 03**  
Main entrance to the site; Lowe Street.



**fig 04**  
Pedestrian approach to the site from the College Campus via Harmer Street South, across Westfield Street.



**fig 05**  
Pedestrian approach to the site from bus stops on Westfield Street via Rigby Street South. Existing retail warehouse terminates the view.



**fig 06**  
Pedestrian approach to the site from Westfield Street via New Cross Street South. The shop on the left is a well preserved and maintained example of the scale of built form and independent uses which characterise Westfield Street.

**fig 07**  
Westfield Street looking west from the town centre. The site is located behind the frontages on the right. The tall and elegant College Clocktower is a major landmark in the town.



# 3.00

## THE CONTEXT OF THE SITE



fig 08



fig 09



fig 10

**fig 08**  
The junction of Westfield Street, Ormskirk Street and Baldwin Street. Ormskirk Street is seen diagonally to the right.

**fig 09**  
Ormskirk Street. Vacant 1950s development which backs onto the site. The building on the extreme right has some architectural merit, (see also fig 11).

**fig 10**  
Pedestrian approach to the site from Ormskirk Street via North John Street. The former surgery is on the right.

**fig 11**  
No 8 North John Street. This mid 19th century former house has architectural merit, worth retaining in any development proposals. The site slopes down gently from this point.



fig 11

# 4.00 THE SITE

## 4.01

The site is rectangular at its eastern end and has a gently curving frontage culminating in a rounded edge at its western end. It is approximately 1.4 hectares in net area, omitting access roads and the premises facing Ormskirk Street. There is a slight fall of approximately 3 metres from east to west along its long axis of about 250 metres.

## 4.02

Almost all of its eastern and southern boundaries consist of a rear access road, North John Street serving the small scale retail and commercial properties facing Westfield Street and Ormskirk Street. (see figs 20 & 21)

