Draft Spatial Profile Technical Report
– Knowsley and its townships

Knowsley MBC
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Draft Spatial Profile Technical Report – Knowsley and its townships

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Executive Summary

This Draft Technical Report is one of a number of reports produced by Knowsley MBC to help ensure that the Borough’s Local Development Framework’s Core Strategy is properly backed by robust and credible evidence. It outlines the background data that has been considered in producing the Preferred Options Report. It describes the Borough of Knowsley and the key issues and opportunities which affect the Borough and each of its communities. It will be used to inform the Core Strategy of the Local Development Framework (LDF).

Historical Context

The Metropolitan Borough of Knowsley came into being on 1 April 1974. The communities within Knowsley are, probably more so than almost any other metropolitan area, a creation of the 20th century. With the exception of Prescot and a few other smaller older settlements, the majority of the existing development in the area now known as Knowsley took place between the 1920s and the mid 1970s. Much of this expansion was as a result of Liverpool overspill development. From 1945, the Borough’s employment role also developed, primarily through the growth of the Borough’s Industrial and Business Parks and the Ford (now Jaguar / Land Rover) car plant at Halewood.

The Borough experienced a large population decline in the 1970s and 1980. In the ten years from 1981 to 1991 the population fell by 10% (from 173,600 to 155,100). An ambitious “stabilisation strategy” reduced the fall to 2.5% between 1991 and 2001 and then to 1.2% between 2001 and 2009.

The fall in population between 1981 and 2009 masks a significant change in the structure of the Borough’s population. The number of persons aged 60+ rose by 24.5% while the number of persons aged under 20 fell by 35.8%. In 1981, 34.6 % of the population was aged under 20; by 2009 this had fallen to 25.8%. The proportion of persons aged 60 plus rose from 14.4% to 20.7%.

Population projections indicate what will happen if past trends continue. The Borough’s population is expected to increase by 4,100 between 2008 and 2027. This is due to it being projected that there will be 10,700 more births than deaths and that there will be a net migration loss of 6,500 people.

Population loss can severely hamper the regeneration of local communities. It makes services such as schools, health services etc. less viable and makes it more difficult to attract new employment, shops and leisure facilities. The most mobile people are the young, skilled and qualified and it is these types of person who have left in the past. The high levels of out-migration are considered to be a threat to the future stabilisation of Knowsley’s communities and future workforce.
Deprivation

The Index of Multiple Deprivation (IMD) is produced for the Government to identify the distribution of deprivation across the nation. Information is analysed at Super Output Area (SOA) lower level. SOAs are subdivisions of wards. In order to identify different types of deprivation, six measures of deprivation have been produced.

Knowsley is ranked high in all measures of deprivation and is among the most deprived Boroughs in the Country. An important measure of deprivation is the percentage of the population who live in SOAs ranked in the upper ten percent most deprived nationally. In Knowsley’s case, 44.6% of the Borough’s population live in the country’s 10% worst deprived SOAs.

Knowsley is making progress in raising educational attainment but its performance still lags significantly behind performance at the national level. It has the second highest proportion of working age population in the North West that do not have any qualifications. In 2010 Knowsley was ranked 151 out of 151 local authorities nationally for the proportion of students achieving 5+ A*-C grades, including English and maths, at GCSE level.

Housing

In 2010 there were 64,570 dwellings in Knowsley. Since 2002/3 over 3,800 dwellings have been built and over 1,700 have been demolished. Many of the demolitions have been in North Huyton where the Council, with the support of the Government’s New Deal for Communities programme, has been promoting the comprehensive remodelling.

Development to replace the demolitions in North Huyton commenced in 2008 but the house building rate has been at a slower than anticipated due to the economic climate. Once economic conditions allow, the Council intends to promote the remodelling of Tower Hill in Kirkby. This will include the construction of about 300 new dwellings.

National policy requires Local Planning Authorities to maintain a rolling five-year supply of deliverable (available, suitable, and achievable) land for housing. The Regional Spatial Strategy requires that 450 dwelling be built each year. The Borough has a land supply for 3,522 dwellings. It therefore has least a five-year supply of residential sites that are deliverable.

A Strategic Housing Land Availability Assessment (SHLAA) has been produced to identify land that will be required for housing for the next 15 years. The study confirmed that the Borough has in excess of a five-year supply. It also found, however, the Borough has less than 10 years supply. This is well short of the 15 year supply that the Council is required to identify to support the Local Development Framework Core Strategy.

Affordable Homes

House prices in March 2010 ranged between £69,745 for a terraced house and £174,036 for a detached property. In general, pay levels for Knowsley
residents are low. In July 2010 the average price for an entry-level house was 4.9 times the average annual pay for a full-time worker.

At the time of the drafting of UDP policies, it was not considered necessary to include a policy requiring the provision of affordable housing. A renewed buoyancy in the North West’s housing markets changed this position. The Borough’s Strategic Housing Market Assessment (SHMA) found that the Borough has a major housing affordability issue.

**Household Projections**

The number of households in Knowsley is projected to rise by 7,000 between 2008 and 2028. This is due, in the main, to an increase in the number of single-person households caused by elderly people living longer, higher rates of separation and divorce, and more young people forming single households of their own.

**Economy, Employment and Skills**

**Workforce**

The Borough plays an important role in the Liverpool City Region. It contains several major industrial and business parks including one of the largest in Europe (Knowsley Industrial Park) and provides employment for 56,000 people. It is therefore a major location for employment in the City Region. In 2001, around 49,000 of the Borough’s residents worked in the City Region; it is therefore also an important source of workforce.

Over the last decade the main growth sectors have been in public services with, in 2008, the Public Administration, Education and Health sector accounting for over one third of all employment. New investment has also expanded the employment base in the business services, ICT, creative, tourism, leisure, financial services, communications, logistics and distribution sectors.

The manufacturing sector (which accounts for 10% of businesses and more than 20% of total employment) has declined as a proportion of total jobs in recent years but still accounts for a higher proportion of jobs in Knowsley than it does at the national level. This is reflective of the Borough’s role in the automotive industry and its supply chain, as well as advanced manufacturing and engineering sub-sectors.

The sectoral shift has resulted in major issues for Knowsley's industrial areas where existing premises and associated infrastructure are no longer suitable resulting in high vacancy levels. Knowsley Industrial Park is a particular example of this.

The Borough has low average wage levels for residents and mismatch in wages between local residents and those working in the Borough. At £489, Knowsley residents receive £100 less than the average weekly wage for Great Britain. Although Knowsley residents receive the lowest average weekly wage on Merseyside, people who work in Knowsley receive the highest average weekly wage (£584).
Employment Land

In order to secure the Borough’s employment growth, it is essential to ensure that a sufficient quantity of land will be available for employment purposes when it is required. In 2010 the Borough had 151.14 ha that was considered to have a realistic prospect of development for employment purposes. Over half of this was considered to be available or would be available within the following three years.

In 2008, Knowsley Council, together with Halton, Sefton, and West Lancashire Councils jointly commissioned the BE Group to identify the future employment land requirements in the four districts. The report identified that Knowsley will need to identify an additional 95 to 111 hectares of employment land in the period up to 2026. It acknowledged, however, that up to 36 hectares could be provided through the remodelling of the existing employment areas.

Town Centres and Shopping

Kirkby, Prescot and Huyton are the Borough's main centres for shopping. They also provide an important range of local services. They are generally smaller than other town and city centres in neighbouring districts, particularly Liverpool to the west and St. Helens to the east. The Kirkby and Huyton centres date from the 1950s and 1960s while Prescot contains a much older historic core. A recent town centres and shopping study states that Knowsley's town centres Huyton, Prescot and especially Kirkby are failing to perform well as locations for shopping, leisure and other town centres uses. They were considered to have very little in the way of an evening economy with no cinemas or theatres and have a very restricted range of restaurants. They also suffer from high levels of 'leakage' of expenditure to centres and "out of centre" retail parks outside of the Borough, particularly to Liverpool.

The Borough also contains smaller suburban district centres in Halewood, Stockbridge Village and Page Moss. A network of smaller local centres provide valuable neighbourhood shopping facilities. The shopping study suggests that these are experiencing difficulties.

Natural Environment

The Borough’s natural environment and network of greenspaces is one of its greatest assets. The Borough contains 4,644 ha of land that is designated as Green Belt. This represents 54% of the Borough. The urban areas contain a network of open spaces of various types, which contribute hugely to the quality of life and health of Knowsley's residents and the image of the Borough.

Knowsley has 16 established parks and gardens offering various formal and informal recreation opportunities. A significant proportion of the parks are multi-functional and include a high proportion of natural and semi-natural woodland areas, together with 25 fixed children's playgrounds and five young
people's facilities. Knowsley's urban areas also contain a further network of smaller scale open spaces, with the overall quantity being predominantly amenity greenspace. Many amenity greenspaces are, however, of relatively poor quality and too many, because of antisocial behaviour, are seen by the local community as a liability rather than an opportunity.

Knowsley has 269 ha of land that is considered to have a probability of flooding on average more than once in 100 years, and a further 166 ha that has a probability of flooding on average between once in 100 and once in 1000 years.

**Huyton and Stockbridge Village**

Huyton together with Stockbridge Village is located in the centre of the Borough and, with a population of 59,000, is the largest of Knowsley's townships. The area is mainly suburban in character, with a number of residential neighbourhoods including Roby and Stockbridge Village. The main employment areas are Huyton town centre, which is the main administrative centre for the Borough, and the Huyton and King's Business Parks.

Huyton was rural in character until the industrial revolution when quarrying and various industrial works were established and dwellings were built for its workers. The Liverpool to Manchester railway has operated since 1830 with a station at Huyton. After the second World War areas of planned Liverpool overspill development took place, most notably in North Huyton. The central parts of the original Huyton village were redeveloped in the 1960's when the present town centre was built.

South Huyton is one of the more affluent areas within the Borough while the North Huyton and Stockbridge Village areas have significant social issues related to deprivation. North Huyton and Stockbridge Village also have extremely high proportions of social rented housing (nearly 50%) and the area overall is dominated by three bedroom terraced and semi-detached housing.

North Huyton New Deal for Communities is a regeneration programme that is investing £55.8m of Government funds into the North Huyton area. Its aim is to tackle unemployment, poor examination results, ill health, poor housing and crime and disorder. A comprehensive regeneration programme is being undertaken in North Huyton which includes substantial replacement of houses.

Huyton plays an important role in the Borough's economy. In addition to being the Borough's administrative centre, it also contains the Huyton and King's Business Parks.

Huyton town centre provides a range of local services, including health facilities, and is the main location for the Council's offices. Although Huyton has been improving its retail performance there is little evidence that it attracts any significant trade from the wider area outside its immediate catchment. The Stockbridge Village local centre is suffering from severe problems including difficulties in letting units, a failure to meet the needs of the local
community, and high levels of anti-social behaviour. Development has commenced on a scheme that will comprehensively regenerate the Stockbridge Village centre. The scheme is a partnership between the Council and Villages Housing.

Land around the River Alt near Seth Powell Way and part of Huyton Business Park, near Logwood Mill Brook is considered to be at risk of flooding.

The key issues concerning the Huyton and Stockbridge Village area are considered to be:
- high deprivation levels, including health inequalities, worklessness and high crime rates;
- the need to promote a mixed and balanced housing offer including affordable housing in South Huyton;
- limited space for accommodating new employment development in Huyton Business Park and King's Business Park;
- the limited evening economy and the environmental enhancements needed in Huyton Town Centre;
- the need to protect strategic greenspace links, including the Alt Corridor, and improve areas of poor quality greenspace;
- support for the provision of a major new sports and leisure facility; and
- the potential for some areas to flood.

The key opportunities concerning Huyton and Stockbridge Village are considered to be:
- the continuation of the North Huyton regeneration programme including residential clearance and provision of new dwellings, employment and community facilities;
- the regeneration Stockbridge Village centre including new shops, community and leisure facilities, and a primary school;
- improvements to the quantity and quality of retail and other uses in Huyton town centre; and
- enhancement of the quality of the environment which should include "designing out crime" principles.

Kirkby

Kirkby is located in the north of the Borough and, with a population of 42,000, is the second largest settlement in Knowsley. It is a free standing town separated from Liverpool to the west by a narrow strip of Green Belt. It is easily accessible from the M57 and M58 motorways and is served by a local bus station a railway station on the Liverpool / Wigan line.

The area’s rural landscape was largely undeveloped with only sporadic groups of buildings until the mid 20th century. During the second World War, the Government built a munitions factory on what is now known as Knowsley Industrial Park. The area subsequently became one of the largest industrial estates in the country employing 26,000 people at its peak in the early 1970s. During the 1950s large amounts of Council housing were built in Kirkby to provide replacement housing for Liverpool's slum clearance programme. The
town grew to a population of over 50,000 by 1961 before declining by about 20% and then stabilising by 1991.

Kirkby is mainly suburban in character and includes a high proportion of social rented housing. Housing affordability is a widespread issue despite the relatively low house prices. This is due to exceptionally low average household incomes.

Kirkby has high levels of deprivation with the majority of area falling within the most deprived 5% in the country. Rates of economic activity are low with just over 60% of the area's working age population being economically active. It also has significant health issues with high levels of smoking, poor diet, obesity and teenage conception.

More than 16,700 people are employed in Knowsley Industrial Park and the adjoining Knowsley Business Park. The Business Park, although contiguous with the Industrial Park, is within the Prescot, Whiston, Cronton and Knowsley Village township area. Generally the southern portion of Knowsley Industrial Park was developed later than northern part and includes a range of modern large, small and prestigious units. A framework is being developed to improve the Park's accessibility and attractiveness.

Kirkby town centre was built in the 1960s and provides shops, a market, and a range of local services, mainly for local residents. It has had very little investment and consequently has a poor quality environment. The main ‘anchor’ food retailer vacated its town centre premises in the 1970s and the store remains empty. The town centre has a strong local and discount retail focus and is under performing.

Outline planning permission has been granted that, if implemented, will regenerate the town centre. The permission is for a mixed use development including a foodstore, retail shops, food and drink uses, professional and financial services, pubs / bars, hot food take away, and a replacement health centre and library in the town centre and on land adjoining it.

It has been suggested that some Kirkby’s local centres are experiencing significant difficulties. This includes two that are considered to be no longer commercially sustainable in their current format.

For its population size, Kirkby has a large provision of amenity greenspace. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour.

An area along Kirkby Brook and Simonswood Brook has been identified as having a greater than a 1 in 100 chance each year of flooding. This area includes about 280 dwellings.

The key issues concerning Kirkby are considered to be:

• deprivation levels are among the highest in the country, including, worklessness, low educational attainment and high crime rates;
• significant health inequalities and low life expectancy;
• high concentrations of social housing with a limited choice of housing types;
• Kirkby's access to the motorway network is very good, but public transport accessibility is perceived to be poor;
• the town centre has had very little investment, has a poor quality environment and is significantly under-performing;
• the majority of the local shopping parades in Kirkby are experiencing significant difficulties;
• there is a large provision of amenity greenspace but many of these are of poor quality; and
• there is a need to protect and enhance environmental and historic assets, including the conservation areas within Kirkby, of which one is considered to be at risk.

The key opportunities concerning Kirkby are considered to be:
• the potential regeneration of the town centre;
• the comprehensive regeneration of Tower Hill;
• potential improvements and re-modelling of Knowsley Industrial Park; and
• enhancement of the network of green spaces that form a strategic link between Tower Hill and the M57 via the town centre.

Prescot and Whiston Cronton Knowsley Village

The area of Prescot, Whiston, Cronton and Knowsley Village is located in the centre of the Borough and has a population of 28,600.

Prescot is physically linked to Whiston which, although in the main a residential area, contains a major employer - Whiston Hospital. Whiston does not have a town centre of its own but its close links to Prescot mean that the two towns can be regarded as a combined entity.

The rural communities of Knowsley and Cronton Villages lie to the north and south respectively of Prescot / Whiston. Their urban areas are tightly constrained by areas designated as Green Belt. They both face transport challenges due to their relative isolation from the wider urban areas. Both settlements, however, are served by local buses and have reasonable access onto the strategic road network. Cronton also benefits from close proximity to transport nodes in nearby Widnes.

