



Knowsley Council

Knowsley Local Plan: Core Strategy

Technical Report

Spatial Profile

Knowsley and its townships

Final Version - Core Strategy Proposed Submission Document

November 2012

Spatial Profile Technical Report – Knowsley and its townships

Contents

Executive Summary	1
1. Introduction	13
• Purpose of Report	
2. Knowsley Spatial Profile	14
• Introduction	
• Liverpool City Region Context	
• Historical Context	
• Population	
• Deprivation	
• Housing	
• Economy, Employment and Skills	
• Town Centres and Shopping	
• Transport	
• Natural Environment	
• Minerals and Waste	
• Historic Environment	
3. Huyton and Stockbridge Village Spatial Profile	49
• Introduction	
• Historical Context	
• Population	
• Deprivation	
• Economy, Employment and Skills	
• Town Centres and Shopping	
• Transport	
• Natural Environment	
• Historic Environment	
• Key Issues and Opportunities	
4. Kirkby Spatial Profile	55
• Introduction	
• Historical Context	
• Population	
• Deprivation	
• Economy, Employment and Skills	
• Town Centres and Shopping	
• Transport	
• Natural Environment	
• Historic Environment	
• Key Issues and Opportunities	

5.	Prescot, Whiston, Cronton Knowsley Village Spatial Profile	61
	<ul style="list-style-type: none">• Introduction• Historical Context• Population• Deprivation• Economy, Employment and Skills• Town Centres and Shopping• Transport• Natural Environment• Historic Environment• Key Issues and Opportunities	
6.	Halewood Spatial Profile	67
	<ul style="list-style-type: none">• Introduction• Historical Context• Population• Deprivation• Economy, Employment and Skills• Town Centres and Shopping• Transport• Natural Environment• Historic Environment• Key Issues and Opportunities	
7.	Bibliography	72
Appendix		
A	Sites of Environmental Importance	74
B	Listed Buildings	77

Executive Summary

This Technical Report is one of a number of reports produced by Knowsley MBC to help ensure that the Core Strategy of the Borough's Local Plan is properly backed by robust and credible evidence. It outlines the background data that has been considered in producing the Core Strategy. It describes the Borough of Knowsley and the key issues and opportunities which affect it and each of its communities.

This report is a revision of the Draft Technical Report, dated June 2011. Revisions have been made in the light of representation made to consultation on the Core Strategy Preferred Options between 27 June and 5 September 2011 together with new evidence. The evidence has been obtained from national sources and monitoring systems within the Council's Policy Impact and Intelligence section.

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 Prescott 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" by the Council reduced the fall to 2.5% between 1991 and 2001 and then to 1.4% between 2001 and 2010. It is the intension of the Office for National Statistics that the mid year estimates from 2002 be revised in the light of the estimate contained within the 2011 Census.

The fall in population between 1981 and 2010 masks a significant change in the structure of the Borough's population. The number of persons aged 60+ rose by 25.3% while the number of persons aged under 20 fell by 36.8%. In 1981, 34.6 % of the population was aged under 20; by 2010 this had fallen to 25.5%. The proportion of persons aged 60 plus rose from 14.4% to 20.9%.

Population projections indicate what will happen if past trends continue. The Borough's population is expected to increase by 4,300 between 2008 and 2028. This is due to it being projected that there will be 11,100 more births than deaths and that there will be a net migration loss of 6,700 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 2012 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

There are 64,629 dwellings in Knowsley. Since 2002/3 over 4,500 dwellings have been built and over 2,000 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 3,243 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 Core Strategy.

Affordable Homes

House prices in March 2012 ranged between £66,860 for a terraced house and £166,836 for a detached property. In general, pay levels for Knowsley residents are low. In April 2012 the average price for an entry-level house was 5.5 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.

Since 1998 major employment developments on the Borough's industrial and business parks together with development in town centres and at Whiston Hospital have facilitated the creation of new jobs. This has included the growing role for the business services, ICT, creative, tourism, leisure, financial services, health care, 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 £440, Knowsley residents receive £63 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 second highest average weekly wage (£474).

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 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.

In 2010 the Borough had 151.6 ha of land 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.

Town Centres and Shopping

Kirkby, Prescott 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 Prescott contains a much older historic core. A recent town centres and shopping study states that Knowsley's town centres Huyton, Prescott 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.

Comprehensive regeneration of Ravenscourt in Halewood 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, consisting of a 1,597 sq. m. food store and 12 retail non food units together with car parking and a bus interchange, is nearing completion.