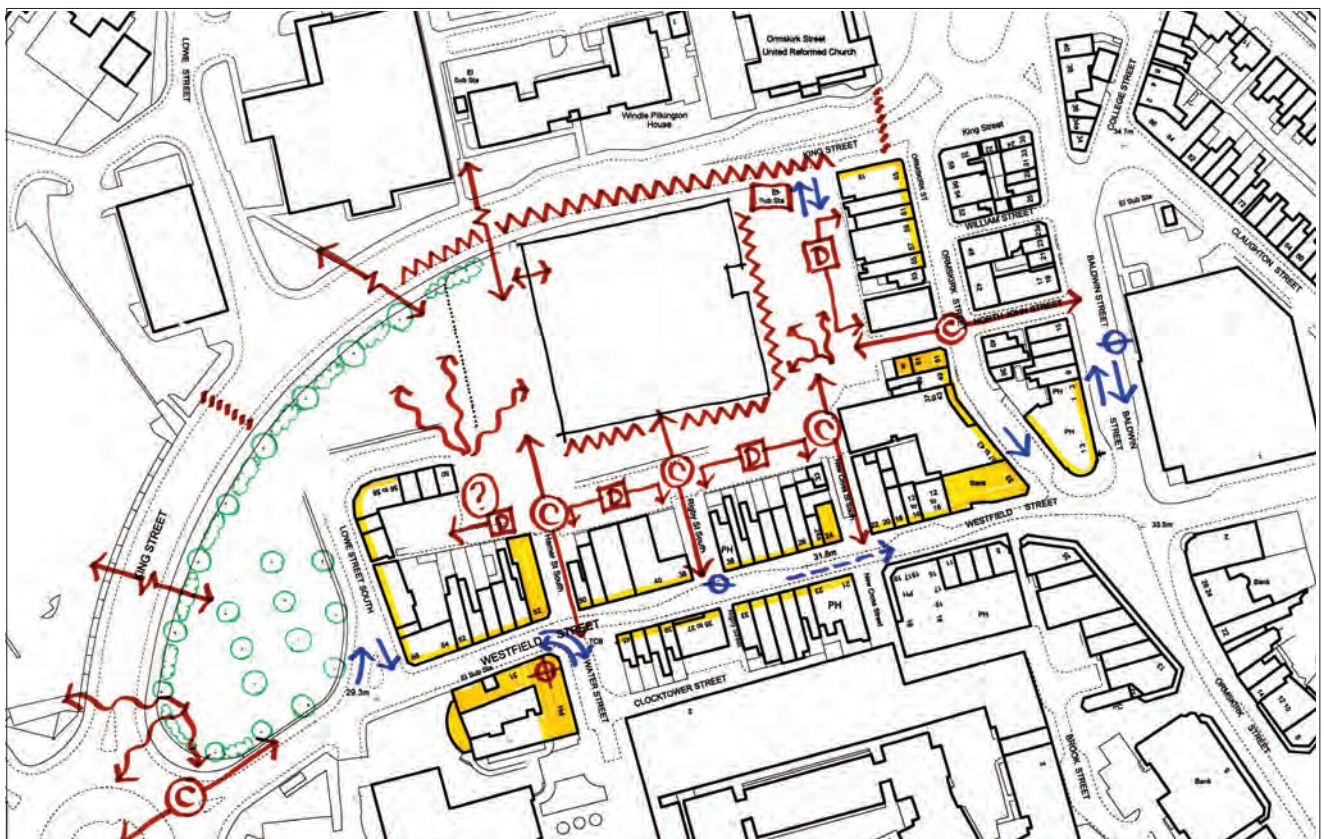
## 4.03

The eastern half of the site is occupied by a single tall storey retail warehouse and its associated parking and service area. The warehouse has a flat roof or parapet, and is largely clad in profiled sheet cladding. The warehouse is presently trading at a reduced level. It presents a dead frontage to its elevations, other than its entrance on the northern end of its western elevation. The entrance and the informal crossing point of King Street in this vicinity reinforce a strong pedestrian north - south 'desire line' across the site, linking with Westfield Street via Harmer Street South. The informal pedestrian route from Lowe Street (north of King Street) and Lowe Street South, is also a significant generator of pedestrian movement across the site. (see figs 15 & 16)

-  Buildings of architectural value
-  Key frontage
-  Existing trees
-  Existing planting
-  Bus stop
-  Direction of traffic
-  Landmark
-  Delivery areas
-  Pedestrian connectivity
-  Designated pedestrian crossing
-  'Unofficial' pedestrian crossings
-  Lack of enclosure
-  Intrusive frontage
-  Poorly defined space

(map) fig 05  
Site Analysis

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# 4.00

## THE SITE

### 4.04

The area west of the line of bollards approximately 20 metres west of the retail store is in the ownership of the Council and is used as a shoppers pay and display car park, with a capacity of about 216 spaces.

### 4.05

The frontage of the car park facing King Street is delineated by low continuous planting, breached in places by informal pedestrian paths. This edge and that facing Westfield Street, Lowe Street South and the strips dividing the parking spaces is planted with trees which are approximately 15 years old.



fig 12

### fig 12

Ormskirk Street west side looking north. The majority of the premises on this side are vacant. The copper dome of St Mary Lowe Church terminates the view.

### fig 13

The north eastern corner of the site from the King Street/Baldwin Street roundabout, with the existing retail warehouse in the centre and the United Reformed Church to the right.

### fig 14

The service access to the site: the junction of King Street and North John Street.



fig 13



fig 14

# 4.00 THE SITE



**fig 15**  
The site from King Street, with the entrance to the existing retail warehouse on the left. This point marks a well used informal pedestrian crossing point across King Street, connecting the town centre and campus with the northern part of the town. This route is one of the major generators of footfall across the site and should be enhanced. Note the change of level at this point.



Fig 16



Fig 17

**fig 16**  
Another informal and well used crossing point, looking across King Street towards the site from the north side of Lowe Street.

**fig 17**  
King Street at the junction of Lowe Street North. The site frontage is on the right.

**fig 18**  
King Street general view looking east, with the controlled pedestrian crossing ahead.



Fig 18

# 4.00 THE SITE



Fig 19



Fig 20



Fig 21

**fig 19**

Within the site. The unused triangular plot at the junction of Harmer Street South and North John Street. Rear access to shops and businesses fronting North John Street ahead.

**fig 20**

Shops on North John Street, with entrance to public car park ahead. The tower of St Thomas' Church is in the distance, to the west.

**fig 21**

North John Street looking west, with rear service areas to properties fronting Westfield Street on left.

**fig 22**

North John Street looking east, with rear service areas to properties fronting Westfield Street on right. Access to these properties and those in figs 21 & 22 must be maintained as part of the development.



Fig 22

**5.01**

Evidence from the Ordnance Survey map of 1849 (see map fig 03) indicates that the area in which the site is located was a collection of fields lying between the urbanising of Westfield Street to the south and Duke's (sic) Street to the north. Westfield Street east of Hardshaw Brook was very sparsely developed, although the street west of the Brook, towards Ecclestone, had more terraced housing and the St Thomas' Church (a forerunner of the present one, whose tower is seen from the site), was already constructed. The line of Ormskirk Street (named Balwin (sic) Street) was already laid out and was being gradually developed.

**5.02**

The lines of the field boundaries influenced to some extent the alignment of later streets (e.g. Lowe Street). It will be noted that two (then) disused coal pits are marked on the alignment of Lowe Street, and their presence might suggest that the site might require a soil survey.

**5.03**

It will also be noted that the Hardshaw Brook crosses the site in the vicinity of the public car park. A canalised section of the Brook is shown on its western bank. Presumably this was dug to provide a water supply to the St Helens Canal.

**5.04**

This part of St Helens developed rapidly in the second half of the 19th century and the 1892 Ordnance Survey map (see map fig 04) shows the almost total transformation of the area of the site over the 43 years since the earlier map. The area between Westfield Street and Duke Street is fully developed with a regular grid of streets of terraced houses with back yards and rear alleyways. From the evidence of the map, it does not appear that any substantial works or other industrial uses were established at this time. Only the canalised section of the Hardshaw Brook is shown, and even this is culverted south of Westfield Street. Either the original Brook was diverted into the canal and its course filled in, or it was culverted. Again a survey of the car park area should confirm the course and condition of the Brook.