Knowsley Park is an historic parkland that extends to over 1,000 ha. Knowsley Hall lies at the centre of the Park and provides a venue for conferences, business meetings and private functions. The Park also includes Knowsley Safari Park which regularly attracts over 500,000 visitors each year.

Prescot developed in the 14th century with the establishment of a number of potteries and coal mining. It also developed as a thriving market town. The 18th century brought considerable changes to the town with a growth in the number of craft industries especially watchmaking, toolmaking and the potteries. This resulted in increased prosperity and a rise in population. Georgian properties are still evident in the town centre, indicating this heritage. The late 19th century saw the emergence of a cable making industry, located to the south of Prescot town centre. The former cable
factory site has since been partly redeveloped with retail units, housing and small industrial / warehousing and office units. Large vacant industrial buildings stand on a substantial remaining portion of the site.

Whiston is historically linked with coal mining, pottery and later brick making. With the exception of Cronton Clay Pit, these industries have since ceased. The coal mining heritage is still evident in the area with the remnant spoil heaps of Cronton Colliery.

Knowsley Village is the largest of the villages with a population of 2,735. It developed as an estate village for nearby Knowsley Hall. Since the second World War it has grown significantly with a new housing estate to the east of the original village.

Cronton village has a population of 1,400. Its rural village origins are evident from its collection of buildings dating from the 17th to the 19th century. As with Knowsley Village, the main expansion of the settlement occurred in the 20th century with the development of housing estates to the south of the village core.

Prescot, Whiston, Cronton and Knowsley Village is more affluent compared to other parts of the Borough. It has one of the lowest levels of worklessness and benefits claimants across Knowsley. It’s residents experience less health and well being issues but it is still a major issue when compared to the national averages.

The area contains a large employment area (120 ha) north of Knowsley Village (Knowsley Business Park) which contains a range of modern large, small and prestigious units. It is contiguous with the Knowsley Industrial Park, which is located within the Kirkby township.

Prescot’s town centre is based on an original mediaeval market town plot layout. It contains an indoor shopping centre built in the 1980s. Both the indoor centre and the older shops suffer from low rental levels and high vacancy rates. The Cables Retail Park, located to the south of Prescot town centre, was opened in 2000. In contrast, it is very successful with a large food supermarket and non-food retail units.

Prescot contains a local centre that is considered to be experiencing significant difficulties while Whiston contains a local centre that is considered to be no longer commercially sustainable in its current format.

The presence of Stadt Moers Country Park contributes to a good standard of provision to the south of the area but there is a deficiency of parks elsewhere in the area. There is also a deficiency of other types of greenspace including allotments.

The Prescot Town Centre Conservation Area is considered to be at risk with its condition being described as "Very Poor" which is expected to deteriorate. The Council is actively seeking to identify potential funding for the enhancement of the conservation area.

The key issues concerning Prescot, Whiston, Cronton and Knowsley Village are considered to be:
• a significant shortage of affordable dwellings even though this is the most affluent part of the Borough;
• although Cables Retail Park is very successful, the older part of Prescot town centre has relatively low rental levels and high vacancy rates;
• there are shortages of greenspace in the older parts of Prescot and Whiston; and
• Prescot Town Centre Conservation Area is considered to be at risk.

The key opportunities concerning Prescot, Whiston, Cronton and Knowsley Village are considered to be:
• building on the commercial success of Knowsley Business Park to the north of Knowsley Village;
• the vacant former BICC / Pirelli site provides a large (29 ha) site opportunity on previously developed land;
• there is scope to improve the viability of Prescot Town Centre and improve linkages with Cables Retail Park;
• there is potential to build on the success of Knowsley Park (which contains the historic Knowsley Hall and Knowsley Safari Park); and
• the area contains two open spaces managed to Green Flag Award standard with plans for a further one to be brought up to the standard.

Halewood

With a population of 21,368, Halewood is the smallest of the Borough’s townships. It is located in the south of Knowsley and is generally perceived to be isolated from the other Knowsley townships due to its geographical location. It does, however, benefit from its good strategic links with Liverpool and close proximity to the A652 and A5300 offering good road access to Liverpool and Cheshire. It contains one of the Borough’s key employers - Jaguar / Land Rover and also benefits from close proximity to Speke Industrial Park and Liverpool John Lennon Airport.

Halewood has a suburban character and is contiguous with the suburbs of Liverpool to the west. The Halewood township also includes the attractive rural village of Tarbock.

Tarbock is by far the smallest settlement in the Borough. It is also one of the oldest and consists of a loose knit grouping of dwellings some dating from the 15th century. Due to its rural nature, Tarbock is relatively isolated in terms of transport links, although there are bus services which connect the village with Liverpool and Widnes.

Although the area contains a small number of historic buildings, the main urban area of Halewood was mainly developed in the 20th century, particularly since 1945. Initially development took place in the southern part of Halewood and consisted of overspill housing from Liverpool. More recently it has been from private sector developments in the northern part of the area.

Deprivation levels in Halewood are not as severe as they are in other parts of the Borough. There are, however, localised concentrations of deprivation in the south of the area. Halewood residents do not experience the severity of
health problems experienced elsewhere in Knowsley. There are, however, some notable issues around mortality rates attributable to smoking, diet and alcohol intake.

Due to the relatively high house prices in Halewood, it faces significant affordability issues.

The Ford (now Jaguar / Land Rover) car plant was built in the early 1960s and is one of the largest single employers on Merseyside. Halewood is heavily dependent for employment on the plant and adjoining supporting industries.

The Ravenscourt shopping centre at Halewood is much smaller than those in the other townships. It was constructed in the post war period and became rundown in recent years. Comprehensive regeneration of the area has commenced with the completion of Council, housing trust, health and community facilities at the Halewood Centre. A further stage of regeneration of the centre will be achieved when planning permission is implemented for the erection of food and non-food retail units.

Halewood has a good provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems of under use, tipping and anti-social behaviour.

Areas adjacent to Netherley Brook are identified as being at risk of flooding.

The key issues concerning Halewood are considered to be:
- localised concentrations of deprivation in the south of the area;
- low life expectancy, especially for females;
- the need to promote a mixed and balanced housing offer, including affordable housing;
- the existing housing allocation site at Bridgefield Forum experiences flooding issues;
- the need to protect and maintain environmental and historic assets in the area; and
- the existing amenity green space is not of the best quality with problems of under use, tipping and anti-social behaviour.

The key opportunities concerning Halewood are considered to be:
- the proximity to Liverpool John Lennon Airport and employment areas in South Liverpool;
- the opportunities for expansion of the Jaguar Land Rover employment site;
- the sustainable transport links, including the Trans Pennine Trail and Halewood station;
- the continued regeneration of the Ravenscourt District Centre;
- the enhancement of parks to the Green Flag Award standard; and
- the enhancement of poor quality urban areas incorporating “design out crime” principles.
1. **Introduction**

1.1 This Draft Technical Report is one of a number of reports produced by Knowsley MBC to help ensure that the Borough’s Local Development Framework’s Core Strategy is properly backed by robust and credible evidence. It will be used to inform the Core Strategy of the Local Development Framework (LDF).

1.2 The Core Strategy is the key overarching document for the LDF; it will, therefore, heavily influence subsequent LDF documents including the Site Allocations and Development Policies Development Plan Document.

1.3 This draft report does not replicate the level of data contained in the other technical reports for the individual topics. The Draft Housing Technical Report, for example, contains a more complete description of housing issues facing the Borough. It should therefore be consulted in preference to this report in relation to housing matters.

**Purpose of Report**

1.4 In order to plan for the future, it is critical to understand the present. This Draft Technical Report outlines the background data that has been considered in producing the Preferred Options Report. It describes the Borough of Knowsley, its role in the Liverpool City Region, and the key issues and opportunities which affect the Borough and each of its communities.

1.5 Subsequent to the consultation period and / or in the light of new evidence or guidance, the Council may wish to review and / or amend the content of this report.
2. Knowsley Spatial Profile

Introduction

2.1 The Borough comprises a belt of towns, suburbs and countryside. It covers an area of 8,620 ha, of which 4,644 ha is designated as Green Belt. The largest urban areas are Huyton, Kirkby, Prescot, Whiston and Halewood, each of which are separated by areas of countryside. Within the countryside are located the attractive villages of Knowsley, Cronton and Tarbock, together with areas of good quality farmland. Each of Knowsley’s communities has its own quite different historical background and characteristics.

2.2 The Borough’s large industrial base is concentrated mainly on Knowsley Industrial and Business Parks (in and adjacent to Kirkby), Kings and Huyton Business Parks (in Huyton), Prescot Business Park, and the Jaguar / Land Rover car plant in Halewood. The Borough also contains the popular tourist attractions of Knowsley Safari Park, which receives around half a million visitors each year, and the National Wildflower Centre.

Liverpool City Region Context

2.3 Although Knowsley is described as being in the outer part of the Liverpool City Region\(^1\), it plays an important role within it. It contains several major industrial and business parks including one of the largest in Europe (Knowsley Industrial Park) and provides employment for 56,000 people\(^2\). It is therefore a major location for employment in the City Region. In 2001,

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\(^1\) North West of England Plan Regional Spatial Strategy to 2021 (DCLG, 2008)
\(^2\) 2008 Annual Business Inquiry Employee Analysis (ONS, 2009)
around 49,000 of the Borough’s residents worked in the City Region; it is therefore also an important source of workforce. The Borough’s links with Liverpool are particularly strong with around 18,000 of Knowsley’s residents commuting to work each day.

2.4 The Borough has very good links to: Liverpool City Centre; The Port of Liverpool; and Liverpool John Lennon Airport. It also has good links to the national motorway network via the M62, M57, and A580 (East Lancashire Road) which run through the Borough and the M58 which runs just to the north of it.

2.5 The Master Plan for Liverpool John Lennon Airport sets out the proposals for the long term expansion of the airport together with the economic growth and job creation opportunities that the proposals could bring. The proposed expansion of the airport includes a new Eastern Access Transport Corridor linking the airport directly to the southern end of Knowsley at the A561/A562 (Speke Boulevard). This may lead to future economic investment in the Borough.

2.6 The Liverpool Super Port area encompasses the Port of Liverpool, Liverpool John Lennon Airport, the Manchester Ship Canal and other complimentary facilities. Although these facilities are located outside the Borough, it is considered that the Borough’s good links will provide opportunities for promoting future growth in Knowsley; particularly through the provision of logistics and warehousing.

Historical Context

2.7 The Metropolitan Borough of Knowsley came into being on 1 April 1974. It takes its name from the village of Knowsley where the Earls of Derby have lived at Knowsley Hall since the 14th century.

2.8 The communities within Knowsley are, probably more so than almost any other metropolitan area, a creation of the 20th century. With the exception of Prescot and a few other smaller older settlements, the majority of the existing development in the area now known as Knowsley took place between the 1920s and the mid 1970s. Much of this expansion was as a result of Liverpool overspill development. From 1945, the Borough’s employment role also developed, primarily through the growth of the Borough’s Industrial and Business Parks and the Ford (now Jaguar / Land Rover) car plant at Halewood.

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3 2001 census - UK travel flows (local authority), (ONS from Nomis on 27 January 2011)
4 Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)
2.9 During the 1970s and 1980s over 20,000 jobs were lost from Knowsley Industrial Park alone and thousands of local people faced unemployment. At the same time Knowsley had a relatively poor choice of housing to buy while nationally there was an unprecedented growth in the demand for owner-occupation. These factors contributed to a large number of people leaving the Borough. Between 1971 and 1991, Knowsley’s population declined by nearly 40,000\(^5\).

Population

2.10 As a result of the large population decline in the 1970s and 1980s, in 1991 the Council embarking on an ambitious “stabilisation strategy”. This included extensive house building that led to over 6,000 dwellings being built up to 2002. It contributed to a smaller loss in population in the 1990s and a stabilisation of population since 2000. It is estimated that the population of Knowsley in June 2009 was 149,400\(^6\). Figure 2.1 shows the estimated change in population between 1981 and 2009.

Figure 2.1 - Knowsley Population 1981 - 2009

Source: Neighbourhood Statistics, 2010

2.11 The fall in population between 1981 and 2009 masks a significant change in the structure of the Borough’s population. The number of persons aged 60+ rose by 24.5% while the number of persons aged under 20 fell by 35.8%. In 1981, 34.6 % of the population was aged under 20; by 2009 this had fallen to 25.8%. The proportion of persons aged 60 plus rose from 14.4% to 20.7%.

\(^5\) ONS Mid-year Population Estimates (ONS, various)
\(^6\) ONS Mid-year Population Estimate (ONS, 2010)
2.12 Population projections indicate what will happen if past trends continue. The Borough's population is expected to increase by 4,100 between 2008 and 2027\(^7\). This is due to it being projected that there will be 10,700 more births than deaths and that there will be a net migration loss of 6,500 people\(^8\).

2.13 Population loss can severely hamper the regeneration of local communities. It makes services such as schools, health services etc. less viable and makes it more difficult to attract new employment, shops and leisure facilities. The most mobile people are the young, skilled and qualified and it is these types of person who have left in the past. The high levels of out-migration are considered to be a threat to the future stabilisation of Knowsley's communities and future workforce.

![Figure 2.2 - Knowsley Population Projection 2008 - 2027](image)

Source: Office for National Statistics, 2010

2.14 Figure 2.2 shows that it is expected that the structure of the population will continue to move to a more ageing population. It is projected that by 2027 the number of persons aged under 20 will decrease by 1,000. The number of persons age 20 to 59 is projected to fall by 5,800 while the number of persons aged 60+ is projected to increase by 10,900. A very large proportion of residents (32.7\%) said that they had a limiting long-term illness\(^9\). The change in population structure is likely to impact on requirements for housing, employment, and health provision.

2.15 Knowsley has a comparatively small Black and Minority Ethnic population, with around 2\% of the overall population falling into this category, compared to around 10\% nationally. Table 2.3 shows that the population is predominantly white (95.8\%). This is significantly above the percentage for Liverpool but is in line with the rest of Merseyside.

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\(^7\) Table 2a: 2008-based Subnational Population Projections by sex and quinary age, Subnational Statistics Unit (ONS, 2010)

\(^8\) 2008-based Sub-national Population Projections (ONS, 2010)

\(^9\) Area Partnership Board Health Profiles (Knowsley Public Health Intelligence Team, 2009)
Table 2.3 - Ethnicity (2007)

<table>
<thead>
<tr>
<th></th>
<th>Knowsley</th>
<th>Knowsley</th>
<th>Halton</th>
<th>Liverpool</th>
<th>Sefton</th>
<th>St. Helens</th>
<th>Wirral</th>
</tr>
</thead>
<tbody>
<tr>
<td>White: British</td>
<td>144,500</td>
<td>95.8</td>
<td>96.2</td>
<td>88.2</td>
<td>96.4</td>
<td>95.4</td>
<td>94.9</td>
</tr>
<tr>
<td>White: Non British</td>
<td>2,100</td>
<td>1.4</td>
<td>1.5</td>
<td>3.3</td>
<td>1.4</td>
<td>1.9</td>
<td>2.1</td>
</tr>
<tr>
<td>Mixed</td>
<td>1,700</td>
<td>1.1</td>
<td>0.8</td>
<td>2</td>
<td>0.7</td>
<td>0.8</td>
<td>0.9</td>
</tr>
<tr>
<td>Asian</td>
<td>1,000</td>
<td>0.7</td>
<td>0.7</td>
<td>2.3</td>
<td>0.7</td>
<td>0.9</td>
<td>1</td>
</tr>
<tr>
<td>including Asian British</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black</td>
<td>700</td>
<td>0.5</td>
<td>0.3</td>
<td>2</td>
<td>0.3</td>
<td>0.4</td>
<td>0.5</td>
</tr>
<tr>
<td>including Black British</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chinese</td>
<td>600</td>
<td>0.4</td>
<td>0.3</td>
<td>1.7</td>
<td>0.3</td>
<td>0.4</td>
<td>0.5</td>
</tr>
<tr>
<td>Other</td>
<td>300</td>
<td>0.2</td>
<td>0.2</td>
<td>0.6</td>
<td>0.2</td>
<td>0.2</td>
<td>0.2</td>
</tr>
</tbody>
</table>

Source: Resident Population Estimates by Ethnic Group, ONS, 2010

Deprivation

2.16 The Index of Multiple Deprivation (IMD) is produced for the Government to identify the distribution of deprivation across the nation. Information is analysed at Super Output Area (SOA) lower level. SOAs are subdivisions of wards.