Also nearing completion is a scheme that will comprehensively regenerate the Stockbridge Village centre. The scheme includes a new small supermarket, library, leisure centre and other facilities.

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.

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 263 ha of land that is considered to have a probability of flooding on average more than once in 100 years, and a further 168 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 57,000, 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 including the development of a new small supermarket. 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; 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 to include "designing out crime" principles.

Kirkby

Kirkby is located in the north of the Borough and, with a population of 45,000, 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 180 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 27,900.

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 watch making, tool making 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 Prescott 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 Prescott Town Centre Conservation Area is considered to be at risk with its condition being described as "Improving". Prescott Town Centre has been awarded a development grant through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

The key issues concerning Prescott, 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 Prescott town centre has relatively low rental levels and high vacancy rates;
- there are shortages of greenspace in the older parts of Prescott and Whiston; and
- Prescott Town Centre Conservation Area is considered to be at risk.

The key opportunities concerning Prescott, 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 Prescott 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);
- 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; and
- Prescott Town Centre has been awarded a development grant which will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities.

Halewood

With a population of 21,180, 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 has become 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. In July 2011 Halewood's first open space received a Green Flag standard award.

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

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 Technical Report is one of a several produced by Knowsley Council to help ensure that the Core Strategy of the Borough's Local Plan's is supported by 'robust and credible' evidence. It has informed the Core Strategy of the Local Plan.
- 1.2 This report is a revision of the Draft Technical Report, dated June 2011. Revisions have been made in the light of representations received during consultation on the Core Strategy Preferred Options between 27 June and 5 September 2011 together with new evidence. The evidence has been obtained from national sources and monitoring systems within the Council's Policy Impact and Intelligence Section.
- 1.3 The Core Strategy is the key overarching document for the Local Plan; it will, therefore, heavily influence subsequent Local Plan documents including the Site Allocations and Development Policies Development Plan Document.
- 1.4 This report does not replicate the level of data contained in the other technical reports for the individual topics. The Housing Technical Report, for example, contains a more complete description of housing issues facing the Borough. The other technical reports should therefore be consulted in preference to this report in relation to their specific subject matter.

Purpose of Report

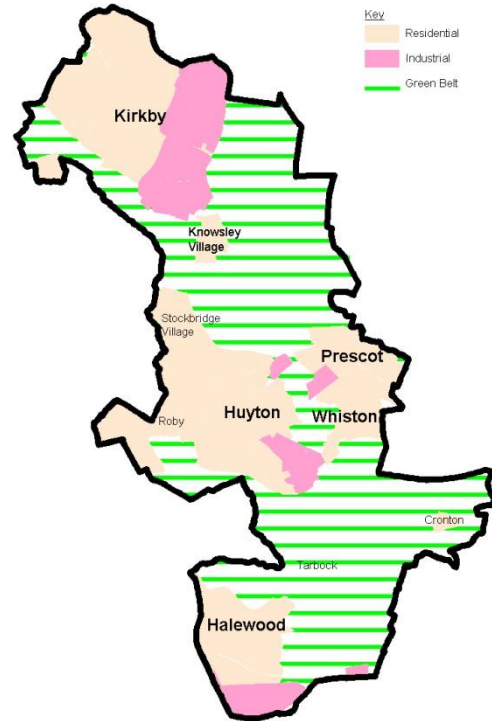
- 1.5 In order to plan for the future, it is critical to understand the present. This Technical Report outlines the background data that has been considered in producing the Preferred Options Report. It describes the Borough of Knowsley, its role in the Liverpool City Region, and the key issues and opportunities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

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, Prescott, 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.

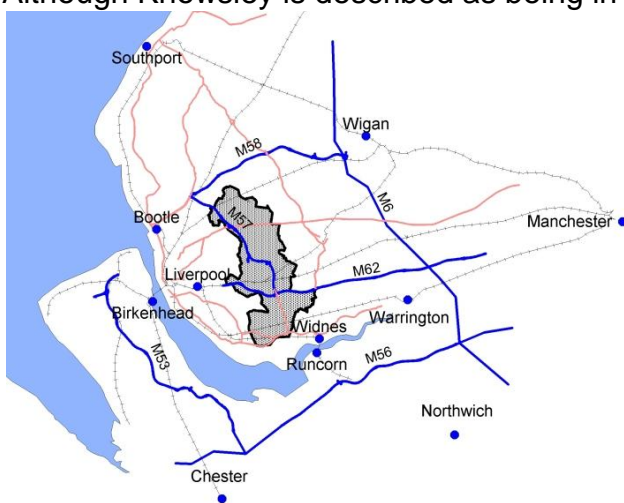
2.2 The Borough's large industrial base is concentrated mainly on Knowsley Industrial and Business Parks (in and adjacent to Kirkby), Kings and Huyton Business Parks (in Huyton), Prescott Business Park, and the Jaguar / Land Rover car plant in Halewood. The Borough also contains the popular tourist attractions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