**5.05**

Over the last 30 years the area has changed considerably. The grid of streets has been largely cleared as King Street has been widened and realigned on a curving axis cutting across the original grid, making the connections between the northern districts and the centre more difficult. The area behind the Westfield Street frontages and south of Duke Street was cleared and redeveloped in the form that can be seen today.

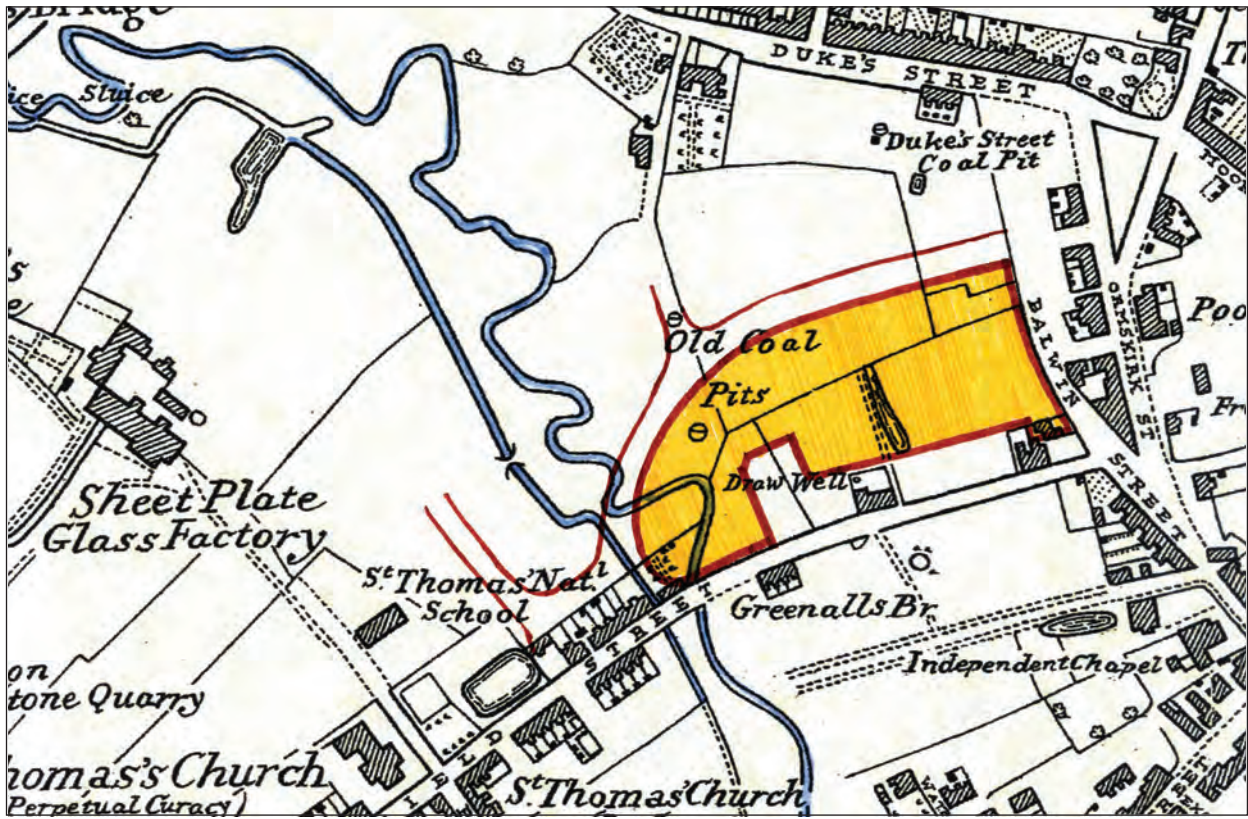


# 5.00

## SITE HISTORY

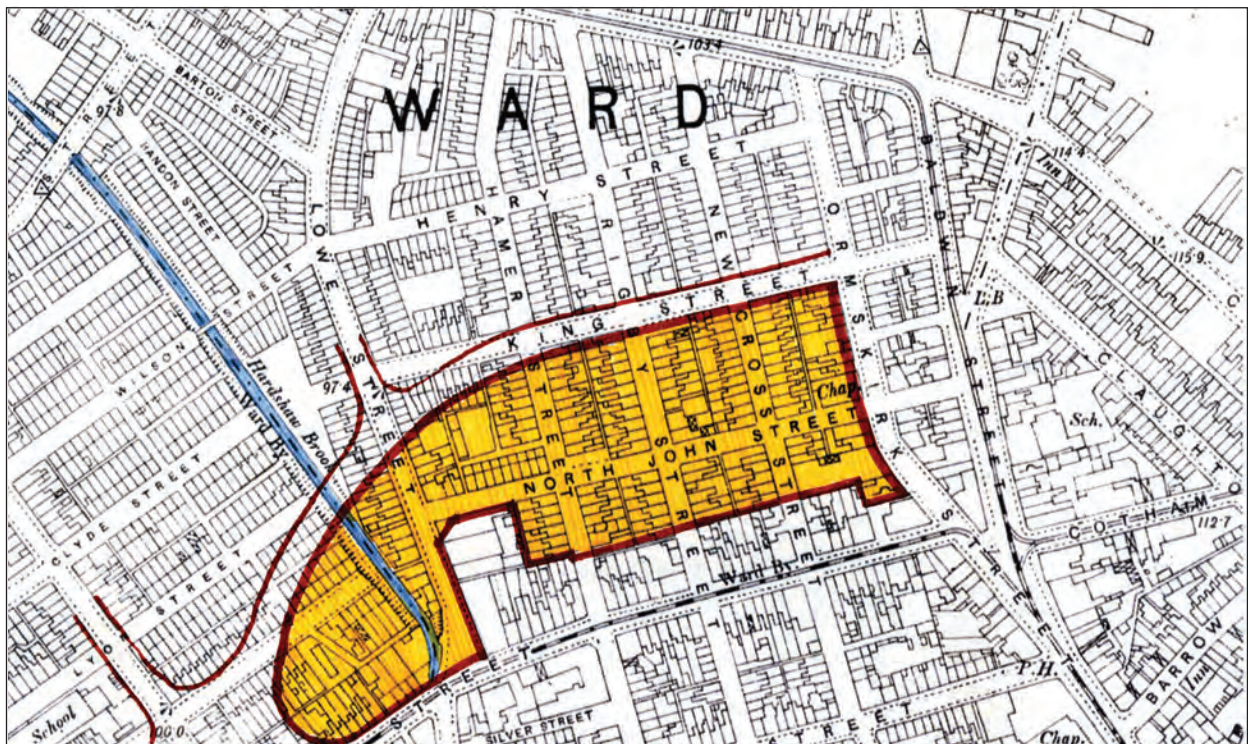
Map fig 03

Map of King Street Area of 1849 with site superimposed



Map fig 04

Map of King Street Area of 1892 with site superimposed



## 6.00

# CHALLENGES, OPPORTUNITIES AND ISSUES

## 6.01

Development proposals for this site will be expected to address explicitly and imaginatively the following challenges, issues and requirements whilst rising to the undoubted opportunities which exist within the site and its context.

## 6.02

## King Street and Linkway/Westfield Roundabout

King Street has a high volume of traffic, being part of the St Helens ring road system. The roundabout suffers from capacity issues at peak periods. This situation results in issues of perceived traffic noise and perhaps air quality in proximity to the King Street frontage.

## 6.03

It is evident that there is a source of conflict between the relatively high volume and speed of traffic on King Street and the marked pedestrian movement between the area north of King Street and the Westfield Street area. The pedestrian desire lines are marked by 'unofficial' paths through the planting along the King Street frontage of the site. These paths and desire lines follow the original connecting routes of the grid of streets (see previous section), which were severed by the upgraded and realigned King Street and the subsequent pattern of development. The existing controlled crossing point does not fully address this pattern of movement. There is a similar pedestrian route which is not fully recognised in the severance of the east – west axis of Westfield Street and the roundabout.

## 6.04

The environment of King Street and the roundabout is both traffic dominated and exposed, due to the lack of an appropriate sense of enclosure and is largely 'dead' in that it has very few active frontages. (see fig 18)

## 6.05

The challenge in King Street therefore is to:

- (a) recognise that pedestrian movement across the street contributes to the vitality of the town centre and fulfils an obvious need. Pedestrian movement should be adequately catered for in any redevelopment