2.17 In order to identify different types of deprivation, six measures of deprivation have been produced. For each measure, each district across England is given a rank, with a rank of 1 indicating that the district is the most deprived in the Country and 354 as the least deprived. Table 2.4 shows the ranking of the different measures for 2004, 2007, and 2010.

Table 2.4 Types of Deprivation

<table>
<thead>
<tr>
<th>Measure of Deprivation</th>
<th>2004 Rank</th>
<th>2007 Rank</th>
<th>2010 Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rank of employment scale - the number of people who are employment deprived.</td>
<td>30</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>Rank of income scale – the number of people who are income deprived.</td>
<td>38</td>
<td>50</td>
<td>51</td>
</tr>
<tr>
<td>Rank of SOA score - calculated by averaging the super output area scores in each district after they have been population weighted. This measure is useful because the more deprived neighbourhoods may have more extreme scores.</td>
<td>3</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Rank of SOA rank - calculated by averaging the super output area ranks in each district after they have been population weighted. This measure is useful because it summarises the whole district, including both deprived and less deprived neighbourhoods.</td>
<td>8</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Extent rank – is the proportion of a districts population living in the most deprived SOAs in the country and portrays how widespread high levels of deprivation are</td>
<td>8</td>
<td>8</td>
<td>7</td>
</tr>
<tr>
<td>Local Concentration rank – is an important way of identifying district’s hotspots of deprivation and is derived from a population weighted average of the ranks of a district’s most deprived SOAs containing exactly 10% of the district population</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

Source: Index of Multiple Deprivation 2004,2007

2.18 Knowsley is ranked high in all measures of deprivation and is among the most deprived Boroughs in the Country.\(^{10}\)

2.19 An important measure of deprivation is the percentage of the population who live in SOAs ranked in the upper ten percent most deprived nationally. In Knowsley’s case, 45 of the 99 SOAs are in the worst deprived 10%. This accounts to 67,089 people; 44.6% of the Borough’s overall population

2.20 Figure 2.5 shows the SOAs that are ranked in the upper ten percent most deprived nationally. It shows that the most deprived areas of the Borough can be found in Kirkby, Stockbridge Village and North Huyton, with other parts of the Borough falling within the lower 3% and 10% of deprived areas in the country.

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\(^{10}\) Index of Multiple Deprivation 2010 (CLG, 2011)
2.21 The number of people claiming Incapacity Benefit or Severe Disability Allowance is a particularly significant issue for Knowsley. The proportion of the economically inactive working age population who are on long term sickness benefits is 35% (May 2010)\textsuperscript{11}. While the Borough has had recent success in creating jobs, it still has high levels of worklessness with 5.8% of the residents of working age claiming Job Seeker’s Allowance (December 2010). Of those claiming benefit 14% have been claiming for 12 months or more\textsuperscript{12}.

Health and Well Being

2.22 According to the 2001 Census, 86.4% of residents said that they were either in good or fairly good health, 24.7% however said that they had a limiting

\textsuperscript{11} ONS [from Nomis on 1 February 2011]
\textsuperscript{12} ONS [from Nomis on 1 February 2011]
long-term illness. Knowsley had the highest proportion of households in Greater Merseyside that had one or more persons with a limiting long-term illness. An increasing ageing population may exasperate this issue.

2.23 People living in Knowsley have a lower life expectancy than the national average - 74.8 years for males, compared to a national average of 77.7, and 79.2 for females, compared to an average of 81.8\textsuperscript{13}. Although life expectancy levels have increased, the Borough's level is still among the lowest in the Country.

2.24 The lifestyle choices made by some residents has a significant impact on their health. The Borough has significantly higher than average numbers of residents who die from lung cancer, liver disease, respiratory problems and heart disease. These conditions are associated with smoking, drinking and other lifestyle choices. Other indicators such as childhood obesity and dental health issues in children indicate that children living in Knowsley are experiencing a greater number of health problems than the national average. Children’s health issues are associated with lifestyle choices, activity levels and diet.

2.25 Within the Borough, the distribution of health issues is extremely uneven. Residents in North Huyton and Kirkby face the most significant health related problems, while those living in South Huyton have relatively better levels of health although they are still significantly below the Country as a whole\textsuperscript{14}.

Education

2.26 Knowsley is making progress in raising educational attainment but its performance still lags significantly behind performance at the national level. It has the second highest proportion of working age population in the North West that do not have any qualifications\textsuperscript{15}. Table 2.6 shows the proportion of students achieving 5+ A*-C grades, including English and maths, at GCSE level. Last year Knowsley had its largest improvement on record and for the third year in a row the attainment gap between Knowsley and the national average was narrowed. Knowsley, however, was still ranked 151 out of 151 local authorities nationally.

<table>
<thead>
<tr>
<th></th>
<th>2005/6</th>
<th>2006/7</th>
<th>2007/8</th>
<th>2008/9</th>
<th>2009/10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knowsley</td>
<td>26.1</td>
<td>26.5</td>
<td>29.9</td>
<td>33.5</td>
<td>37.8</td>
</tr>
<tr>
<td>England</td>
<td>45.6</td>
<td>46.3</td>
<td>47.6</td>
<td>49.8</td>
<td>53.1</td>
</tr>
<tr>
<td>Gap between</td>
<td>19.5</td>
<td>19.8</td>
<td>17.7</td>
<td>16.3</td>
<td>15.3</td>
</tr>
<tr>
<td>Knowsley and England</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Directorate of Children and Family Services, Knowsley MBC

\textsuperscript{13} Area Partnership Boards Health Profiles 2009 (Knowsley Public Health Intelligence Team, 2009)

\textsuperscript{14} Area Partnership Boards Health Profiles 2009 (Knowsley Public Health Intelligence Team, 2009)

\textsuperscript{15} Annual Population Survey January 2008 - December 2008 (ONS, 2010)
In Knowsley, there is a significant difference between the proportion of girls and boys achieving 5+ A*-C grades including English and maths (40.0% for girls and 35.9% for boys).16

A key element of the Council’s drive to address attainment issues is in the Future Schools programme, where 11 secondary schools were replaced by 7 new learning centres. The programme provides an improved range of educational opportunities and also provide broader uses of school premises for the community. Knowsley's primary and special schools are also receiving significant investment which will result in some new schools being built and some merging.

There continues to be improvements in the percentage of 16 – 18 year olds in education, employment or training. This is in part due to the significant increase in the percentage of young people who are now in learning. Knowsley, however, still has the fourth highest proportion of 16 to 18 year olds in the Country who are not in education, employment, or training (10.6%)17. There are also significant variations across the Borough with less than 1% in Halewood North while in St. Gabriel’s (South Huyton) it is 15.2%.

Housing
Households

The average household size in the Borough in 2008 was comparatively large (2.4) with a high proportion containing dependent children and lone parent families.18 Knowsley has the highest average household size in the Liverpool City Region.

Household Projections

Table 2.7 shows the forecast change in the number of households in the Borough. This is based on an estimate of the number of households in 2008 and a projection calculated using past trends. It does not represent housing need.

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2013</th>
<th>2018</th>
<th>2023</th>
<th>2028</th>
<th>Change 2008 - 2028</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>62,000</td>
<td>64,000</td>
<td>66,000</td>
<td>68,000</td>
<td>69,000</td>
<td>7,000</td>
</tr>
<tr>
<td>% Change</td>
<td>2.9</td>
<td>3.1</td>
<td>2.7</td>
<td>2.3</td>
<td>11.5</td>
<td></td>
</tr>
</tbody>
</table>

Source: Communities and Local Government, 2010
Note: household projections are an indication of the likely increase in households given the continuation of recent demographic trends.

The number of households in Knowsley is projected to rise by 7,000 between 2008 and 202819. This is due, in the main, to an increase in the number of

16 Directorate of Children and Family Services (Knowsley MBC)
17 NEET Figures for Local Authority Areas (Department for Children, Schools and Families, 2009)
18 Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)
single-person households caused by elderly people living longer, higher rates of separation and divorce, and more young people forming single households of their own.

**Existing Housing Stock**

2.33 Figure 2.8 shows the annual housing completions and demolitions in Knowsley between 2002/3 and 2009/10\(^{20}\).

Figure 2.8 - Housing Completions and Demolitions (2002/3 to 2009/10)

![Image of Figure 2.8](image)

Source: LDF Team, Knowsley MBC

2.34 The large number of completions up to 2006 reflects the Council’s “stabilisation policy”. The 2003 Regional Spatial Strategy (RSS)\(^{21}\), however, limited development in the Borough to a net average of no more than 230 dwellings per year. In order to comply with the requirement, the Council applied a housing constraint policy between March 2005 and February 2008. This led to a dramatic slow down in the rate of house building.

2.35 Since the start of the Council’s “stabilisation strategy”, the choice of housing in the Borough has been improved considerably. This being by development of new private estates and the investment programmes of Knowsley Housing Trust and other registered providers of social housing.

2.36 The Council, with the support of the Government’s New Deal for Communities programme, is promoting the comprehensive remodelling of an area in North Huyton. It currently involves demolition of about 1,200 former social rented dwellings and replacement by about 1,450 new dwellings in a mix of tenures. The high number of demolitions is, in the main, the result of the scale of

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\(^{20}\) Knowsley Annual Monitoring Report 2010 (Knowsley MBC, 2010)

\(^{21}\) Regional Planning Guidance for the North West (RPG13) (ODPM, 2003, page 69)
demolitions in the North Huyton and also in the Tower Hill (Kirkby) Action Area.

2.37 Development to replace the demolitions in North Huyton commenced in 2008 but the house building rate has been at a slower than anticipated due to the economic climate. Between April 2009 and March 2010, 282 dwellings were built across the Borough. This is significantly less than in recent years. There has, however, been a significant upturn in building rates between April and September 2010. As the number of completions increases and the number of demolitions decrease in North Huyton, the net number of completions is expected to increase significantly.

2.38 Once economic conditions allow, the Council intends to promote the remodelling of Tower Hill in Kirkby. This will include the construction of about 300 new dwellings.

2.39 Of the 64,570 dwellings in Knowsley, 2,875 (4.45%) are empty. Of the properties that are empty, the Private Sector has the largest proportion (65%). Registered Social Landlords account for 30% of which $\frac{2}{3}$ are designated for renovation or demolition through existing regeneration initiatives and $\frac{1}{3}$ are due to natural tenancy turnaround. The remaining 5% of empty properties are awaiting demolition or refurbishment as part of the North Huyton programme or are ex-boarding accommodation that is to be refurbished at Whiston Hospital. Knowsley, through its empty properties action plan, is seeking to support owners, landlords and registered social landlords in preventing properties from becoming vacant.

2.40 At 1st April 2009, there were 2,218 households on the Council’s housing waiting list of which 981 required one bedroom accommodation and 883 required two bedroom accommodation\textsuperscript{22}.

Affordable Homes

2.41 Table 2.9 shows the average price of residential property in Knowsley for March each year since 2002. House prices in March 2010 ranged between £69,745 (a decrease of £2,269 from March 2009) for a terraced house and £174,036 (a decrease of £5,661 from March 2009) for a detached property. The average price for all types of dwelling was £109,820, which was £3,572 (3.2%) lower than the previous year.

<table>
<thead>
<tr>
<th>Month</th>
<th>Detached (£)</th>
<th>Semi-Detached (£)</th>
<th>Terraced (£)</th>
<th>Maisonette / Flat (£)</th>
<th>All £</th>
<th>Sales Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar-02</td>
<td>98,355</td>
<td>56,682</td>
<td>39,416</td>
<td>46,564</td>
<td>62,064</td>
<td>157</td>
</tr>
<tr>
<td>Mar-03</td>
<td>118,844</td>
<td>68,489</td>
<td>47,627</td>
<td>56,264</td>
<td>74,992</td>
<td>182</td>
</tr>
<tr>
<td>Mar-04</td>
<td>154,858</td>
<td>89,244</td>
<td>62,060</td>
<td>73,314</td>
<td>97,718</td>
<td>216</td>
</tr>
<tr>
<td>Mar-05</td>
<td>189,555</td>
<td>109,240</td>
<td>75,964</td>
<td>89,740</td>
<td>119,612</td>
<td>136</td>
</tr>
</tbody>
</table>

\textsuperscript{22} Knowsley Strategic Housing Market Assessment 2010 (David Couttie Associates, 2010, page 148.)
<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar-06</td>
<td>195,890</td>
<td>112,891</td>
<td>78,503</td>
<td>92,740</td>
<td>123,610</td>
</tr>
<tr>
<td>Mar-07</td>
<td>204,378</td>
<td>117,782</td>
<td>81,905</td>
<td>96,758</td>
<td>128,966</td>
</tr>
<tr>
<td>Mar-08</td>
<td>209,963</td>
<td>121,001</td>
<td>84,143</td>
<td>99,402</td>
<td>132,490</td>
</tr>
<tr>
<td>Mar-09</td>
<td>179,697</td>
<td>103,559</td>
<td>72,014</td>
<td>85,074</td>
<td>113,392</td>
</tr>
<tr>
<td>Mar-10</td>
<td>174,036</td>
<td>100,297</td>
<td>69,745</td>
<td>82,394</td>
<td>109,820</td>
</tr>
</tbody>
</table>

Source: Land Registry House Prices dataset, extracted 7/9/2010

2.42 In general, pay levels for Knowsley residents are low. In July 2010 the average price for an entry-level house\(^{23}\) was 4.9 times the average annual pay for a full-time worker\(^{24}\).

2.43 At the time of the drafting of UDP policies, it was not considered necessary to include a policy requiring the provision of affordable housing. This was because of the substantial number of opportunities that existed for the provision of new owner occupied and shared ownership affordable housing as well as the transfer of stock between tenures. This position changed in line with renewed buoyancy in the North West’s housing markets before the recent recession.

2.44 The Borough’s Strategic Housing Market Assessment (SHMA)\(^{25}\) found that the Borough has a major housing affordability issue. It also found that Knowsley has an unbalanced housing stock with some parts of the Borough having shortages of some housing types, sizes and tenures while in other parts the same types are in excess. It found that there is a shortage of larger executive market homes, and smaller one-and two-bedroom units in the affordable sector. The SHMA also emphasises the need to provide housing which is suitable for occupation by older people.

2.45 While Knowsley retains a much higher than average percentage of social rented housing (over 30%)\(^{26}\), there is, in most areas, a healthy demand for the tenure as low income households struggle to afford market housing. Clearance of unpopular and poor condition social rented homes and modernisation in the remaining stock in recent years has also made it a more attractive proposition.

**Five-year land supply**

2.46 PPS3\(^{27}\) requires Local Planning Authorities to maintain a rolling five-year supply of deliverable land for housing. There are currently 2,820 dwellings with extant planning permission of which 233 are expected to be completed before 1 April 2011. Table 2.10 contains a summary of the number of residential dwellings that the Council believes are capable of being delivered within the five years from April 2011 to March 2016.