© Crown Copyright Knowsley MBC, 2011 100017655

Liverpool City Region Context

2.3 Although Knowsley is described as being in the outer part of the Liverpool City Region¹, 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 people². 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



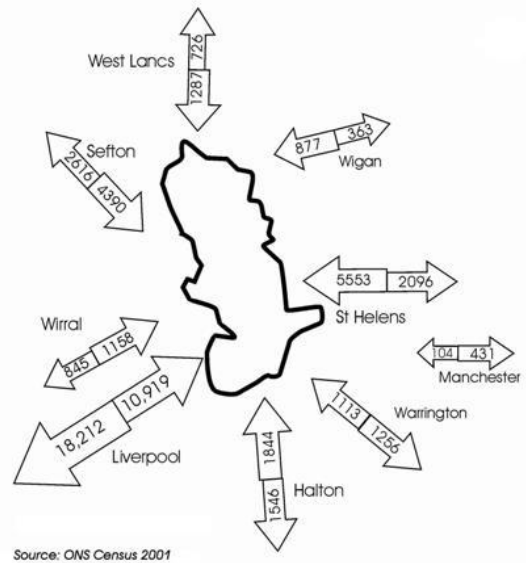
© Crown Copyright Knowsley MBC 100017655, 2010

¹ North West of England Plan Regional Spatial Strategy to 2021 (DCLG, 2008)

² 2008 Annual Business Inquiry Employee Analysis (ONS, 2009)

Region³; 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 runs through the Borough and the M58 which runs just to the north of it.



2.5 The Master Plan for Liverpool John Lennon Airport⁴ 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.

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

³ 2001 census - UK travel flows (local authority), (ONS from Nomis on 27 September 2012)

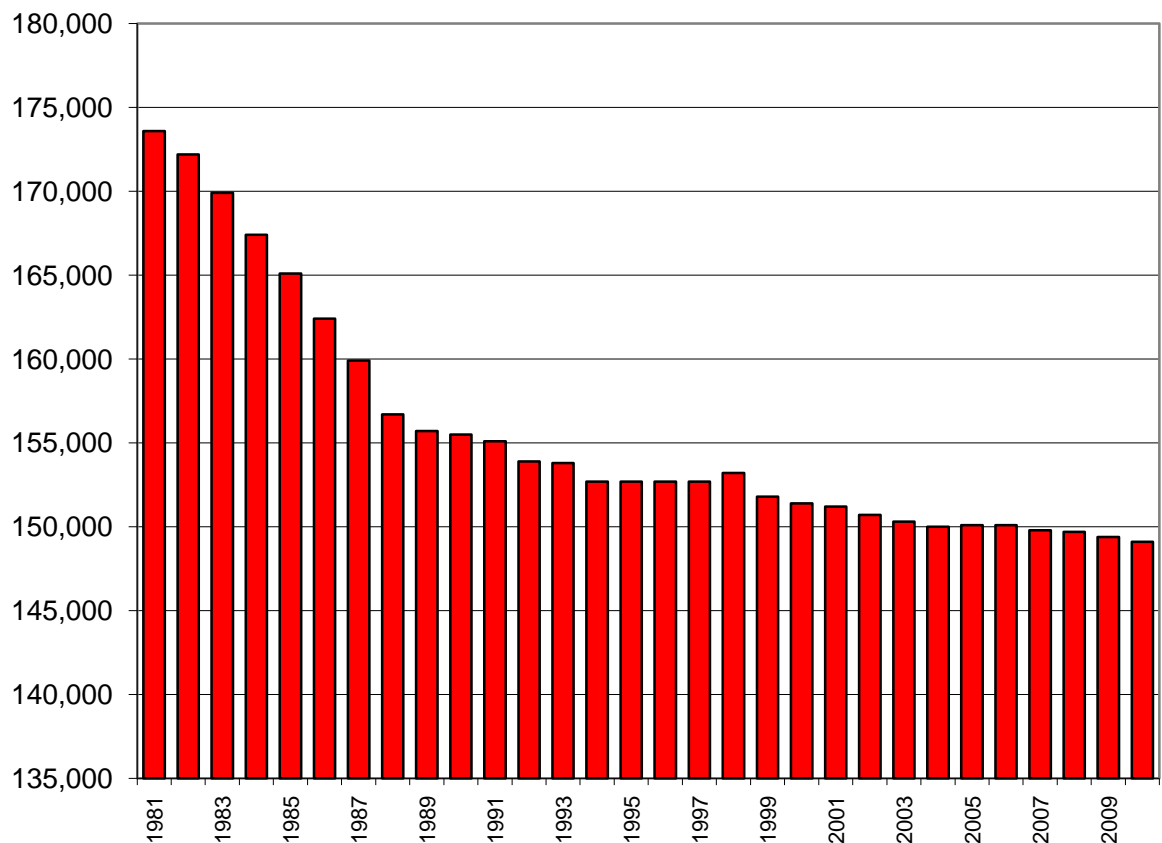
⁴ Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)