- (b) calm the traffic; whilst not directly part of the site, the location of pedestrian routes through the site and the location of buildings facing King Street may be influential
- (c) employ placemaking principles, to address (a) and (b) above as well as encourage more vitality and attractiveness to the street. These principles include encouragement of an increase in active frontages, introducing more street trees to improve a sense of place and improve air quality, improvement of a sense of enclosure along the street and in particular at the key corner at the junction of Westfield Street and King Street. This corner is a potential gateway and landmark location, highly visible and in a sunny location.

## 6.06

The relationship between Westfield Street and the development of the site should be considered as being mutually beneficial. Of the four short connecting streets, three are pedestrian (Hamer Street South, Rigby Street South and New Cross Street South). Lowe Street South is the principal entrance street to the site and is likely to remain so. The routes and views from Westfield Street looking into the site are crucial for the visibility and viability of the proposed uses. Therefore it will be expected that the proposed main entrances and active frontages are visible and accessible along these axes.

## 6.07

Similarly the eastern approach to the site from Ormskirk Street should employ these same principles.

**7.01**

Vehicular servicing to the rear of premises fronting Westfield Street, Lowe Street South and the western side of Ormskirk Street is essential, both in the scheme and during the construction phase. Thus it is assumed that the existing alignment of North John Street will be maintained, although some adjustments to this general alignment may be desirable and could be acceptable. (see 7.07).

**7.02**

The public car park comprising 216 spaces is an asset to this part of the town centre, both during business hours and to some extent for the night time economy. It is therefore necessary to retain the public car park provision to as close to the existing capacity as possible. However development in this location is necessary for commercial and placemaking reasons. It is envisaged

that an undercroft car park is likely to be an appropriate solution and that there could be a management solution to the maximising of car park usage, (see map fig 06).