\(^{23}\) properties within the lowest quartile price bracket

\(^{24}\) Hometrack, 2010

\(^{25}\) Knowsley Strategic Housing Market Assessment 2010 (David Couttie Associates, 2010)

\(^{26}\) Dwelling Stock by Tenure and Condition (ONS, 2009)

\(^{27}\) Planning Policy Statement 3 (PPS3): Housing (DCLG, 2010)
Table 2.10 - Supply of deliverable land for housing within five years from April 2011

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected supply with extant planning permission as at 1 April 2011</td>
<td>2,587</td>
</tr>
<tr>
<td>Knowsley UDP allocations (Policy H2) without planning permission as at 30th September 2010</td>
<td>410</td>
</tr>
<tr>
<td>Knowsley UDP allocations (Policy H3) without planning permission as at 30th September 2010</td>
<td>300</td>
</tr>
<tr>
<td>Knowsley UDP allocations (Policy H4) without planning permission as at 30th September 2010</td>
<td>225</td>
</tr>
<tr>
<td>Expected total supply at April 2011</td>
<td>3,522</td>
</tr>
</tbody>
</table>

Source: Local Development Framework Team, Knowsley MBC

2.47 Of the sites allocated within the UDP Policy H2, former flats at Kipling Avenue (site H2), land at Thingwall Lane (site H4), Quarryside Drive (site H6), and Delph Lane / Two Butt Lane (site H7) have planning permission. In recognition of the need to remediate land at Thingwall Lane, it is considered that only 225 dwellings will be completed within the site during the next five years.

2.48 There is currently a land supply for 3,522 dwellings. This is in excess of five years needed to meet the Regional Spatial Strategy (RSS) requirement plus the current shortfall in completions from the RSS requirement. It is therefore considered that the Borough has at least a five-year supply of residential sites that are deliverable (available, suitable, and achievable).

2.49 A Strategic Housing Land Availability Assessment (SHLAA) has been produced to identify land that will be required for housing for the next 15 years. The study confirmed that the Borough has in excess of a five-year supply. It also found, however, the Borough has less than 10 years supply. This is well short of the 15 year supply that the Council is required to identify to support the Local Development Framework Core Strategy. The SHLAA had a base date of 2008. The Council is currently updating the SHLAA to a 2010 base date to ensure that it is up-to-date and that all sites, including potentially new sites, have been identified. The Council, along with neighbouring authorities, has also commissioned a Green Belt Study to assess the capability of areas that are currently within the designated Green Belt but that may be able to accommodate housing and employment development in the future.

Gypsies and Travellers and Travelling Showpeople

2.50 Planning Circular 1/2006 says that Regional Spatial Strategies should identify the number of pitches for Gypsies and Travellers that will be required in each local planning authority area. Targets should be set to reflect need identified through local authorities Gypsy and Traveller Accommodation Assessments.
Targets were not in the North West’s Regional Spatial Strategy (RSS), they were to be set in a partial review of the RSS. The partial review of the RSS was never published.

2.51 The 2008 Merseyside Gypsy and Traveller Accommodation Needs Assessment identified a need of five permanent pitches in the Borough and ten transit pitches across Merseyside. The Regional Strategy Technical Background Paper, however, found that the Borough has a need for ten permanent pitches and five transit pitches.

2.52 There are currently no authorised sites for Gypsies and Travellers or Travelling Showpeople accommodation in Knowsley.

Economy, Employment and Skills

2.53 Around 56,500 people are employed in the Borough. Over the last decade the main growth sectors have been in public services with, in 2008, the Public Administration, Education and Health sector accounting for over one third of all employment. The main employers in this sector were the local authority and Whiston Hospital. New investment has also expanded the employment base in the business services, ICT, creative, tourism, leisure, financial services, communications, logistics and distribution sectors.

2.54 The recent strong growth in employment reflects efforts by public and private sector partners to expand the business base and promote enterprise in the Borough resulting in substantial numbers of jobs being created. Key successes have been high profile inward investments by companies such as QVC, Vertex, and Sonae.

| Table 2.11 - Employment (2008) |
|-----------------|-----|-----|-----|
|                 | Knowsley | North West | GB |
|                 | Number | %  | %  | %  |
| Total employee jobs |       |     |     |    |
| Full-time        | 39,100 | 69.2| 69.1| 68.8|
| Part-time        | 17,400 | 30.8| 30.9| 31.2|
| Manufacturing    | 11,200 | 19.8| 11.6| 10.2|
| Construction     | 3,000  | 5.2 | 5.2 | 4.8 |
| Distribution, hotels & restaurants | 9,900  | 17.5| 23.5| 23.4|
| Transport & communications | 2,800  | 4.9 | 5.8 | 5.8 |

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28 Gypsy and Traveller Accommodation Needs Assessment Final Report (Salford Housing & Urban Studies Unit, 2008)
29 Technical Background Paper - Gypsies & Travellers and Travelling Showpeople Pitch Provision July 2009
30 2008 Annual Business Inquiry Employee Analysis (ONS, 2009)
31 Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)
2.55 The manufacturing sector (which accounts for 10% of businesses and more than 20% of total employment) has declined as a proportion of total jobs in recent years but still accounts for a higher proportion of jobs in Knowsley than it does at the national level\textsuperscript{32}. This is reflective of the Borough’s role in the automotive industry and its supply chain, as well as advanced manufacturing and engineering sub-sectors.

2.56 The sectoral shift has resulted in major issues for Knowsley's industrial areas where existing premises and associated infrastructure are no longer suitable resulting in high vacancy levels. Knowsley Industrial Park is a particular example of this\textsuperscript{33}.

2.57 The Sustainable Communities Strategy\textsuperscript{34} identifies that Knowsley’s economic performance still lags behind the UK and North West average. It identifies the need for a larger proportion of business premises to be designated for office use.

2.58 The Council’s Core Evidence Base Report\textsuperscript{35} identifies the relatively low levels of business start up rates as being a major issue.

Workforce

2.59 In 2001, 54,840 of the Borough’s residents were in employment, of whom 43% worked in Knowsley, and 47% worked in the rest of Greater Merseyside. 53,102 people worked in Knowsley, of whom 44% also lived in the area, and 48% lived in the remainder of Greater Merseyside.

2.60 Table 2.12 shows that Knowsley is under represented in managerial and professional occupations. It has the lowest representation in Greater Merseyside in these occupations. Professional occupations are at a level of less than \% of the rate for Great Britain.

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Knowsley</th>
<th>North West</th>
<th>Great Britain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finance, IT, other business activities</td>
<td>9,200</td>
<td>16.4</td>
<td>19.7</td>
</tr>
<tr>
<td>Public administration, education &amp; health</td>
<td>18,100</td>
<td>32.1</td>
<td>28.2</td>
</tr>
<tr>
<td>Other services</td>
<td>2,100</td>
<td>3.8</td>
<td>4.9</td>
</tr>
</tbody>
</table>

Source: ONS Annual Business Inquiry employee analysis

32 Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)
33 Delivering a New Future for Knowsley Industrial Park: A Strategic Framework (DTZ, Arup and Taylor Young, 2010)
35 Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)
Managers and senior officials & 6,700 & 10.8 & 14.6 & 15.7 \\
Professional occupations & 5,200 & 8.5 & 12.6 & 13.6 \\
Associate professional & technical occupations & 7,900 & 12.8 & 14 & 14.7 \\
Administrative and secretarial occupations & 8,900 & 14.4 & 11.5 & 11.2 \\
Skilled trades occupations & 6,500 & 10.5 & 10.4 & 10.4 \\
Personal service occupations & 6,400 & 10.3 & 8.9 & 8.6 \\
Sales and customer service occupations & 6,600 & 10.7 & 8.6 & 7.4 \\
Process, plant and machine operatives & 5,600 & 9 & 7.6 & 6.7 \\
Elementary occupations & 7,700 & 12.4 & 11.4 & 11.3 \\

Source: Annual Population Survey April 2009 to March 2010

The Borough has low average wage levels for residents and mismatch in wages between local residents and those working in the Borough. Table 2.13 shows the average weekly and hourly wage for residents in full-time employment. At £489, Knowsley residents receive £100 less than the average weekly wage for Great Britain. Although Knowsley residents receive the lowest average weekly wage on Merseyside, people who work in Knowsley receive the highest average weekly wage (£584)\(^\text{36}\).

<table>
<thead>
<tr>
<th>Table 2.13 - Residents Pay</th>
<th>Knowsley</th>
<th>North West</th>
<th>Great Britain</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(£)</td>
<td>(£)</td>
<td>(£)</td>
</tr>
<tr>
<td>Gross weekly pay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full Time Workers</td>
<td>488.9</td>
<td>543.2</td>
<td>590.4</td>
</tr>
<tr>
<td>Male Full Time Workers</td>
<td>530.7</td>
<td>592.8</td>
<td>646.9</td>
</tr>
<tr>
<td>Female Full Time Workers</td>
<td>434.9</td>
<td>470.5</td>
<td>503</td>
</tr>
<tr>
<td>Hourly Pay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Full Time Workers</td>
<td>12.6</td>
<td>13.96</td>
<td>15.13</td>
</tr>
</tbody>
</table>

36 ONS [from Nomis on 17 September 2010]
<table>
<thead>
<tr>
<th>Female Full Time Workers</th>
<th>11.71</th>
<th>12.65</th>
<th>13.47</th>
</tr>
</thead>
<tbody>
<tr>
<td>Source: Annual Survey of Hours and Earnings - resident analysis</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ONS Crown Copyright Reserved [from Nomis on 17 September 2010]</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Employment Land**

2.62 In order to secure the Borough’s employment growth, it is essential to ensure that a sufficient quantity of land will be available for employment purposes when it is required. In 2008, Knowsley Council, together with Halton, Sefton, and West Lancashire Councils jointly commissioned the BE Group to identify the future employment land requirements in the four districts. The report identified that Knowsley will need to identify an additional 95 to 111 hectares of employment land in the period up to 2026. It acknowledged, however, that up to 36 hectares could be provided through the remodelling of the existing employment areas.

2.63 As part of the study, the BE Group also undertook an assessment of the quantity and quality of land that was considered, by the Councils, to be available for employment use. Of the 156.77 ha of land that the Council considered to be suitable for future employment use, the BE Group considered 151.14ha to have a realistic prospect of development for employment purposes. It was considered that over half of this (83 hectares) was available or would be available within the following three years.

**Town Centres and Shopping**

2.64 Kirkby, Prescot and Huyton are the Borough’s main centres for shopping. They also provide an important range of local services. They are generally smaller than other town and city centres in neighbouring districts, particularly Liverpool to the west and St. Helens to the east. The Kirkby and Huyton centres date from the 1950s and 1960s while Prescot contains a much older historic core. A recent town centres and shopping study states that Knowsley’s town centres Huyton, Prescot and especially Kirkby are failing to perform well as locations for shopping, leisure and other town centres uses. They were considered to have very little in the way of an evening economy with no cinemas or theatres and have a very restricted range of restaurants. They also suffer from high levels of ‘leakage’ of expenditure to centres and "out of centre" retail parks outside of the Borough, particularly to Liverpool.

2.65 The Borough also contains smaller suburban district centres in Halewood, Stockbridge Village and Page Moss. A network of smaller local centres

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37 Joint Employment Land and Premises Study Halton, Knowsley, Sefton and West Lancashire (BE Group, 2010)
38 Joint Employment Land and Premises Study Halton, Knowsley, Sefton and West Lancashire (BE Group, 2010)
39 Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)
provide valuable neighbourhood shopping facilities. The shopping study\textsuperscript{40} suggests that these are experiencing difficulties.

**Transport**

2.66 Table 2.14 shows car ownership in 2001 when 41.8% of households did not have access to a car. This was the second highest in Greater Merseyside with only Liverpool having a lower car ownership levels. Table 2.15, however, shows that the Borough has a large proportion of persons in employment (excluding home workers) who travel to work by car (69%).

<table>
<thead>
<tr>
<th>Table 2.14 - Car Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Households with no cars or vans</td>
</tr>
<tr>
<td>Households with one car or van</td>
</tr>
<tr>
<td>Households with two cars or vans</td>
</tr>
<tr>
<td>Households with three cars or van</td>
</tr>
<tr>
<td>Households with four or more cars or vans</td>
</tr>
</tbody>
</table>

Source: 2001 Census

<table>
<thead>
<tr>
<th>Table 2.15 - Method of Travelling to Work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>Bus</td>
</tr>
<tr>
<td>Car / van</td>
</tr>
<tr>
<td>Cycle</td>
</tr>
<tr>
<td>Taxi</td>
</tr>
<tr>
<td>Train</td>
</tr>
<tr>
<td>Walk</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

Source: Countywide Household Travel Interview Survey 2008

\textsuperscript{40} Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)
2.67 In March 2000 the Department for Transport produced ‘Tomorrow’s Roads – Safer for Everyone’. It outlined the Government’s road safety strategy and put forward new casualty reduction targets to be achieved by 2010 when compared to 1994-1998 baseline average figures. The national targets are:

- a 40% reduction in the number of people killed or seriously injured in road accidents; and
- a 50% reduction in the number of children killed or seriously injured.

2.68 As a whole, Merseyside has agreed to a stretched target of a 55% reduction in the number of children killed or seriously injured. In order to achieve this Knowsley’s target has been stretched further to require a 64% reduction.

2.69 Tables 2.16 and 2.17 show the number of casualties for all people and also just for children. The average annual number of people killed or seriously injured in Knowsley between 1994 and 1998 was 98, while the corresponding figure for children was 29. Knowsley is therefore on target to achieve the reduction.

Table 2.16 - Number of people killed or seriously injured in Road Traffic Accidents

<table>
<thead>
<tr>
<th>District</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knowsley</td>
<td>53</td>
<td>63</td>
<td>66</td>
<td>56</td>
<td>53</td>
<td>57</td>
<td>56</td>
</tr>
<tr>
<td>Liverpool</td>
<td>339</td>
<td>303</td>
<td>282</td>
<td>230</td>
<td>195</td>
<td>180</td>
<td>204</td>
</tr>
<tr>
<td>St Helens</td>
<td>87</td>
<td>81</td>
<td>70</td>
<td>70</td>
<td>51</td>
<td>70</td>
<td>63</td>
</tr>
<tr>
<td>Sefton</td>
<td>106</td>
<td>121</td>
<td>94</td>
<td>100</td>
<td>89</td>
<td>100</td>
<td>87</td>
</tr>
<tr>
<td>Wirral</td>
<td>196</td>
<td>202</td>
<td>198</td>
<td>170</td>
<td>157</td>
<td>145</td>
<td>143</td>
</tr>
<tr>
<td>Merseyside</td>
<td>781</td>
<td>770</td>
<td>710</td>
<td>626</td>
<td>545</td>
<td>552</td>
<td>553</td>
</tr>
</tbody>
</table>

Source: 2020 Knowsley Ltd on behalf of Knowsley MBC

Table 2.17 - Number of children killed or seriously injured in Road Traffic Accidents

<table>
<thead>
<tr>
<th>District</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Knowsley</td>
<td>12</td>
<td>15</td>
<td>15</td>
<td>11</td>
<td>9</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Liverpool</td>
<td>68</td>
<td>64</td>
<td>62</td>
<td>43</td>
<td>39</td>
<td>31</td>
<td>20</td>
</tr>
<tr>
<td>St Helens</td>
<td>12</td>
<td>14</td>
<td>14</td>
<td>9</td>
<td>3</td>
<td>11</td>
<td>14</td>
</tr>
<tr>
<td>Sefton</td>
<td>12</td>
<td>19</td>
<td>17</td>
<td>11</td>
<td>15</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>Wirral</td>
<td>32</td>
<td>26</td>
<td>38</td>
<td>33</td>
<td>24</td>
<td>14</td>
<td>22</td>
</tr>
<tr>
<td>Merseyside</td>
<td>136</td>
<td>138</td>
<td>146</td>
<td>107</td>
<td>90</td>
<td>81</td>
<td>79</td>
</tr>
</tbody>
</table>

Source: 2020 Knowsley Ltd on behalf of Knowsley MBC

2.70 On 1 September 2010, the Council adopted the “Ensuring a Choice of Travel Supplementary Planning Document”. It seeks to guide development into the most sustainable locations and enhance provision of walking and cycling routes.

Road Network

2.71 Knowsley’s road network is one of its key assets and is one of the Borough’s strengths as a location to live, work and invest in. The M57 motorway and A5300 (Knowsley Expressway) provide the major north to south route through the Borough. The M57 also connects with the M62 motorway which runs to
the south of Huyton and Prescot and which crosses the North of England from Liverpool in the west to Hull in the east. A further west to east route is provided by the A580 (East Lancashire Road) which crosses the Borough to the south of Kirkby. Other routes include the A562, which provides a strategic route into Liverpool (including Liverpool John Lennon Airport) and Halton.