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 40,000⁵.

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 March 2011 was 149,230⁶. The 2011 Census, however, suggests that the population was 145,900. Figure 2.1 shows the estimated change in population for June of each year between 1981 and 2010. It is the intension of the Office for National Statistics that the mid year estimates from 2002 be revised in the light of the estimate contained within the 2011 Census. The mid-year estimates over the last ten years are therefore likely to be reduced.

Figure 2.1 - Knowsley Population 1981 - 2010



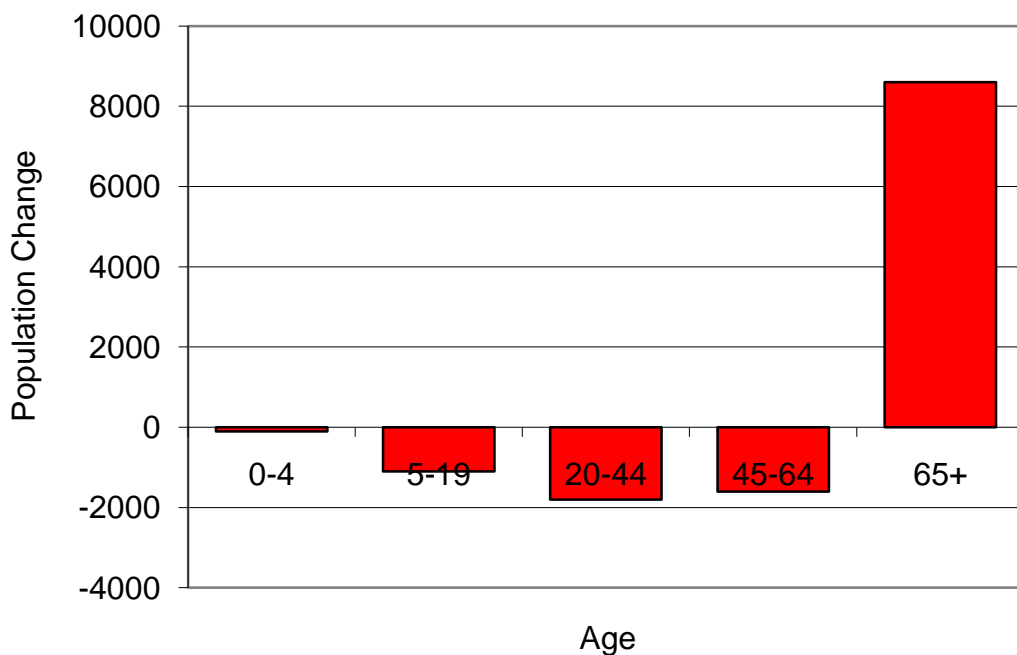
Source: Nomis, 2011

⁵ ONS Mid-year Population Estimates (ONS, various)

⁶ 2011 Census Day (27 March 2011) Rolled-Forward Population Estimates (ONS, 2012)

- 2.11 The fall in population between 1981 and 2010 masks a significant change in the structure of the Borough’s population. The number of persons aged 60+ rose by 25.3% while the number of persons aged under 20 fell by 36.8%. In 1981, 34.6 % of the population was aged under 20; by 2010 this had fallen to 25.5%. The proportion of persons aged 60 plus rose from 14.4% to 20.9%.
- 2.12 Population projections indicate what will happen if past trends continue. The Borough’s population is expected to increase by 4,000 between 2008 and 2028⁷. This is due to it being projected that there will be 11,100 more births than deaths and that there will be a net migration loss of 6,700 people⁸.
- 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 - 2028



Source: 2010-based Subnational Population Projections (ONS, 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 2028 the number of persons aged under 20 will decrease by 1,200. The number of persons age 20 to 64 is projected to fall by 3,400 while the number of persons aged 65+ is projected to increase by 8,600. The change in population

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)

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 3.5% of the overall population falling into this category, compared to around 10% nationally. Table 2.3 shows that the population is predominantly white (95%). This is significantly above the percentage for Liverpool but is in line with the rest of Merseyside.