**7.03**

The main ownership boundary of the site is likely to determine the extent of the main building plots on the site. The area to the east of the line, being larger and more rectangular would be appropriate for large footprint retail stores.

**7.04**

The curvilinear and irregularly shaped area at the western end of the site, under Council ownership, may suggest shallower plan built form which can follow the perimeters of the site, either as one building or two. An hotel could be appropriate, ensuring active frontages, communal uses and be a generator

of evening uses. Hotel uses would suggest that an undercroft car park could be managed as a shoppers car park during the daytime, with hotel parking overnight. Undercroft car parking must avoid dead frontages at eye level on the street. Therefore the floor level of undercroft parking should be approximately 1.2 metres below street level, depending on sub-ground conditions.

**7.05**

The town centre has a shortage of large footprint retail space and it is likely that one or possibly two stores may find this location attractive. Development in this location would be expected to:

- (a)** address the King Street frontage in parallel with the back edge of the footpath and have a generally active frontage.
- (b)** have a bulk, massing and elevational properties which are appropriate to King Street in the north and Westfield Street to the south. Building heights

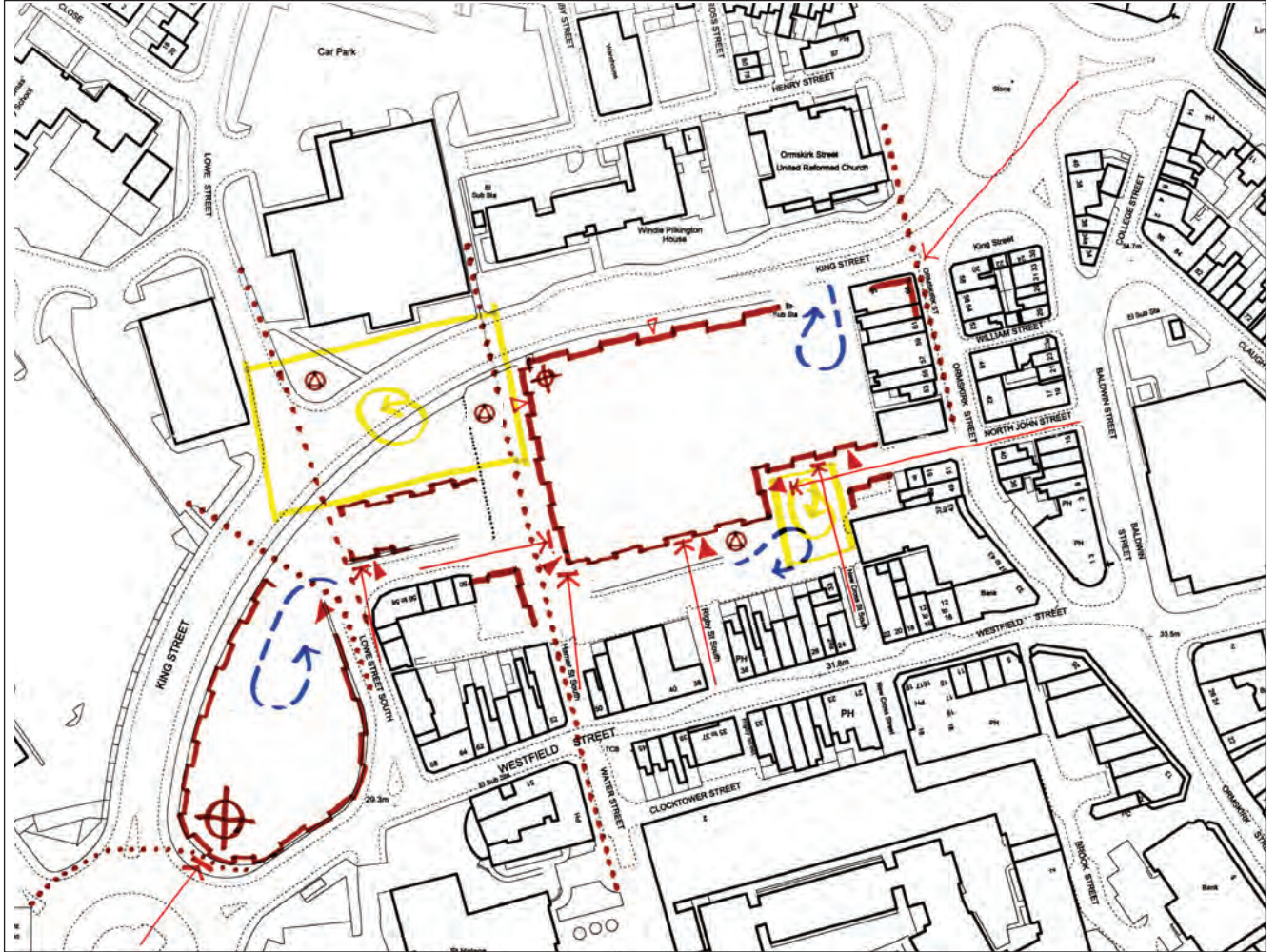
and roofscape should vary between 2 and 3 commercial storey and have skyline interest

- (c)** have entrances and glazed elevations which are visible from Hamer Street South, Rigby Street South, New Cross Street South and North John Street (east)
- (d)** vehicular servicing provide either from a yard accessed from King Street in the vicinity of the existing access point, thus allowing access to the Ormskirk Street frontages (refurbished or redeveloped), or

from North John Street near New Cross Street.