2.72 The third Local Transport Plan\textsuperscript{41} identified congestion hotspots in Knowsley including the A5300 Knowsley Expressway junction with the A561. It stated that there are already severe queuing problems at peak periods, especially for vehicles accessing the A561 southbound from the A5300.

2.73 The Government has announced the introduction of the Local Sustainable Transport Fund (LSTF). This will be the main source of additional funding for transport authorities. The aim of the fund is to help authorities deliver transport solutions that reduce production of carbon, improve the reliability of journey times, and enhance access to employment. The bid to the Department for Transport for LSTF has still to be produced but the third LTP states that it expects to include in the bid targeted packages of interventions designed to increase the attractiveness and accessibility of key employment sites such as Knowsley Industrial Park\textsuperscript{42}.

Rail and Bus Network

2.74 The Borough contains seven rail stations on four rail lines going to and from Liverpool City Centre. Huyton, Roby and Whiston stations are located on the Liverpool to Manchester Victoria line while Prescot station is on a branch of this line which terminates at Wigan. Halewood station is on the Liverpool to Manchester Piccadilly (via Warrington) line. Kirkby station is one of the terminal stations on the Merseyrail electric line and also provides a connection to Wigan. The Knowsley Rail Freight Terminal in the Knowsley Industrial Park is located on a branch line of the Kirkby to Wigan line. The fourth rail line to pass through the Borough is the West Coast Main Line which, although does not have a passenger station located in Knowsley, is used by the Jaguar / Land Rover plant as a freight transportation route.

2.75 Generally the bus service provision from east to west is good within the Borough with many routes going to and from Liverpool City centre. There is, however, a lack of routes between Knowsley’s towns.

2.76 Research from the Knowsley Young People’s Commission\textsuperscript{43} shows that many young people in Knowsley are concerned that the existing transport network does not adequately cater for their needs. A number of barriers to travel was identified:

- cost of public transport;
- availability of public transport;
- unwillingness to travel far from home; and

\textsuperscript{41} A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

\textsuperscript{42} A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

\textsuperscript{43} Knowsley Young People’s Commission - Unlocking the potential of young people in Knowsley (4Children, 2010)
• safety on public transport.

2.77 The Merseyside Disadvantaged Communities Study\(^{44}\) noted that maternity services are in Liverpool and Ormskirk and incur multiple changes of bus. Difficulties can be made worse if the mum already has other children and does not have access to childcare.

Walking and Cycling Network

2.78 Knowsley has a significant network of walking and cycling routes. Sections of the strategic footpaths and cycleways are of regional or national significance. This includes the Trans Pennine Trail from Southport to Kingston upon Hull via Halewood.

Transport Improvement Projects

2.79 Knowsley’s transport network has been subject to recent improvements, including investment in the M57 / M62 junction at Tarbock Island. Further transport infrastructure investment programmes are anticipated in the future. These include the electrification of the Liverpool to Manchester railway line and the long term aspiration of the Council and Merseytravel to create a new railway station at Headbolt Lane in Kirkby\(^{45}\).

2.80 A further project that would affect Knowsley is the proposed Merseytram scheme, whose network would connect Liverpool City Centre to Kirkby (Line 1) and Prescot (Line 2). This strategic project has been in the planning stages since 2002, and has Transport and Works Act approval for Line 1. It has been subject to significant delay due to funding issues but it remains a long term priority for both Merseytravel and the Council.

2.81 The planned expansion of Liverpool John Lennon Airport\(^{46}\) would also bring significant benefits to Knowsley’s transport network. An expanded passenger and freight transport service would offer further opportunities for air travel for local communities and businesses. The associated road and public transport investment, particularly the proposed Eastern Access Transport Corridor connecting the Airport with the A562 east of the Jaguar Land Rover Plant could also benefit Knowsley.

Natural Environment

2.82 The Borough’s natural environment and network of greenspaces is one of its greatest assets. The urban areas contain a network of open spaces of various types, which contribute hugely to the quality of life and health of

\(^{44}\) Merseyside Disadvantaged Communities Study Transport Research Report, LTP Support Unit, 2010

\(^{45}\) A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside, Merseyside Integrated Transport Authority, 2011

\(^{46}\) Airport Master Plan to 2030, Liverpool John Lennon Airport, 2007
Knowsley’s residents and the image of the Borough. They form part of what is sometimes referred to as "Green Infrastructure".

Figure 2.8 – Green Infrastructure

Green Belt

2.83 The Borough contains 4,644 ha of land that is designated as Green Belt. This represents 54% of the Borough.

2.84 PPG2\(^47\) states that there are five purposes of including land in Green Belts:
- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

\(^{47}\) Planning Policy Guidance 2: Green Belts, ODPM, 1995
2.85 The Green Belt also has recreational, health and environmental benefits.

**Green Spaces**

2.86 Knowsley has 16 established parks and gardens offering various formal and informal recreation opportunities. These are identified and subdivided within the Council’s Greenspace Strategy\(^{48}\) as follows:

- **Borough Parks**: Stadt Moers Park, Halewood Park and Court Hey Park.
- **High Level/Facilities Parks**: Mill Dam, Webster Park, Wignall Park, Knowsley Village Recreation Ground, Alt Park, Jubilee Park, Bowring Park, McGoldrick Park, Eaton Street Recreation Ground and Hall Lane Park.
- **Local Parks and Gardens**: St Chad’s Park, Sawpit Park and Henley Park.

2.87 A significant proportion of the parks are multi-functional and include a high proportion of natural and semi-natural woodland areas, together with 25 fixed children's playgrounds and five young people's facilities. Knowsley's urban areas also contain a further network of smaller scale open spaces, with the overall quantity being predominantly amenity greenspace. Many amenity greenspaces are, however, of relatively poor quality and too many, because of antisocial behaviour, are seen by the local community as a liability rather than an opportunity.

2.88 In 2009, the Borough contained eight open spaces that were managed to Green Flag Award standard (see Table 2.19). This represented 17.3% of the open space that was eligible for a Green Flag award. The Council’s Greenspace Strategy identifies key objectives for the protection and enhancement of green space including an additional five open spaces that, by March 2014, it intends will be managed to Green Flag Award standard. These are Jubilee Park in Huyton, Acornfield Plantation in Kirkby, Eaton Street Recreation Ground in Prescot, and Arncliffe Sports Ground and Halewood Park in Halewood\(^{49}\).

<table>
<thead>
<tr>
<th>Table 2.19 - Amount of open spaces managed to Green Flag Award standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Court Hey Park, Huyton</td>
</tr>
<tr>
<td>Henley Park, Whiston</td>
</tr>
<tr>
<td>King George V Playing Fields, Huyton</td>
</tr>
<tr>
<td>Knowsley Cemetery, Whiston</td>
</tr>
<tr>
<td>McGoldrick Park, Huyton</td>
</tr>
<tr>
<td>Millbrook Park Millennium Green, Kirkby</td>
</tr>
<tr>
<td>St. Chad’s Gardens, Kirkby</td>
</tr>
<tr>
<td>Sawpit Park, Huyton</td>
</tr>
</tbody>
</table>

Source: Directorate of Neighbourhood Delivery, Knowsley MBC

\(^{48}\) The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

2.89 An audit of Knowsley's open space provision identified that the Borough has a significant quantitative provision of green spaces. There is, however, an unevenness of distribution in the quantity and accessibility of green spaces. The quality of green spaces also varies with many in a poor condition. Some of Knowsley's amenity greenspaces, are extremely small with a shape that provides little functional use. They have often been left over from developments with little thought being given as to how they fit into the neighbourhood. This has led to underuse and anti-social behaviour.

2.90 In November 2007 the Council adopted a Supplementary Planning Document (Greenspace SPD) containing minimum standards for the quality, quantity and accessibility of different forms of greenspace in the urban area. The general principle is that where there is a "surplus" of a particular type of greenspace there may be scope to redevelop some of the areas for other uses. This is not the case where the area is in "deficit". The approach aims to ensure that investment in the Borough's urban greenspaces is targeted to those areas in greatest need. The Greenspace SPD has been utilised to draw out appropriate contributions from developers to help improve the quantity, quality and accessibility of the Borough's greenspaces.

2.91 The Council is currently undertaking a new audit of open spaces to highlight areas in the Borough facing the greatest quantitative need for different types of greenspaces. It is also identifying areas where spaces are in need of improvement in quality or made more accessible.

Sites of Environmental Importance

2.92 Knowsley does not have any Sites of Special Scientific Interest, Special Areas of Conservation, Special Protection Areas, or Ramsar sites. It does, however, have a number of locally designated sites consisting of 64 Local Wildlife Sites (formerly Sites of Biological Interest), 6 Local Geological Sites (formerly Sites of Local Geological Interest), of which 4 overlap with Local Wildlife Sites; and 1 Local Nature Reserve. Table 2.20 shows a summary of their general location. Appendix A contains a full listing of sites. Details of all site evaluations can be obtained by contacting the Council's Directorate of Regeneration, Economy and Skills.

<table>
<thead>
<tr>
<th>Site Location:</th>
<th>Local Wildlife Sites</th>
<th>Local Geological Sites</th>
<th>Local Nature Reserve</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Kirkby</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>South Kirkby</td>
<td>12</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Prescot, Whiston and Cronton</td>
<td>25</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>North Huyton</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>South Huyton</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Halewood</td>
<td>15</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Knowsley Replacement Unitary Development Plan (2006)

50 Greenspace Standards and New Development Supplementary Planning Document, Knowsley MBC, 2007
2.93 Each year, Merseyside Environment Advisory Service (MEAS) monitors a number of sites as part of a rolling programme of all sites. Problems with rubbish and tipping are often reported as are invasive species such as Japanese Knotweed and Spanish Bluebell. Although no management can be a valid tool for some conservation aims, lack of management is considered by MEAS to have had a negative impact on some of the sites.

**Biological river water quality**

2.94 Table 2.21 shows an assessment of the quality of biological life in the River Alt. It is produced by comparing the number of small animals and insects in a sample of water with water from an unpolluted river. It shows that, since at least 2000, the biological quality of the river has been "Poor". It has a very high level of nitrates and excessively high levels of phosphates.

<table>
<thead>
<tr>
<th>Table 2.21 - Biological River Water Quality</th>
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<tbody>
<tr>
<td>------</td>
</tr>
<tr>
<td>Overall</td>
</tr>
<tr>
<td>Nitrates</td>
</tr>
<tr>
<td>Phosphates</td>
</tr>
</tbody>
</table>

Source: Environment Agency [accessed 21 September 2010]

**Chemical river water quality**

2.95 Table 2.22 - shows an assessment of the amount of ammonia and oxygen in the River Alt.

<table>
<thead>
<tr>
<th>Table 2.22 - Chemical River Water Quality</th>
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<tbody>
<tr>
<td>------</td>
</tr>
<tr>
<td>Ammonia</td>
</tr>
<tr>
<td>Dissolved Oxygen</td>
</tr>
</tbody>
</table>

Source: Environment Agency [accessed 21 September 2010]

2.96 The level of dissolved oxygen in the River Alt has increased significantly since 2000 and is now in the highest classification. After five years of "Good" levels of ammonia, the levels have increased in the last two years.
Land at risk from flooding

2.97 The Environment Agency has produced maps of areas that are considered to be at risk of flooding. The maps do not take account of the effect of any future climate change. Knowsley has 269 ha of land in Floodzone 3, that is land with a probability of flooding on average more than once in 100 years, and a further 166 ha of land in Floodzone 2, that is land with a probability of flooding on average between once in 100 and once in 1000 years.

Figure 2.23 – Land at Risk of Flooding

2.98 PPS25\textsuperscript{51} states that local planning authorities should undertake a Strategic Flood Risk Assessment (SFRA) to inform the preparation of their Local Development Documents. SFRAs refine the information provided by Environment Agency flood maps, taking into account flooding from all sources.

2.99 A joint SFRA for Knowsley and Sefton was completed in 2009. In Knowsley it will now inform the preparation of the Core Strategy and subsequent Development Plan Documents. It will also provide a framework for the future direction of development within the Borough.

\textsuperscript{51} Planning Policy Statement 25: Development and Flood Risk, DCLG, 2010
2.100 The SFRA demonstrates that Flood Zone 3 could increase as a result of climate change and spread into existing residential and commercial areas.

Air

2.101 Part IV of the Environment Act requires that local authorities assess the air quality in their area against national objectives. Where air quality in an area fails to meet these standards, the authority must declare an Air Quality Management Area and devise an Air Quality Action Plan. Knowsley monitors air quality through specialist equipment, examining planning applications and regulating certain industrial sites to ensure that all Air Quality Objectives are met. There are no Air Quality Management Areas within the Borough.

Minerals and Waste

Minerals

2.102 Knowsley has a long history of minerals exploitation such as the mining of coals and clay extraction for brick making. With the exception of Cronton Clay Pit, the operations have now ceased. A study of minerals resources recommended that the Cronton Clay Pit and surrounding area be safeguarded from other forms of development which could sterilise it as a resource. The Coal Authority has also indicated that coal resources still exist under a large part of the Borough. Although the scope for these resources to be realistically extracted in the future is unclear at present, there is a need to consider whether new development should be prevented where it would sterilise the future extraction of these resources, or indeed would be endangered by the presence of existing mining infrastructure.

Waste Management

2.103 The Joint Merseyside Waste Development Plan Document (Waste DPD) is being prepared by Merseyside Environmental Advisory Service on behalf of Knowsley and the other Councils in Greater Merseyside. The Waste DPD is concerned with the scale, location and type of facilities required to manage all types of waste in Merseyside and Halton. It will guide future development of waste management and treatment facilities by identifying the most suitable sites across the sub-region and allocating these sites for waste management uses. The Waste DPD will allocate two types of sites: sites for sub-regional facilities (capable of supporting the larger and more complex facilities), and sites for district-level facilities (suitable for smaller waste management operations). It will also provide a policy framework to help deliver a more sustainable future for Merseyside and Halton’s waste management needs by moving waste management away from reliance on landfill and towards the use of more sustainable technologies.

53 Coal Mining Development Referral Areas, The Coal Authority, 2010
2.104 Table 2.24 shows the amount of household waste arisings managed by management type. In 2008/9, 74.9% of Knowsley’s household waste was disposed of via landfill - down from 81.6% the previous year.

<table>
<thead>
<tr>
<th>Table 2.24 - Amount of household waste arising, and managed by management type</th>
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<tbody>
<tr>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>Tonnes</td>
</tr>
<tr>
<td>Landfill</td>
</tr>
<tr>
<td>Incineration with Energy from Waste</td>
</tr>
<tr>
<td>Incineration without Energy from Waste</td>
</tr>
<tr>
<td>Recycled / composted</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Total waste arisings</td>
</tr>
</tbody>
</table>

Source: Directorate of Neighbourhood Services, Knowsley MBC

2.105 During October 2009 the Council introduced a food waste recycling service. Over 7,000 households opted to participate in the scheme resulting in 329 tonnes of food waste being diverted from landfill during the period October 2009 – March 2010. It is anticipated that more residents will opt in to the scheme during 2010/11 thereby diverting additional biodegradable waste from landfill.

The Historic Environment

2.106 Knowsley has a varied built environment, including the historic town of Prescot and also including a number of other smaller settlements. The newer parts of the Borough, however, are characterised by their suburban character typical of urban development from the 1920s and 1930s as well as more recent municipal and private sector estates. The employment and housing areas of the Borough are generally highly segregated, being split into large industrial areas (such as Knowsley Industrial Park) and large residential areas, often centred on town or district centres. The rural villages within the Borough, including Knowsley Village, Cronton and Tarbock are notable for their more rural character, comprising a higher proportion of historic properties than elsewhere in the Borough. There is a strong local sense of place evident in some of the older parts of the Borough based for example on the use of local red sandstone and red brick in the buildings.
2.107 A Listed Building is a structure which is included on a statutory list because it is recognised for its special architectural or historic interest. In the last year St. Mary's C of E Church in Knowsley Village has been re-graded to Grade II*. Knowsley now contains 121 listed buildings of which 1 is Grade I, 4 are Grade II*, and 116 are grade II. The listed buildings range from large buildings of grandeur such as Knowsley Hall to places of worship and railway bridges. There are no listed buildings in Knowsley on the national buildings at risk register54. Appendix B contains details of individual listed buildings.