	Number	Percentage					
		Knowsley	Halton	Liverpool	Sefton	St. Helens	Wirral
White: British	142,000	95.0	95.7	86.3	94.0	95.8	93.9
White: Non British	2,200	1.5	1.9	4.7	2.4	1.5	2.7
Mixed	1,900	1.3	0.8	2.0	0.9	0.8	0.9
Asian including Asian British	1,600	1.1	0.8	2.9	1.1	1.0	1.2
Black including Black British	800	0.5	0.3	1.9	0.5	0.4	0.5
Chinese	600	0.4	0.3	1.1	0.6	0.3	0.5
Other	300	0.2	0.2	1.0	0.4	0.3	0.3

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

Deprivation

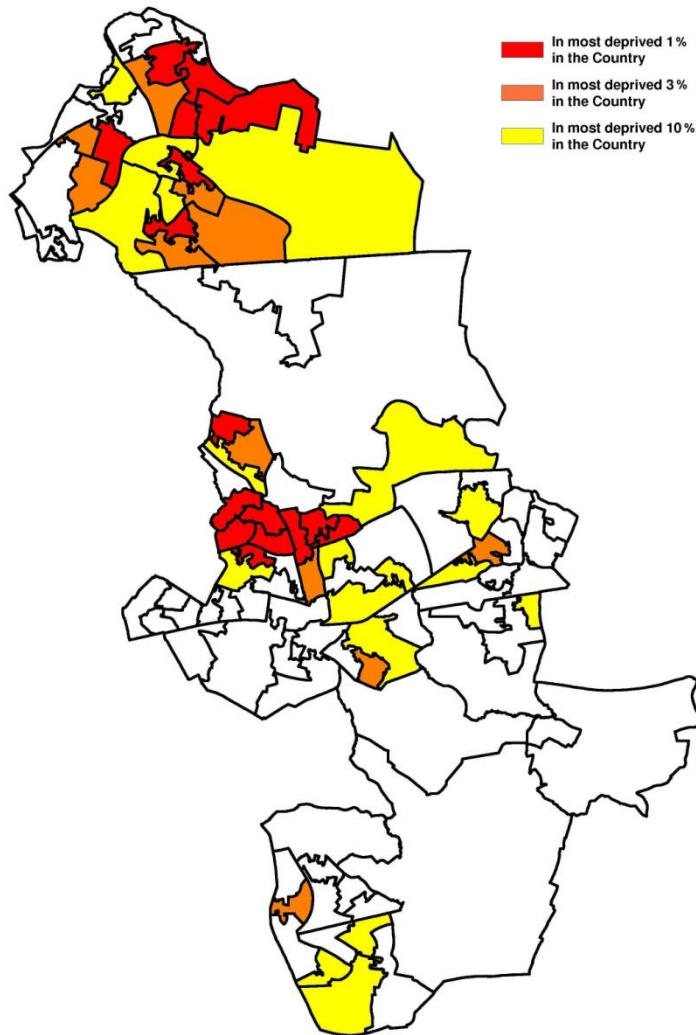
- 2.16 The Index of Multiple Deprivation (IMD) is produced for the Government to identify the distribution of deprivation across the nation. Information is analysed at Super Output Area (SOA) lower level. SOAs are subdivisions of wards.
- 2.17 In order to identify different types of deprivation, six 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 Knowsley Borough's ranking of the different measures for 2004, 2007, and 2010.

Measure of Deprivation	2004 Rank	2007 Rank	2010 Rank
Rank of employment scale - the number of people who are employment deprived.	30	45	50
Rank of income scale – the number of people who are income deprived.	38	50	51
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.	3	5	5
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.	8	8	12
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	8	8	7
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	1	2	3
Source: Index of Multiple Deprivation 2004, 2007, 2010			

- 2.18 Knowsley is ranked high in all measures of deprivation and is among the most deprived Boroughs in the Country⁹.
- 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.