- (e)** consider whether if undercroft parking is considered necessary, the 'ground' floor level should be no more than 1.0 metre above pavement level. This height should minimise any dead frontage effects and maintain eye contact between the street and occupants of the building, (see map fig 06).

# 7.00 REQUIREMENTS



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**(map) fig 05**  
Urban Design  
Objectives

-  Key frontages
-  Possible entrances
-  Important corner
-  Focal point
-  Building designed to terminate view
-  Pedestrian desire line incorporated into the development
-  Sense of place established in vehicle dominated area
-  Deliveries area
-  Possible location(s) for public art

# 7.00 REQUIREMENTS

## 7.06

The Access road (Low Street South and North John Street) should be constructed to adoptable standards, although the eastern half could have the character of a shared surface area rather than a formal street. The potential to connect Ormskirk Street via North John Street (at present pedestrianised), is unlikely to be considered appropriate, as it could act as a shortcut and that turning into or from Baldwin Street would be difficult and disruptive to the existing pattern of traffic.

## 7.07

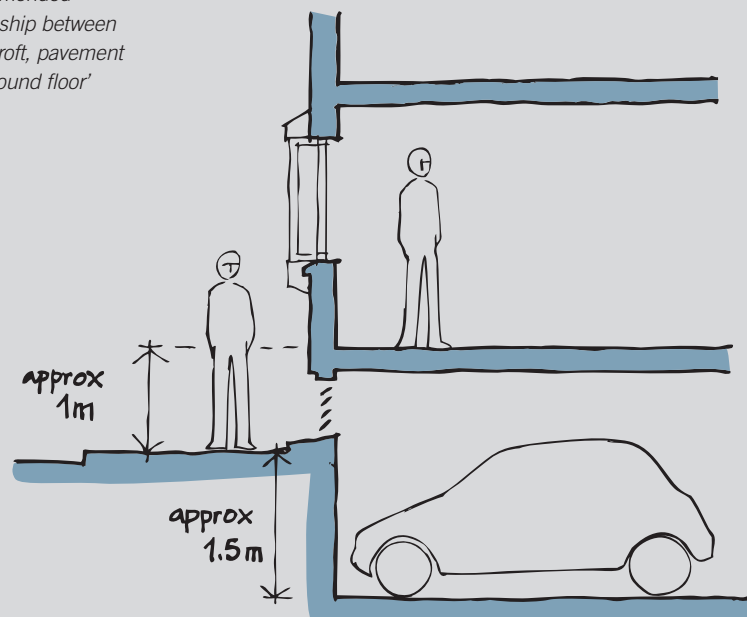
A Transport Assessment may be required, as existing junctions could be affected by the proposals.

## 7.08

The frontages on the eastern edge of the site facing Ormskirk Street consist of a number of vacant premises, and apart from numbers 49 – 51 have little architectural merit. The 1960s bank (number 33) on the corner of Ormskirk Street and Westfield Street lies outside the site, has some merit and has a positive impact as a corner element. The surgery on the corner of North John Street has recently relocated. A scheme which proposes either the refurbishment and possible infill, or the redevelopment of the frontage would be considered favourably, subject to appropriate massing, scale and grain, as agreed with the Council. It is unlikely that built form exceeding three storeys with possible exceptional four storey elements would be appropriate.

*(map) fig 06*

*Recommended relationship between undercroft, pavement and 'ground floor' level.*



# 7.00 REQUIREMENTS

## 7.09

Elevational design should make a major contribution to reducing the carbon footprint of the building through the moderation of the effects of excessive solar gain or heat loss. Skilful elevational design and massing should also be employed to assimilate the proposed large built forms into the finer grain of the town centre. In particular, strong uninterrupted horizontal lines and totally flush façades should be avoided.

## 7.10 Public Art

The Council is committed to enhancing the cultural life of St Helens and within this context it encourages the commissioning of public art in new developments. The Council may seek to secure the creation of works of public art through planning agreements.

Works of public art should be located within the public realm or related to the elevation of a building facing the public realm.

Whilst the Council encourages a free interpretation of subject matter and mode of expression, there is a strong preference for installations which relate in some way to the people, the life or the 'story' of St Helens and/or the site in which they are located.

Public art which can inspire and celebrate, whilst engaging with those who experience it would be particularly welcome.

It should be sufficiently robust to achieve its design life with the minimum of maintenance.

Developers and designers are advised to consult with the urban design officer or community art officer of the Council regarding public art at an early stage in the development of their proposals.