2.108 A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. They are often focused on Listed Buildings; but not always. It is the overall character of the area which the designation of a Conservation Area seeks to preserve or enhance, rather than just the individual buildings.

2.109 Knowsley has fifteen conservation areas of which two, Prescot Town Centre and South Park Road, Kirkby, are considered by English Heritage to be at risk. Their condition is described as "Very Poor" which is "expected to deteriorate"55. The Council is actively seeking to identify potential funding for the enhancement of the Prescot Town Centre Conservation Area. The funding would be used to repair buildings and the reinstatement of historic features.

Conservation Areas
Prescot Town Centre
Old Hall Lane, Kirkby
Ingoe Lane, Kirkby
Ribblers Lane, Kirkby
South Park Road, Kirkby
North Park Road, Kirkby
Huyton Church, Huyton
The Orchard, Huyton
Victoria Road/Church Road, Huyton
Roby, Huyton
Halewood Village
Knowsley Village
Tarbock Village
Tarbock Green
Town End, Cronton

2.110 Three of the conservation areas are designated as Article 4 conservation areas where certain permitted development rights have been withdrawn. These are Ingoe Lane, Kirkby; Huyton Church, Huyton; and Knowsley Village.

2.111 In 2005 a Conservation Area Appraisal was drafted for each area. The purpose of a Conservation Area Appraisal is to re-assess the area's character and note any changes which have occurred since its designation. This includes new developments or changes to specific buildings and streetscapes. The Conservation Areas will be re-assessed in 2010/11.

54 Heritage at Risk Register 2010 / North West, English Heritage, 2010
55 Heritage at Risk Register 2010 / North West, English Heritage, 2010
2.112 As part of the continuing process it is intended that conservation management plans will be drafted for each of the conservation areas. They will include management proposals for a five year period.

2.113 There are currently no designated ancient monuments in Knowsley. Merseyside Archaeological Services have ownership of the Sites and Monuments Record (SMR) and are contracted by the Council to update and manage the data sets.
3. **Huyton and Stockbridge Village Spatial Profile**

**Introduction**

3.1 Huyton together with Stockbridge Village is located in the centre of the Borough and, with a population of 59,000, is the largest of Knowsley’s townships. The built up area of Huyton is contiguous with the suburbs of Liverpool to the west and is well connected to other areas by road, rail, and local bus services.

3.2 The area is mainly suburban in character, with a number of residential neighbourhoods including Roby and Stockbridge Village. The main employment areas are Huyton town centre, which is the main administrative centre for the Borough, and the Huyton and King’s Business Parks.

**Historical Context**

3.3 Huyton gets its name from the medieval Hitune, literally meaning High Town. It is believed that the present Parish Church, which stands at the town’s
highest point, may have Saxon origins. Huyton was rural in character until the industrial revolution when quarrying and various industrial works were established and dwellings were built for its workers. The Liverpool to Manchester railway has operated since 1830 with a station at Huyton. After the second World War areas of planned Liverpool overspill development took place, most notably in North Huyton. The central parts of the original Huyton village were redeveloped in the 1960’s when the present town centre was built.

**Population**

3.4 Huyton's overall population structure is similar to that of the Borough as a whole. Within the area, however, there are significant differences in age structure, with North Huyton having a younger population structure than South Huyton.

![Population Structure](image)

Source: 2005 Mid Year Estimates, ONS

3.5 Life expectancy is longer in South Huyton. In North Huyton men can expect to live to 74.1 years and women to 77.8 years, while in South Huyton men can expect to live 1.6 years longer and women 3.8 years longer.

3.6 This split between North and South Huyton is reflected in other measures of health and well being. In North Huyton 39.1% of people have a limiting long-term illness while in South Huyton the figure is 30.8%. Similarly, prevalence of smoking, unsafe alcohol consumption, obesity and diseases like cardiovascular disease and cancer are higher in North Huyton than in South Huyton.
Deprivation

3.7 South Huyton is one of the more affluent areas within the Borough while the North Huyton and Stockbridge Village areas have significant social issues related to deprivation. Rates of economic activity are particularly low in North Huyton and Stockbridge Village where just 56% of the area's working age population is economically active. A large proportion of these (17%) are unemployed. North Huyton and Stockbridge Village also have extremely high proportions of social rented housing (nearly 50%) and the area overall is dominated by three bedroom terraced and semi-detached housing. Like all areas of Knowsley, housing affordability is an established problem. This not only includes where house prices are comparatively high, that is South Huyton, but also where house prices and rents are comparatively low. This is due to the relatively poor wages and employment levels in the area.

3.8 North Huyton New Deal for Communities is a regeneration programme that is investing £55.8m of Government funds into the North Huyton area. Its aim is to tackle unemployment, poor examination results, ill health, poor housing and crime and disorder. The area is designated within the current Unitary Development Plan as an Action Area and this is supported by a Supplementary Planning Document. A comprehensive regeneration programme is being undertaken in North Huyton which includes substantial replacement of houses. A new Centre for Learning was opened in North Huyton as part of the regeneration scheme under the Council's Future Schooling programme.

Economy, Employment and Skills

3.9 Huyton plays an important role in the Borough’s economy. In addition to being the Borough’s administrative centre, it also contains the Huyton and King’s Business Parks. The King’s Business Park was a strategic site in the Regional Economic Strategy and is now almost fully complete. It provides a high quality location for new businesses focusing on high technology sectors. Huyton Business Park provides a location for more general industrial and office uses, but also has limited availability of land for further expansion.

Town Centre and Shopping

3.10 Huyton town centre was redeveloped in the 1960s. In recent years it has expanded with the development of a new ASDA Walmart superstore, the Cavendish Walk retail development, and a new bus station. It provides a range of local services, including health facilities, and is the main location for the Council’s offices. A leisure centre is located near to the town centre. This is due to be replaced in the next few years by a new sports and leisure centre on a redundant school site in Longview Drive.

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56 Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)
57 North Huyton Action Area Supplementary Planning Document (BDP Planning, 2007)
3.11 The Town Centres and Shopping Study\textsuperscript{58} found that Huyton town centre has a high customer satisfaction for the range and quality of shops in the centre. It identified, however, a limited evening economy. Although Huyton has been improving its retail performance there is little evidence that it attracts any significant trade from the wider area outside its immediate catchment. The study also identified that the smaller centre serving Stockbridge Village is suffering from severe problems including difficulties in letting units, a failure to meet the needs of the local community, and high levels of anti-social behaviour. Development has commenced on a scheme that will comprehensively regenerate the Stockbridge Village centre. The scheme is a partnership between the Council and Villages Housing.

3.12 Huyton also contains smaller scale shopping facilities at Liverpool Road (also known as Page Moss) in North Huyton. The centre is heavily reliant on shoppers from the immediate area. Huyton has a further eight local shopping centres plus four smaller parades. The Town Centres and Shopping Study\textsuperscript{59} suggests that local centres at Hillside Road, Longview Drive and Manor Farm Road, and the parade at Greystone Road are experiencing significant difficulties.

**Transport**

3.13 Huyton benefits from close proximity to the Borough’s strategic road network, including the junctions of the M57 and M62 motorways. There is therefore good road connectivity north to south within the Borough, and east to west to Liverpool City Centre and St. Helens. The third Local Transport Plan identified congestion hotspots in Knowsley including the A5300 Knowsley Expressway junction with the A561\textsuperscript{60}. It stated that there are already severe queuing problems at peak periods, especially for vehicles accessing the A561 southbound from the A5300.

3.14 The east to west connectivity is supported by the Liverpool to Manchester rail route, with both Huyton and Roby stations being situated on this line. A further rail station at Broad Green, just to the west of the Borough boundary, also serves part of the area.

3.15 Huyton’s local transport connections include walking and cycling routes, as well as bus services which connect the area with Liverpool and St. Helens, as well as locations within the Borough such as Prescot.

\textsuperscript{58} Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

\textsuperscript{59} Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

\textsuperscript{60} A New Mobiliy Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)
Natural Environment

3.16 Huyton and Stockbridge Village is surrounded on three sides by Green Belt. It contains three of the Borough's eight open spaces that are managed to Green Flag Award standard. These are Court Hey Park, King George V Playing Fields and McGoldrick Park. Jubilee Park is being targeted by the Council with the aim of bringing it up to Green Flag Award standard. The area also contains a network of greenspace including the strategic link from the southern part of Stockbridge Village to Huyton Town Centre via the Alt Corridor. The network contains two of the area's nine Sites of Biological Interest. These are important for sustaining valuable biodiversity (flora and fauna).

3.17 The Huyton and Stockbridge Village area has a surplus of both parks and amenity greenspace when compared to the Unitary Development Plan’s open space standards. The areas of amenity greenspace are, however, often small and of poor quality. There are three allotments in the area, all of which are well used.

3.18 The Environment Agency considers the River Alt near Seth Powell Way to be an area at risk of flooding. Part of Huyton Business Park, near Logwood Mill Brook, is also considered to be at risk of flooding. This includes part of the land to the east of Roscoe’s Wood - a gateway location allocated in the Unitary Development Plan for Business (B1) and General Industry (B2) uses.

Historic Environment

3.19 Huyton contains 31 listed buildings of which 30 are Grade II and one is Grade II*. It also contains four Conservation Areas at Huyton Church, The Orchard, Victoria Road and Huyton Church Road, and in Roby.

Key Issues and Opportunities

3.20 The key issues concerning the Huyton and Stockbridge Village area are considered to be:
- high deprivation levels, including health inequalities, worklessness and high crime rates;
- the need to promote a mixed and balanced housing offer including affordable housing in South Huyton;
- limited space for accommodating new employment development in Huyton Business Park and King's Business Park;
- the limited evening economy and the environmental enhancements needed in Huyton Town Centre;
- the need to protect strategic greenspace links, including the Alt Corridor, and improve areas of poor quality greenspace;
- support for the provision of a major new sports and leisure facility; and
- the potential for some areas to flood.

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61 see Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)
3.21 The key **opportunities** concerning Huyton and Stockbridge Village are considered to be:

- the continuation of the North Huyton regeneration programme including residential clearance and provision of new dwellings, employment and community facilities;
- the regeneration Stockbridge Village centre including new shops, community and leisure facilities, and a primary school;
- improvements to the quantity and quality of retail and other uses in Huyton town centre; and
- enhancement of the quality of the environment which should include "designing out crime" principles.
4. Kirkby Spatial Profile

Introduction

4.1 Kirkby is located in the north of the Borough and, with a population of 42,000 is the second largest settlement in Knowsley. It is a free standing town separated from Liverpool to the west by a narrow strip of Green Belt. It is easily accessible from the M57 and M58 motorways and is served by a local bus station a railway station on the Liverpool / Wigan line.

4.2 The area is mainly suburban in character and includes the residential neighbourhoods of Kirkby Park, Tower Hill, Northwood, Westvale and Southdene.
Historical Context

4.3 The name Kirk-by means Church and Settlement and it is believed that a simple chapel existed in the Kirkby area at about 870AD. The area's rural landscape was largely undeveloped with only sporadic groups of buildings until the mid 20th century. During the second World War, the Government built a munitions factory on what is now known as Knowsley Industrial Park. In 1942, the munitions factory had a workforce of 20,000. The area subsequently became one of the largest industrial estates in the country employing 26,000 people at its peak in the early 1970s.

4.4 During the 1950s large amounts of Council housing were built in Kirkby to provide replacement housing for Liverpool's slum clearance programme. Although Kirkby did not achieve its target population of 70,000, the town grew to a population of over 50,000 by 1961 before declining by about 20% and then stabilising at 42,500 by 1991.

Population

4.5 Of the four township areas, Kirkby has the highest proportion of children aged 0 - 14 and it also has the highest proportion of pensioners. North Kirkby has a younger population structure than south Kirkby.

4.6 Kirkby has significant health issues particularly in the south where life expectancy is the lowest in the Borough for both males (73.8 years) and females (77.5 years). This is significantly lower than the national averages (of

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63 Area Partnership Board Profiles, The Knowsley Partnership, 2008
77.7 and 81.8 respectively). It is among the highest in Knowsley for the prevalence of smoking, poor diet, obesity and teenage conception\textsuperscript{64}.

4.7 Kirkby had the highest instance of recorded crime in the Borough (45.3 crimes per 1000 people). The Borough average is 39.9 crimes per 1000 people\textsuperscript{65}.

**Deprivation**

4.8 Rates of economic activity are low in Kirkby where just over 60% of the area's working age population is economically active. Kirkby has high levels of deprivation with the majority of area falling within the most deprived 5% in the country\textsuperscript{66}.

4.9 There is a relatively limited choice of housing types in Kirkby. The proportion of social rented housing is high with very high concentrations within the Tower Hill, Northwood and Westvale neighbourhoods. The housing stock in Kirkby is dominated by three bedroom terraced and semi-detached housing. There are widespread problems of housing affordability in Kirkby, despite the relatively low house prices. This is due to exceptionally low average household income in the area\textsuperscript{67}. Proposals to comprehensively regenerate the Tower Hill area, including developing new houses, remain one of the Council’s long term commitments.

**Economy, Employment and Skills**

4.10 More than 16,700 people are employed in Knowsley Industrial Park and the adjoining Knowsley Business Park. The Business Park, although contiguous with the Industrial Park, is within the Prescot, Whiston, Cronton and Knowsley Village township area. Generally the southern portion of Knowsley Industrial Park (between South Boundary Road and the East Lancashire Road A580) has been most recently developed with a range of modern large, small and prestigious units. The area to the north of South Boundary Road is, generally, more dated. The Council and the North West Development Agency jointly commissioned consultants to provide advice on the future possibilities for Knowsley Industrial Park. From this a framework is being developed to improve the accessibility and attractiveness of the Industrial Park. It will include identification of areas of opportunity and potential re-modelling\textsuperscript{68}.

**Town Centres and Shopping**

4.11 Kirkby town centre was built in the 1960s and provides shops and a market, mainly for local residents. It also provides a range of local services including a health centre, council offices and a large office presence by Barclaycard.

\textsuperscript{64} Area Partnership Boards Health Profile 2009, Knowsley Public Health Intelligence Team, 2009
\textsuperscript{65} Merseyside Police Crime Statistics, Merseyside Police, 2010
\textsuperscript{66} Knowsley MBC: Core Evidence Base Report, Regeneris Consulting Ltd, 2007
\textsuperscript{67} Knowsley Strategic Housing Market Assessment, David Couttie Associates, 2010
\textsuperscript{68} Delivering a New Future for Knowsley Industrial Park: Strategic Framework, DTZ, Arup and Taylor Young, 2010
There is a bus station within the town centre, with the train station (with park and ride facilities) approximately 1 km to the centre's north west.

4.12 The town centre has had very little investment and consequently has a poor quality environment. The main ‘anchor’ food retailer vacated its town centre premises in the 1970s and the store remains empty. The town centre has a strong local and discount retail focus and is under performing. The Merseyside Disadvantaged Communities Study\textsuperscript{69} noted that the lack of a large central supermarket meant that some people felt ‘trapped’ into paying to travel further or use more expensive local independents who have a narrower choice of products.

4.13 A new leisure centre has recently been opened close to the town centre. The Town Centres and Shopping Study\textsuperscript{70} identified a need for new development in the centre.

4.14 Outline planning permission was granted in March 2011 that, if implemented, will regenerate Kirkby Town Centre. The permission is for a mixed use development including a foodstore, retail shops, food and drink uses, professional and financial services, pubs / bars, hot food take away, and a replacement health centre and library in the Town Centre and on land adjoining it.