⁹ Index of Multiple Deprivation 2010 (DCLG, 2011)

Figure 2.5 – Areas of Deprivation



© Crown Copyright Knowsley MBC 100017655, 2011

- 2.21 At 7,380, the number of people claiming Incapacity Benefit or Severe Disability Allowance is a particularly significant issue for Knowsley. This is in addition to 4,540 receiving Employment and Support Allowance.¹⁰ While the Borough has had recent success in creating jobs, it still has high levels of worklessness with 6.9% of the residents of working age claiming Job Seeker's Allowance (March 2012). Of those claiming benefit 13.0% have been claiming for 12 months or more¹¹.
- 2.22 In February 2012, there are a total of 21,810 residents aged 16 to 64 in Knowsley who are classed as 'workless'¹². This represents 22.6% of the working age population (WAP). Nationally this rate is 12.5%. In 2011 24.8%

¹⁰ ONS February 2012 data [from Nomis on 13 September 2012]

¹¹ ONS [from Nomis on 23 July 2012]

¹² Persons claiming a key DWP income related benefit (Job seekers allowance, Incapacity benefit, Lone parent benefit, Employment support allowance and other income related benefits).

of households in Knowsley were classed as workless¹³. The national rate was 18.9%. Liverpool has the highest level of workless households in the country with 31.6%. Sickness or disability is the main reason for being workless across the country.

Health and Well Being

- 2.23 A very large proportion of residents (32.7%) said that they had a limiting long-term illness¹⁴. An increasing ageing population may exasperate this issue.
- 2.24 People living in Knowsley have a lower life expectancy than the national average - 75.9 years for males, compared to a national average of 78.3, and 79.8 for females, compared to an average of 82.3¹⁵. Although life expectancy levels have increased, the Borough's level is still among the lowest in the Country.
- 2.25 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.
- 2.26 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 whole¹⁶.

Education

- 2.27 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 qualifications¹⁷. Table 2.6 shows the proportion of students achieving 5+ A*-C grades, including English and maths, at GCSE level. At 40.8%, the Borough is unchanged from the 2010/11 performance. Nationally the percent who achieved 5+ A*-C grades dropped from 58.9% to 58.6%. Knowsley remains bottom of the league table nationally (out of 151 Local Authorities).

¹³ a household that contains at least one person aged 16 to 64, where no one aged 16 or over is in employment

¹⁴ Area Partnership Board Health Profiles (Knowsley Public Health Intelligence Team, 2009)

¹⁵ Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)

¹⁶ Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)

¹⁷ Annual Population Survey January 2011 - December 2011 (ONS, 2012)

	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12
Knowsley	26.1	26.5	29.9	33.5	38.0	40.8	40.8
England	45.6	46.3	47.6	49.8	53.1	58.9	58.6
Gap between Knowsley and England	19.5	19.8	17.7	16.3	15.1	18.1	17.8

Source: Department for education

- 2.28 In Knowsley, there is a significant difference between the proportion of girls and boys achieving 5+ A*-C grades including English and maths (43.2% for girls and 38.2% for boys)¹⁸.
- 2.29 A key element of the Council's drive to address attainment issues is in the Future Schools programme, where 11 secondary schools have been replaced by 7 new learning centres. Knowsley's primary schools have also received significant investment with some new schools being built and some merging. The programme provides an improved range of educational opportunities together with broader uses of school premises by the community.
- 2.30 There continues to be improvements in the percentage of 16 – 18 year olds in education, employment or training (EET). Between April 2011 and March 2012, the Borough saw an increase of 1.4%¹⁹. At 87.1%, the Borough is only slightly below national averages.
- 2.31 The proportion of of 16 – 18 year olds not in education, employment or training (NEET) at March 2012 saw a reduction of 0.8% on the previous year's figure. This is a significant decrease in actual numbers given the cohort size increased in April 2011 due to the change in the methodology of counting NEET²⁰. Knowsley, however, still has one of the highest rates nationally for those young people aged 16-18 who are not in education, training and employment (9.79%). There are also significant variations across the Borough with less than 2% in Halewood North ward while in Northwood ward it is 9.2%. Young people who are not in education, employment or training are more vulnerable to problems in later life including low skills, unemployment and lower incomes.

¹⁸ GCSE and Equivalent Results (Provisional) and National Curriculum Teacher Assessments at Key Stage 3 in England, 2011/12 (Department for Education, 2012)

¹⁹ Directorate of Children and Family Services (Knowsley MBC)

²⁰ Residential data as opposed to those registered at a local Connexions office

Housing

Households

- 2.32 The average household size in the Borough in 2008 was comparatively large (2.4) with a high proportion containing dependent children and lone parent families²¹. Knowsley has the highest average household size in the Liverpool City Region.

Household Projections

- 2.33 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.

Year	2008	2013	2018	2023	2028	Change 2008 - 2028
Number	62,000	64,000	66,000	68,000	69,000	7,000
% Change		2.9	3.1	2.7	2.3	11.5

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.