### (map) fig 07

Recommended Development Parcels  
(see 8.04 and map fig 09)

| BUILDING PLOT | POSSIBLE USE/S  | STOREYS<br>(above undercroft where applicable) | APPROX TYPICAL AREA<br>(Ground plan) | UNDER CROFT PARKING |
|---------------|---|--|--------------------------------------|---------------------|
| A             | Hotel & restaurant or Bespoke Offices                       | 3  | 2,100m <sup>2</sup>                  | YES                 |
| B             | Commercial (possible part residential)                      | 3  | 815m <sup>2</sup>                    | YES                 |
| C             | Retail & Residential &/or Commercial above                  | 2  | 220m <sup>2</sup>                    | NO                  |
| D             | Retail 1-2 units  | 2 with 3 in part                               | 4,100m <sup>2</sup>                  | POSSIBLE            |
| E             | Retail & Residential &/or Commercial above 1 – 3 units      | 3  | 660m <sup>2</sup>                    | NO                  |
| F             | Retail & Commercial &/or Residential. Refurb &/or Redevelop | 3  | 1,100m <sup>2</sup>                  | NO                  |
| G             | Retail & Commercial &/or Residential. Refurb &/or Redevelop | 3  | 950m <sup>2</sup>                    | NO                  |
| H             | Retail/Professional, Commercial or Community                | 2 - 3  | 85m <sup>2</sup>                     | NO                  |

# SUSTAINABLE DESIGN CONSIDERATIONS

## 8.01

The location of the site contributes considerably to its sustainability in that it is adjacent to the town centre and all facilities and is well served by bus services, with many stops on Baldwin Street and Westfield Street.

## 8.02

Pedestrian permeability to all parts of the development is achievable through the utilisation and improvement of existing connections and routes.

## 8.03

North John Street is unlikely to require major adaption in any redevelopment, other than the possible creation of a turning area (shared surface at its eastern end). It is considered essential to maintain a similar amount of public car parking as existing, to ensure the viability of the small businesses on Westfield Street and Ormskirk Street through easy access. With time management a proportion of this parking capacity could be used for hotel guests during the overnight period.

## 8.04

The relatively shallow design of most building plots (A,B,C,E,F,G) means that natural ventilation and daylighting should be easily achievable. Moreover, the orientation of the buildings B,C,E,H, indicates that they have a high proportion of southerly facing elevations where passive solar gain and use of photovoltaic and/or solar water heating panels should be feasible.

## 8.05

The deep plan building D, whilst it has a significant south facing elevation, presents more challenges to minimise energy consumption and its carbon footprint, chiefly in terms of cooling, ventilation and lighting. It is possible that an atrium layout may be necessary and that rooflights and a green roof may contribute to the sustainability of the building. Given the floorplate area of building D, rainwater harvesting measures may be appropriate.

## 8.06

The indicative layout suggests a substantial tree planting scheme. This should be regarded as the minimum, to contribute to the absorption of rainwater, the contribution to air quality, provision of seasonal shade and to aesthetic quality. It is likely that developers will be invited to contribute to the tree planting along King Street as a whole.

## 8.07

The detailing of paved surfaces should ensure appropriate levels of water/run-off management.

## 8.08

It will be expected that building materials are as locally sourced as possible and that the use of materials containing high levels of toxins are minimised. BREAAAM Excellent standards should be an aspiration for development on site.

# 9.00 INDICATIVE SCHEME LAYOUT AND FORM

## 9.01

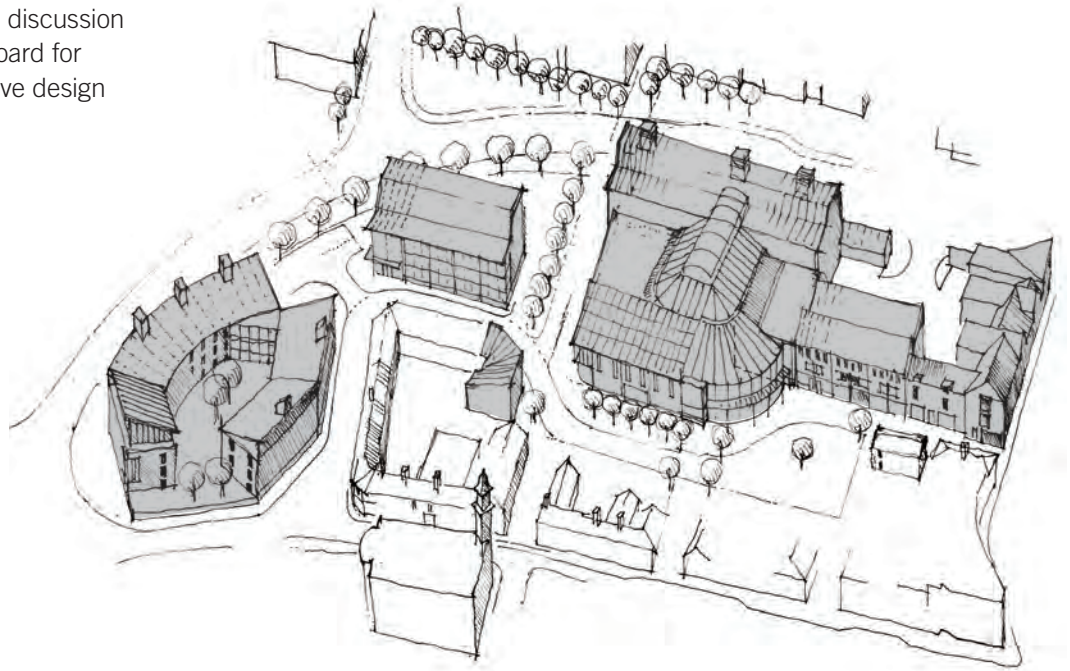
The plan and axonometric drawing (map figs 08 & 09) show how the factors in the appraisals of the context and site, together with the requirements in this Brief, could be achieved. These indicative drawings are intended as an aid to discussion and to provide a springboard for responsive and imaginative design from the developer.