4.15 Kirkby has five local centres plus six smaller parades. The Town Centres and Shopping Study\textsuperscript{71} suggests that existing local centres at Bewley Drive / Broad Lane, Old Rough Lane, and Moorfield, and the parades at Kennelwood Avenue, Loweswater Way, and Richard Hesketh Drive are experiencing significant difficulties. The study reported that the local centre at Park Brow Drive and the parade at Old Farm Lane are considered to be no longer commercially sustainable in their current format.

**Transport**

4.16 Kirkby is well connected to the motorway network via the M57 which runs north to south through the centre of the Borough. The East Lancashire Road (A580) runs along the southern boundary of Kirkby and provides good road access to Liverpool.

4.17 Kirkby's rail station is a strategic asset that offers good access to Liverpool (via the Merseyrail electrics system) and to Wigan. The Council and Merseytravel have long term aspirations to extend the Merseyrail electrics system and create a new railway station at Headbolt Lane in Kirkby\textsuperscript{72}.

\textsuperscript{69} Merseyside Disadvantaged Communities Study Transport Research Report, LTP Support Unit, 2010
\textsuperscript{70} Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks, Roger Tym & Partners, 2009
\textsuperscript{71} Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks, Roger Tym & Partners, 2009
\textsuperscript{72} A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside, Merseyside Integrated Transport Authority, 2011
4.18 Bus provision to employment areas is perceived to be poor. Under the proposed Merseytram scheme, Kirkby was to be connected to Liverpool City Centre via “Line 1” of the tram system. This would represent a major opportunity for the area to strengthen transport links with the industrial park and the City Centre, as well as northern parts of the City.

4.19 The Knowsley Rail Freight Terminal is located within Kirkby towards the northern end of the Knowsley Industrial Park. This facility represents a strategic opportunity for the town to expand its role in the logistics and freight transport sectors offering an alternative to road-based freight distribution.

4.20 Like the other areas within Knowsley, Kirkby benefits from accessibility to the walking, cycling and Public Rights of Way networks in the Borough.

**Natural Environment**

4.21 Through Kirkby there is a network of green space linking Tower Hill to the north of Kirkby with the town centre and linking southwards alongside Valley Road towards the M57. The network forms an important strategic link encouraging people to walk and cycle and also sustaining valuable biodiversity (flora and fauna).

4.22 Kirkby contains 15 sites of biological interest, two sites of Local Geological Interest, and a local nature reserve. Of the eight open spaces in the Borough that are managed to Green Flag Award standard, two are in Kirkby. These are Mill Brook Park, Millennium Green, and St. Chad's Gardens. Acornfield Plantation is being targeted by the Council with the aim of bringing it up to Green Flag Award standard73.

4.23 When compared to the Unitary Development Plan’s open space standards74, Kirkby has a large provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour.

4.24 There are some areas of Kirkby at risk of flooding alongside Kirkby Brook and Simonswood Brook where about 280 dwellings have been identified as having a greater than a 1 in 100 chance each year of flooding.

**Historic Environment**

4.25 Kirkby contains 34 listed buildings of which 33 are grade II and one is grade II*. It contains five conservation areas of which one, South Park Road, is considered to be at risk75.

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73 The Knowsley Green Space Strategy 2010-2014, Knowsley MBC, 2010
74 Greenspace Standards in New Development Supplementary Planning Document, Knowsley MBC, 2007
75 Heritage at Risk Register 2010 / North West, English Heritage, 2010
Key Issues and Opportunities

4.26 The key issues concerning Kirkby are considered to be:
- deprivation levels are among the highest in the country, including, worklessness, low educational attainment and high crime rates;
- significant health inequalities and low life expectancy;
- high concentrations of social housing with a limited choice of housing types;
- Kirkby's access to the motorway network is very good, but public transport accessibility is perceived to be poor;
- the town centre has had very little investment, has a poor quality environment and is significantly under-performing;
- the majority of the local shopping parades in Kirkby are experiencing significant difficulties;
- there is a large provision of amenity greenspace but many of these are of poor quality; and
- there is a need to protect and enhance environmental and historic assets, including the conservation areas within Kirkby, of which one is considered to be at risk.

4.27 The key opportunities concerning Kirkby are considered to be:
- the potential regeneration of the town centre;
- the comprehensive regeneration of Tower Hill;
- potential improvements and re-modelling of Knowsley Industrial Park; and
- enhancement of the network of green spaces that form a strategic link between Tower Hill and the M57 via the town centre.
5. Prescot and Whiston Cronton Knowsley Village Spatial Profile

Introduction

5.1 The Prescot, Whiston, Cronton and Knowsley Village area has a population of 28,600 and is located in the centre of the Borough to the east of Huyton.

5.2 Prescot is physically linked to Whiston which, although a mainly residential area, contains a major employer - Whiston Hospital. Whiston does not have a town centre of its own but its close links to Prescot mean that the two towns can be regarded as a combined entity. Prescot and Whiston are connected to the suburban areas of St. Helens to the east.

5.3 Knowsley and Cronton Villages lie to the north and south respectively of Prescot / Whiston. Their urban areas are tightly constrained by areas designated as Green Belt.
Historical Context

5.4 Prescot is believed to be Anglo-Saxon in origin, when it was called Prescota - cot meaning a Priest Cottage. Although the Parish Church has earlier origins, the establishment of a number of potteries in the 14\textsuperscript{th} century along with coal mining provided an important stimulus to the town. Prescot also developed as a thriving market town. The plot layout, street pattern and several buildings of medieval Prescot still survive in the town centre.

5.5 The 18\textsuperscript{th} century brought considerable changes to the town with a growth in the number of craft industries especially watchmaking, toolmaking and the potteries. This resulted in increased prosperity and a rise in population. Georgian properties are still evident in the town centre, indicating this heritage. The watchmaking industry in Prescot, in particular, rose to one of national and international significance.

5.6 The late 19\textsuperscript{th} century saw the emergence of a cable making industry, located to the south of Prescot town centre. BICC became the major employer in the town, although in recent years the industry has contracted considerably. The former BICC site has since been partly redeveloped with retail units, housing and small industrial / warehousing and office units. Large vacant industrial buildings stand on a substantial remaining portion of the former cable industry site.

5.7 Whiston is historically linked with coal mining, pottery and later brick making. With the exception of Cronton Clay Pit, these industries have since ceased. The coal mining heritage is still evident in the area with the remnant spoil heaps of Cronton Colliery. Whiston is home to a major hospital providing a wide range of accident and emergency, and in / out patient care services to residents of Knowsley and St. Helens.

5.8 Knowsley Village is the largest of the villages with a population of 2,735. It developed as an estate village for nearby Knowsley Hall. Since the second World War it has grown significantly with a new housing estate to the east of the original village.

5.9 Cronton village has a population of 1,400. Its rural village origins are evident from its collection of buildings dating from the 17\textsuperscript{th} to the 19\textsuperscript{th} century. As with Knowsley Village, the main expansion of the settlement occurred in the 20\textsuperscript{th} century with the development of housing estates to the south of the village core.

Population

5.10 Of the four townships areas, Prescot, Whiston, Cronton and Knowsley Village has the highest proportion of persons aged 15 - 59. The area has a lower proportion of children aged 0 -14 and also pensioners than in the Borough as a whole\textsuperscript{76}.

\textsuperscript{76} Area Partnership Board Profiles (The Knowsley Partnership, 2008)
5.11 Relatively, the residents in this area experience a lesser degree of health and well being issues, although the area still experiences major issues when compared to the national averages. Comparatively, residents have the lowest proportion of persons with a limiting long-term illnesses (29% as compared to a Borough average of 32.7%)\(^{77}\).

**Deprivation**

5.12 Prescot, Whiston, Cronton and Knowsley Village is more affluent compared to other parts of the Borough. This is also reflected in its relatively high house prices which has led to affordability issues. The mix of tenures and types of houses in Prescot, Whiston, Cronton and Knowsley Village is broadly reflective of the Borough average, including a dominance of three bedroom semi-detached properties\(^{78}\).

5.13 Although significantly higher than the national average, the area has one of the lowest levels of worklessness and benefits claimants across Knowsley\(^{79}\).

**Economy, Employment and Skills**

5.14 The area contains a large employment area (120 ha) north of Knowsley Village (Knowsley Business Park) which contains a range of modern large, small and prestigious units. It is contiguous with the Knowsley Industrial Park, which is located within the Kirkby township.

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\(^{77}\) Area Partnership Board Health Profiles (Knowsley Public Health Intelligence Team, 2009)

\(^{78}\) Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

\(^{79}\) Area Partnership Board Profiles (The Knowsley Partnership, 2008)
5.15 The South Prescot Action Area lies to the south west of Prescot town centre, with the Prescot Business Park having been built on part of the former BICC Cables site. The remainder of the site and the town’s heritage offer significant regeneration and redevelopment opportunities.

**Town Centres and Shopping**

5.16 Prescot’s town centre is based on an original mediaeval market town plot layout and contains many interesting old buildings and public spaces. It also contains an indoor shopping centre built in the 1980s. Both the indoor centre and the older shops are suffering from low rental levels and high vacancy rates. The Cables Retail Park, located to the south of Prescot town centre, was opened in 2000. In contrast, it is very successful with a large food supermarket and non-food retail units.

5.17 It is considered that there is the opportunity for Prescot town centre to take better advantage of its historic character. In particular, there is scope to connect the centre more coherently with Church Street and the area surrounding Prescot Museum and Art Gallery. There is also an identified need to improve linkages between the Cables Retail Park and the older shopping area in the town centre.

5.18 The Prescot, Whiston, Cronton and Knowsley Village area has five local shopping centres plus one smaller parade. The Shopping Study suggests that the local centre at Molyneux Drive, Prescot is experiencing significant difficulties and the parade at Byron Avenue / Milton Avenue, Whiston is considered to be no longer commercially sustainable in its current format.

**Transport**

5.19 Prescot, being located close to the A57 and M57, has good transport connections. It has a bus station within its town centre, and a station to the south of the town centre on the Liverpool to Wigan rail line. Eccleston Park station, in St. Helens, is just to the east of the Borough boundary and serves as a further station for residents in part of the area. Whiston has a station on the Liverpool to Manchester railway line. This area is also served by bus routes including those from Liverpool to St. Helens.

5.20 The rural communities of Cronton and Knowsley Villages face transport challenges due to their relative isolation from the wider urban areas. Both settlements, however, are served by local buses and have reasonable access onto the strategic road network. Cronton also benefits from close proximity to transport nodes in nearby Widnes.

5.21 Prescot town centre and Whiston Hospital were proposed to be served by the Merseytram scheme Line 2, connecting these areas with Liverpool City.

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80 Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)
81 Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)
82 Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)
Progress on Line 2 was not as advanced as Line 1 to Kirkby and Transport and Works Act approval was not sought.

Natural Environment

5.22 The presence of Stadt Moers Country Park in Whiston contributes to a good standard of provision to the south of the area but there is a deficiency of parks elsewhere in the area. There is also a deficiency of other types of greenspace including allotments, of which there is only one.

5.23 The area contains an important network of green space linking Whiston Hospital to Huyton town centre via a Sustrans cycle network and Stadt Moers Country Park. The network forms a strategic link that helps to sustain valuable biodiversity (flora and fauna). Of the eight open spaces in the Borough that are managed to Green Flag Award standard, two are in Whiston. These are Henley Park and Knowsley Cemetery. Eaton Street Recreation Ground in Prescot is being targeted by the Council with the aim of bringing it up to Green Flag Award standard.

5.24 Knowsley Park is an historic parkland that extends to over 1,000 ha. Knowsley Hall lies at the centre of the Park and provides a venue for conferences, business meetings and private functions. The Park also includes Knowsley Safari Park which regularly attracts over 500,000 visitors each year.

5.25 The area has 25 sites of biological interest, and four sites of Local Geological Interest in the area.

Historic Environment

5.26 The Prescot, Whiston, Cronton and Knowsley Village area contains 50 listed buildings of which 1 is Grade I, 48 are grade II, and one is grade II*. The Church of St. Mary in Prescot is the only grade I listed building in the Borough. The area also contains three conservation areas, of which Prescot Town Centre Conservation Area is considered to be at risk. Its condition is described as "Very Poor" which is expected to deteriorate. The Council is actively seeking to identify potential funding for the enhancement of the conservation area.

Key Issues and Opportunities

5.27 The key issues concerning Prescot, Whiston, Cronton and Knowsley Village are considered to be:

- a significant shortage of affordable dwellings even though this is the most affluent part of the Borough;
- although Cables Retail Park is very successful, the older part of Prescot town centre has relatively low rental levels and high vacancy rates;

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83 The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)
84 Heritage at Risk Register 2010 / North West (English Heritage, 2010)
there are shortages of greenspace in the older parts of Prescot and Whiston; and
Prescot Town Centre Conservation Area is considered to be at risk.

5.28 The key **opportunities** concerning Prescot, Whiston, Cronton and Knowsley Village are considered to be:

- building on the commercial success of Knowsley Business Park to the north of Knowsley Village;
- the vacant former BICC / Pirelli site provides a large (29 ha) site opportunity on previously developed land;
- there is scope to improve the viability of Prescot Town Centre and improve linkages with Cables Retail Park;
- there is potential to build on the success of Knowsley Park (which contains the historic Knowsley Hall and Knowsley Safari Park); and
- the area contains two open spaces managed to Green Flag Award standard with plans for a further one to be brought up to the standard.
6. Halewood Spatial Profile

Introduction

6.1 With a population of 21,368, Halewood is the smallest of the Borough’s townships. It is located in the south of Knowsley and is generally perceived to be isolated from other areas of the Borough. It contains one of the Borough’s key employers - Jaguar / Land Rover and also benefits from close proximity to Speke Industrial Park and Liverpool John Lennon Airport. The proposed Liverpool John Lennon airport expansion plans could benefit Halewood by providing new job opportunities and a new link road to Speke Boulevard from the airport.

6.2 Halewood has a suburban character and is contiguous with the suburbs of Liverpool to the west. To the north and east are areas of countryside and Halewood Country Park forms an important greenspace area for the town. The area also includes the attractive rural village of Tarbock.
Historical Context

6.3 Although the area contains a small number of historic buildings, the main urban area of Halewood was mainly developed in the 20th century, particularly since 1945. Initially development took place in the southern part of Halewood and consisted of overspill housing from Liverpool. More recently it has been from private sector developments in the northern part of the area.

6.4 Tarbock is by far the smallest settlement in the Borough. It is also one of the oldest and featured in the Doomsday Book. It consists of a loose knit, attractive grouping of dwellings, many of which are of historic value, including some dating from the 15th century.

Population

6.5 Halewood has a similar population structure to the Borough as a whole for persons aged under 20. It has a higher proportion of persons aged 20 to 59 than the Borough and a lower proportion of persons aged 60 plus.

![Population Structure](chart.png)

Source: 2005 Mid Year Estimates, ONS

6.6 Life expectancy for males in Halewood (74.7) is slightly higher than the Borough average, while for females it is slightly lower (77.1). Halewood residents do not experience the severity of health problems experienced elsewhere in Knowsley. There are, however, some notable issues around mortality rates attributable to smoking, diet and alcohol intake85.

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85 Area Partnership Board Health Profiles (Knowsley Public Health Intelligence Team, 2009)
Deprivation

6.7 The levels of deprivation are not as severe in Halewood as they are in other parts of the Borough. There are, however, localised concentrations of deprivation in the south of the area.

6.8 There is a perception that some new estates lack, or are isolated from, facilities such as GPs, shops and other community facilities. They are, however, in close proximity to such facilities in the neighbouring authority of Liverpool.

6.9 In comparison to other areas in Knowsley, Halewood has a relatively balanced housing market, having a higher proportion of four bedroom properties than elsewhere. Halewood has the second highest level of owner-occupation and has the lowest proportion private rented accommodation in Knowsley. Due to the relatively high house prices in Halewood, it faces significant affordability issues\footnote{Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)}.