- 2.34 The estimated number of household in the Borough is 61,300²².
- 2.35 The number of households in Knowsley is projected to rise by 7,000 between 2008 and 2028²³. 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.

Existing Housing Stock

- 2.36 Figure 2.8 shows the annual housing completions and demolitions in Knowsley between 2002/3 and 2011/12²⁴.

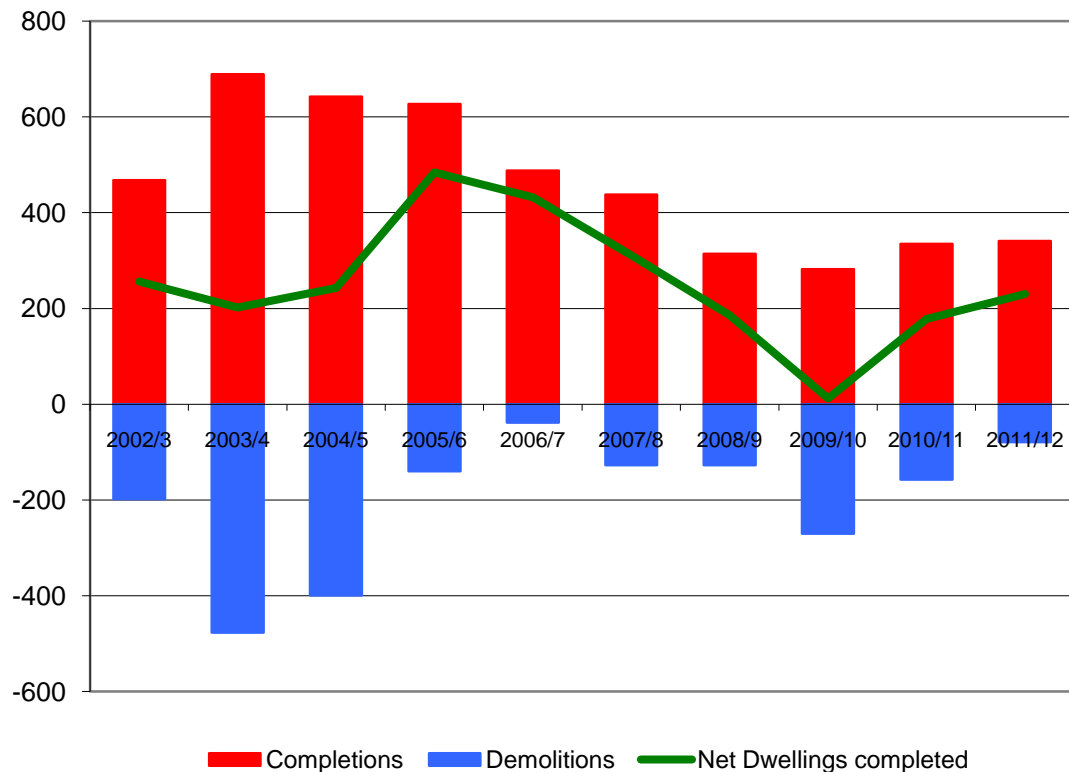
²¹ Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

²² 2011 Census (ONS, 2012)

²³ Household estimates and projections by district, England (1981- 2031, CLG, 2010)

²⁴ Draft Knowsley Annual Monitoring Report 2012 (Knowsley MBC, 2012)

Figure 2.8 - Housing Completions and Demolitions (2002/3 to 2011/12)



Source: Policy Impact and Intelligence, Knowsley MBC

- 2.37 The large number of completions up to 2006 reflects the Council's "stabilisation policy". The 2003 Regional Spatial Strategy (RSS)²⁵, 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.
- 2.38 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.
- 2.39 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 that has occurred in the Borough is, in the main, the result of the scale of demolitions in the North Huyton and also in the Tower Hill (Kirkby) Action Area.
- 2.40 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 2011 and March 2012, 341 dwellings were built across the Borough. After three years of decline, the number of

²⁵ Regional Planning Guidance for the North West (RPG13) (ODPM, 2003, page 69)

completions of dwellings has increased but their rate is still below pre-economic downturn levels. 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.

- 2.41 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.
- 2.42 Of the 64,629 dwellings in Knowsley, 2,020 (3.11%) are empty. This compares with 2.8% nationally. Of the properties that are empty, the Private Sector has the largest proportion (81.4%) while Registered Social Landlords account for 15%. The Borough has seen a significant reduction in the number of empty homes since its peak in 2008/9 (2,583). A considerable number of empty homes in 2008 would have been dwellings awaiting demolition particularly as part of regeneration programmes such as in North Huyton. The number of empty dwellings has also reduced because of increased cooperation with owners bringing properties back into use.