### Map fig 08

Layout illustrating the objectives of the Indicative Scheme

### Map fig 09

Axonometric drawing of the Indicative Scheme including relative building heights



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# 10.00

# APPENDICES

## Appendix A. Relevant Policies

### Policy Context.

The site is located within the Town Centre, as defined by the St Helens Unitary Development Plan 1998. The site is not specifically designated, but is currently in retail use and is closely related to the Retail Core.

The site is appropriate for Town Centre Uses as advised by PPS6. The redevelopment of the site for such purposes is in accordance with National, Regional and Local Policies.

The relevant planning policies to be considered in the assessment of proposals are summarised below.

### Planning Policy Statements.

PPS1 Planning for sustainable development.  
PPS4 (Draft) Planning for Sustainable Economic Development  
PPS5 Planning and the Historic Environment .  
PPS6 Planning for Town Centres and the companion document, 'planning for Town Centres; Guidance on Design and Implementation Tools'.

### Planning Policy Guidance Notes.

PPG 13 Transport  
PPS 25 Development and Flood Risk.

### North West of England plan Regional Spatial Strategy to 2021.

DP1 Spatial Principles,  
DP2 Promote Sustainable Communities,  
DP3 Promote Sustainable Economic Development,  
DP4 Make the best use of existing resources and infrastructure.  
DP5 Manage travel Demand: Reduce the need to travel and increase accessibility,  
DP6 Marry opportunity and need .  
W1 Strengthen the Regional Economy,  
W5 Retail Development,

### St Helens UDP 1998.

GEN1 The Primacy of the Development Plan,  
GEN2 Good Environments,  
RET 1 Retail development in existing centres,  
S7 Sustainable Developments,  
TC1 New shopping Developments Central Shopping Area,  
TC2 (a) Primary Shopping Area of the Town Centre,  
ENV11 Tree surveys,  
ENV12 Development affecting existing trees,  
ENV13 New Tree Planting on Development Sites,  
ENV25 Listed Buildings  
ENV26 Contaminated Land  
GEN3 'Equal Access Opportunities',  
GEN4 Security and Crime Prevention,  
GEN9 Parking and servicing,  
GEN12 Lighting and Security apparatus,  
TRA7 Cycling,

### Other Policy Considerations/Guidance.

Design Guidance Supplementary Planning Document (Sept 2007)  
St Helens Town Centre Urban Design Analysis 2009.  
Ensuring Choice of Travel Supplementary Planning Document 2010  
St Helens Street Design Guide 2009  
SPG9 Cycling Parking Provision.

LDF Vision and Status.

St Helens Core Strategy Publication Version – May 2009.

(Although at an advanced stage the core strategy is not yet adopted and does not form part of the development plan but can be used as an indication of the intended direction of travel).

## Appendix B. Contacts at St Helens Council

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## **Kings Street St Helens Design Brief Supplementary Planning Document**

### **ADOPTION STATEMENT**

In accordance with Regulation 19 of the Town and Country Planning (Local Development) (England) Regulations 2004, St Helens Council hereby gives notice that the Kings Street St Helens Design Brief Supplementary Planning Document (SPD) was adopted on 22<sup>nd</sup> June 2011.

The Kings Street St Helens Design Brief Supplementary Planning Document SPD will provide guidance against which planning applications will be assessed. The aim of the brief is to encourage the co-ordinated regeneration and redevelopment of a key area of St Helens Town Centre. St Helens Council is committed to achieving a high standard of design and place making. The brief will assist in achieving the right mix of uses for the site designed to a high standard.

Copies of the adopted Kings Street St Helens Design Brief Supplementary Planning Document SPD June 2011 and a summary of the representations received are available for inspection at Planning Reception, Town Hall, Victoria Square, St Helens and all local libraries in the Borough during normal opening hours. The adopted Kings Street St Helens Design Brief Supplementary Planning Document SPD June 2011 and a summary of the representations can also be viewed and downloaded from the Council's website at [ldf.sthelens.gov.uk](http://ldf.sthelens.gov.uk) or obtained by contacting the Planning Policy Team on 01744 676190.

Any person with sufficient interest in the decision to adopt the Kings Street St Helens Design Brief Supplementary Planning Document SPD may make an application to the High Court for permission to apply for judicial review of the decision to adopt the document. Any such application must be made promptly and in any event not later than 3 months after the day on which the Kings Street St Helens Design Brief Supplementary Planning Document SPD was adopted.

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