Economy, Employment and Skills

6.10 The Ford (now Jaguar / Land Rover) car plant was built in the early 1960s and is one of the largest single employers on Merseyside. Halewood is heavily dependent for employment on the plant and adjoining supporting industries. There is scope to develop the vacant land to the east of the Jaguar / Land Rover plant for employment use. One of the key locational advantages for residents living in Halewood is the relatively close proximity to the large scale employment areas within south Liverpool, including those associated with Liverpool John Lennon Airport.

Town Centres and Shopping

6.11 The Ravenscourt shopping centre at Halewood is much smaller than those in the other townships. It was constructed in the post war period and became rundown in recent years. Comprehensive regeneration of the area has commenced with the completion of Council, housing trust, health and community facilities at the Halewood Centre. A further stage of regeneration of the centre will be achieved when planning permission, granted in November 2010, is implemented for the erection of a 1,597 sq.m. food store and 12 retail non food units together with construction car parking and a bus interchange.

6.12 Halewood also has two small local centres plus two smaller parades. The Town Centres and shopping study\footnote{Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)} suggests that these are either healthy or moderately healthy centres.
Transport

6.13 Halewood is often perceived to be isolated from the other Knowsley townships due to its geographical location. It does, however, benefit from its good strategic links with Liverpool, including a railway station on the Liverpool to Manchester (via Warrington) line, and close proximity to the A652 and A5300 offering good road access to Liverpool and Cheshire. Of particular benefit is the location of the M62 / M57 junction known as "Tarbock Island". The benefits of the connection to the A652 will be enhanced if the proposed Mersey Gateway Bridge in Halton is built.

6.14 The employment areas to the south of Halewood benefit from access to the West Coast Main Line although there is no passenger station in Knowsley on this line. The close proximity to Liverpool John Lennon Airport offers opportunities in terms of air travel and freight transportation for businesses.

6.15 Due to its rural nature, Tarbock is relatively isolated in terms of transport links, although there are bus services which connect the village with Liverpool and Widnes.

Natural Environment

6.16 When compared to the Unitary Development Plan’s open space standards\(^{88}\), Halewood has a good provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour. The surplus amenity greenspaces represent a resource that could be used to meet shortages within other types of open space. There are a number of parks within Halewood providing good quality areas of public open space. Although none are currently to Green Flag Award standard, the Council is targeting Arncliffe Sports Ground and Halewood Park to be brought up to this standard\(^{89}\).

6.17 The Halewood Country Park / Sustrans cycle network corridor links Gateacre in Liverpool to the north west of Halewood to Halewood Station. There are also 25 sites of biological interest within the area including the Country Park which provides an important green link for the town which helps to sustain valuable biodiversity (flora and fauna).

6.18 Areas adjacent to Netherley Brook are identified as being at risk of flooding including the Unitary Development Plan housing allocation site at Bridgefield Forum.

Historic Environment

6.19 Halewood contains five listed buildings all of which are grade II and three conservation areas at Halewood Village, Tarbock Village and Tarbock Green.

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\(^{88}\) Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

\(^{89}\) The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)
Key Issues and Opportunities

6.20 The key issues concerning Halewood are considered to be:
- localised concentrations of deprivation in the south of the area;
- low life expectancy, especially for females;
- the need to promote a mixed and balanced housing offer, including affordable housing;
- the existing housing allocation site at Bridgefield Forum experiences flooding issues;
- the need to protect and maintain environmental and historic assets in the area; and
- the existing amenity green space is not of the best quality with problems of under use, tipping and anti-social behaviour.

6.21 The key opportunities concerning Halewood are considered to be:
- the proximity to Liverpool John Lennon Airport and employment areas in South Liverpool;
- the opportunities for expansion of the Jaguar Land Rover employment site;
- the sustainable transport links, including the Trans Pennine Trail and Halewood station;
- the continued regeneration of the Ravenscourt District Centre;
- the enhancement of parks to the Green Flag Award standard; and
- the enhancement of poor quality urban areas incorporating “design out crime” principles.
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Table 2a: 2008-based Subnational Population Projections by sex and quinary age, Subnational Statistics Unit (ONS, 2010)

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### Appendix A – Sites of Environmental Importance

<table>
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<tr>
<th>Site</th>
<th>Type of Site</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North Kirkby</strong></td>
<td></td>
</tr>
<tr>
<td>39 Mill Brook, Westvale</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>50 Kirkby Brook, including Mill Brook</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>61 Simonswood Brook, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>84 Kirkby Brook Waterfall</td>
<td>Local Geological Site</td>
</tr>
<tr>
<td><strong>South Kirkby</strong></td>
<td></td>
</tr>
<tr>
<td>2 Charley Wood, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>4 Kraft Operational Land, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>38 Acornfield Plantation, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>41 Wango Lane Wetland, M57, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>48 Mossland, west of Johnson’s Cottage, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>55 Otis Meadow, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>57 Moss Plantation and Brown Birches, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>63 Meadow, Kirkby (Mill) Brook, south of Old Hall Lane</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>67 River Alt, Kirkby</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>68 Kirkby Brook, Northwood</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>71 Croxteth Brook</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>77 Kirkby Brook</td>
<td>Local Wildlife Site / Local Geological Site</td>
</tr>
<tr>
<td><strong>Prescot, Whiston, Cronton, Knowsley Village</strong></td>
<td></td>
</tr>
<tr>
<td>8 Little Wood, Stockbridge Village</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>11 Carr Lane Lake, Prescot</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>13 Lickers Lane Wood, Whiston</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>14 Woodland, Sandfield Park, Whiston</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>15 Tushingham’s Pond, Whiston</td>
<td>Local Wildlife Site</td>
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<tr>
<td>16 Big Water, Halsnead</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>18 Strettles Bog, Cronton Road</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>19 Mine Waste, Cronton</td>
<td>Local Wildlife Site</td>
</tr>
<tr>
<td>20 Dagger’s Bridge Wood, Tarbock</td>
<td>Local Wildlife Site</td>
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<tr>
<td>22 Pex Hill Country Park</td>
<td>Local Wildlife Site</td>
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<td>23 George’s Wood, Cronton</td>
<td>Local Wildlife Site</td>
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<tr>
<td>40 Knowsley Park</td>
<td>Local Wildlife Site / Local Geological Site</td>
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<td>43 Howard’s Pits, Knowsley</td>
<td>Local Wildlife Site</td>
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<tr>
<td>44 Stadt Moers Q2 and visitor centre, Whiston</td>
<td>Local Wildlife Site</td>
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<tr>
<td>46 Stadt Moers Park, Quadrant 4</td>
<td>Local Wildlife Site / Local Geological Site</td>
</tr>
<tr>
<td>47 Rough Head Wood, Cronton</td>
<td>Local Wildlife Site</td>
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<td>Site</td>
<td>Type of Site</td>
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<tr>
<td>49</td>
<td>The Old Wood, north, Halsnead</td>
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<tr>
<td>51</td>
<td>The Roughs, Knowsley Village</td>
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<tr>
<td>52</td>
<td>The Old Wood, south, Halsnead</td>
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<td>53</td>
<td>Meakin’s Pits, adj. M57</td>
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<td>54</td>
<td>Copse, south of A58, Prescot</td>
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<td>58</td>
<td>Land, east of Fox’s Bank Brook</td>
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<td>Knowsley Brook</td>
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<td>Cronton Mineral Line</td>
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<td>North Huyton</td>
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<td>Huyton Lane Wetland, Huyton</td>
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<td>River Alt, Seth Powell Way</td>
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<td>Grassland, west of Seth Powell Way, Huyton</td>
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<td>South Huyton</td>
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<td>Court Hey Park, Huyton</td>
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<td>Coppice Lane Council Depot, Huyton</td>
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<td>Bowring Park Golf Course, south of M62</td>
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<td>Ten Acre Pits, Huyton</td>
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<td>82</td>
<td>Stadt Moers Quadrant 3, Huyton</td>
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<td>Halewood</td>
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<td>21</td>
<td>Ox Lane Wood, Tarbock</td>
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<td>24</td>
<td>Brickwall Covert, Tarbock</td>
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<td>25</td>
<td>Cartbridge Lane Wood, Halewood</td>
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<td>Green’s Bridge Plantation, Halewood</td>
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<td>Halewood Triangle</td>
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<td>29</td>
<td>Ash Lane hedge, ditch and grassland, Halewood</td>
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<td>42</td>
<td>Flood plain, Ditton Brook, Halewood</td>
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<td>45</td>
<td>Crab Tree Rough &amp; Hopyard Wood North, Halewood</td>
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<td>66</td>
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<td>Netherley Brook, tributary</td>
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<td>Mill Brook, Netherley</td>
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<td>Ochre Brook, Tarbock</td>
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<td>75</td>
<td>Ditton Brook, Halewood</td>
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<td>76</td>
<td>Tarbock Green ditch</td>
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<td>80</td>
<td>Dog Clough Brook, Tarbock</td>
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## Appendix B - Listed Buildings

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<td><strong>Cronton</strong></td>
<td>II 1</td>
<td>Holly Farm House - Chapel Lane</td>
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<td>II 2</td>
<td>Cronton Cross - Hall Lane</td>
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<td>II 3</td>
<td>Gate Piers and gates at Cronton Hall - Hall Lane</td>
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<td>II 4</td>
<td>Sunnyside Farmhouse - Hall Lane</td>
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<td>II 5</td>
<td>Townsend Farmhouse - Hall Lane</td>
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<td></td>
<td>II 6</td>
<td>Stocks - Smithy Lane</td>
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<td></td>
<td>II 7</td>
<td>The Field - The Roundabout</td>
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<tr>
<td><strong>Halewood</strong></td>
<td>II 8</td>
<td>St Nicholas Church - Church Road</td>
</tr>
<tr>
<td></td>
<td>II 9</td>
<td>Foxhill House - Foxhill Lane</td>
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<tr>
<td></td>
<td>II 10</td>
<td>Yew Tree House Farm - Higher Road</td>
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<tr>
<td><strong>Huyton</strong></td>
<td>II 11</td>
<td>Railway Bridge - Archway Road</td>
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<tr>
<td></td>
<td>II 12</td>
<td>Village Cross - Bluebell Lane</td>
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<td></td>
<td>II 13</td>
<td>Railway Bridge - Childwall Lane</td>
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<tr>
<td></td>
<td>II 14</td>
<td>Church of St Bartholomew - Church Road, Roby</td>
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<tr>
<td></td>
<td>II 15</td>
<td>Railway Bridge - Greystone Road</td>
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<tr>
<td></td>
<td>II 16</td>
<td>Park Hall - Huyton Hey Road</td>
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<tr>
<td></td>
<td>II 17</td>
<td>Newland - Huyton Hey Road including Moorland 1 Victoria Road</td>
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<tr>
<td></td>
<td>II 18</td>
<td>Huyton Hey - Huyton Hey Road</td>
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<tr>
<td></td>
<td>II* 19</td>
<td>Church of St Michael's - Huyton Lane</td>
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<tr>
<td></td>
<td>II 20</td>
<td>Monument - Church of St Michael's - Huyton Lane</td>
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<tr>
<td></td>
<td>II 21</td>
<td>Gateway 1, Church of St Michael's - Huyton Lane</td>
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<td>II 22</td>
<td>Gateway 2, Church of St Michael's - Huyton Lane</td>
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<td>II 23</td>
<td>Hurst Hall/Golf Club- Huyton Lane</td>
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<td>II 24</td>
<td>The Hazels - Liverpool Road</td>
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<td></td>
<td>II 25</td>
<td>Stables - The Hazels - Liverpool Road</td>
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<td></td>
<td>II 26</td>
<td>Milestone - Liverpool Road</td>
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<td>II 27</td>
<td>Railway Bridge - Pilch Lane East</td>
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<tr>
<td></td>
<td>II 28</td>
<td>66 Roby Road - Roby</td>
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<tr>
<td></td>
<td>II 29</td>
<td>Roby Toll House - Roby Road</td>
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<tr>
<td></td>
<td>II 30</td>
<td>Roby Cross - Roby Road</td>
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<tr>
<td></td>
<td>II 31</td>
<td>20 &amp; 22 St Mary's Road</td>
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<tr>
<td></td>
<td>II 32</td>
<td>1,2,3,4 &amp; 5 Station Road</td>
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<tr>
<td></td>
<td>II 33</td>
<td>Thingwall Hall - Thingwall Lane</td>
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<td></td>
<td>II 34</td>
<td>United Reform Church - Victoria Road</td>
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<td></td>
<td>II 35</td>
<td>Walled Garden - Liverpool Road</td>
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<tr>
<td></td>
<td>II 36</td>
<td>Greenhill - The Orchard</td>
</tr>
</tbody>
</table>
Kirkby

II 37 Railway Public House & Langtree Cottage - Glovers Brow
II 38 Carters Arms Public House - Glovers Brow
II 39 The Cottage - Glovers Brow
II 40 The Smithy, 1 & 3 - Mill Lane
II 41 38 & 40 North Park Road
II 42 14 & 16 South Park Road
II 43 Waverley House - South Park Road
II 44 Whitefield House - Pigeon House, Ingoe Lane
II 45 Corporation Rent Office - Ingoe Lane
II 46 Dovecote - Ingoe Lane
II 47 Sefton Cottage - Kirkby Row
II* 48 St Chad's Church - Old Hall Lane
II 49 Vicarage Old Hall Lane/1-2 - Austin Close
II 50 Stables- To North of Vicarage, Old Hall Lane/3 Austin Close
II 51 Gate Piers to South of Vicarage, entrance to Austin Close off Old Hall Lane
II 52 Kirkby Hall Lodge - Old Hall Lane
II 53 63 & 65 Ribblers Lane
II 54 81 & 83 Ribblers Lane
II 55 101 & 103 Ribblers Lane
II 56 121 & 123 Ribblers Lane
II 57 118, 120 & 122 Sefton Arms Cottages, Ribblers Lane
II 58 16 North Park Road
II 59 Kirkby War Memorial, Old Hall Lane (July 07)

Knowsley

II* 60 Knowsley Hall - Knowsley Park and all curtilage properties.
II* 61 St Mary's Church - Knowsley Lane
II 62 Gellings Farm House off Randles Road
II 63 School Cottages, 224, 226 Knowsley Lane
II 64 Littlewood Lodge
II 65 Knowsley Vicarage - Tithebarn Lane

Prescot

II 66 6 Beesley Road
II 67 34 Church Street – Prescot Museum
I 68 Church of St Mary
II 69 2 Derby Street
II 70 44-50 Derby Street
II 71 52 & 54 Derby Street (Clockface)
II 72 Stable Block, Derby Street (Clockface)
II 73 30 Eccleston Street
II 74 3 High Street
II 75 11 High Street
II 76 37 High Street
II 77 48-50 St Helens Road
II 78 2 Vicarage Place
II 79 4 Vicarage Place
II 80 6 Vicarage Place
II 81 10 Vicarage Place
II 82 14 Vicarage Place
II 83 Church of Our Lady Immaculate - Vicarage Place
II 84 The Lancashire Watch Factory - Albany Road
II 85 Detached Workshop to the rear of No. 20 Grosvenor Road
II 86 No. 17 Atherton Street
II 87 No. 9 Market Place with former workshop to rear

Tarbock
II 88 Rose Cottage/Heathgate - Greensbridge Lane
II 89 Tarbock Hall Farm House - Ox Lane

Whiston
II 90 NE Lodge (Rainhill Lodge) to Halsnead Park - Fox's Bank Lane
II 91 Gate Piers to NE Lodge to Halsnead Park, Fox's Bank Lane
II 92 Old Halsnead - Fox's Bank Lane
II 93 Barn at Snapegate - Fox's Bank Lane
II 94 Sandfield Cottage - Lickers Lane
C 95 St Nicholas’ Church - Windy Arbor Road
II 96 Carr House Farmhouse - Windy Arbor Lane
II 97 Carr House Barn - Windy Arbor Road
II 98 Ropers Bridge, Dragon Lane

<table>
<thead>
<tr>
<th>Summary</th>
<th>Listings</th>
<th>Listed Buildings</th>
<th>Grade I</th>
<th>Grade II*</th>
<th>Grade II</th>
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<td>98</td>
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<td>1</td>
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