Affordable Homes

- 2.43 Table 2.9 shows the average price of residential property in Knowsley for March each year since 2002. House prices in March 2012 ranged between £66,860 (a decrease of £995 from March 2011) for a terraced house and £166,836 (a decrease of £2,384 from March 2011) for a detached property. The average price for all types of dwelling was £105,361, which was £1,814 (1.4%) lower than the previous year.

Month	Detached (£)	Semi-Detached (£)	Terraced (£)	Maisonette / Flat (£)	All £	Sales Volume
Mar-02	97,989	56,471	39,269	46,391	62,061	157
Mar-03	118,592	68,344	47,526	56,145	75,110	182
Mar-04	154,303	88,924	61,837	73,051	97,727	216
Mar-05	188,364	108,554	75,487	89,177	119,300	136
Mar-06	195,101	112,436	78,187	92,366	123,567	188
Mar-07	203,858	117,483	81,696	96,512	129,113	235
Mar-08	208,718	120,284	83,644	98,813	132,191	104
Mar-09	175,473	101,125	70,321	83,074	111,135	58
Mar-10	171,739	98,972	68,824	81,306	108,770	82
Mar-11	169,220	97,521	67,815	80,113	107,175	63
Mar-12	166,836	96,147	66,860	78,985	105,361	85

Source: Land Registry House Prices dataset, extracted 20/9/2012

- 2.44 In general, pay levels for Knowsley residents are low. In April 2012 the average price for an entry-level house (first time buyer) was 5.5 times the average annual pay for a full-time worker²⁶.
- 2.45 At the time of the drafting of UDP policies (in 2003-5), it was not considered necessary to include a policy requiring the provision of affordable housing. This was because of substantial 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.
- 2.46 The Borough's Strategic Housing Market Assessment (SHMA)²⁷ 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.
- 2.47 While Knowsley retains a much higher than average percentage of social rented housing (over 29%)²⁸; there is, in most areas, a healthy demand for the tenure as low income households struggle to afford market housing. The demolition of unpopular and poor condition social rented homes and modernisation in the remaining affordable housing stock in recent years has also made it a more attractive proposition.

Five-year land supply

- 2.48 The National Planning Policy Framework²⁹ requires Local Planning Authorities to maintain a rolling five-year supply of deliverable land for housing. On 30 September 2012 the Borough had 2,898 dwellings with extant planning permission of which 311 are expected to be completed before 1 April 2013. 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 2013 to March 2018.

²⁶ Hometrack, 2012

²⁷ Knowsley Strategic Housing Market Assessment 2010 (David Couttie Associates, 2010)

²⁸ Dwelling Stock by Tenure and Condition (ONS, 2009)

²⁹ National Planning Policy Framework (DCLG, 2011)

Table 2.10 - Supply of deliverable land for housing within five years from April 2013	
Remaining number of dwellings with extant planning permission as at 30 September 2012	2,587
Expected number of dwellings to be completed 1 October 2012 to 31 March 2013	311
Knowsley UDP allocations (Policy H2) without planning permission as at 30 th September 2012	442
Knowsley UDP allocations (Policy H3) without planning permission as at 30 th September 2012	300
Knowsley UDP allocations (Policy H4) without planning permission as at 30 th September 2012	225
Expected total supply at April 2013	3,243
Source: Policy Impact and Intelligence, Knowsley MBC	

- 2.49 Of the sites allocated within the UDP Policy H2, Quarryside Drive (site H6) is complete, Delph Lane / Two Butt Lane (site H7) is under construction while former flats at Kipling Avenue (site H2) has outline planning permission. Land at Thingwall Lane (site H4), has outline planning permission for 525 dwellings of which 100 (phase 1) has reserved matters approval.
- 2.50 At April 2012, the Borough had a land supply for 3,243 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 requirement³⁰. It is therefore considered that the Borough has at least a five-year supply of residential sites that are deliverable (available, suitable, and achievable).
- 2.51 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 study³¹ confirmed that the Borough has in excess of five year's supply but is well short of the 15 years supply that the Council is required to identify to support the Core Strategy. The SHLAA process will continue to identify additional sites and undertake a more comprehensive risk assessment of all of the sites. This will include contact with developers where appropriate. The next review of the SHLAA will be published early in 2012. The Council, along with neighbouring authorities, 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

³⁰ Draft Annual Monitoring Report 2012 (Knowsley MBC, 2012) reports that 647 dwellings will need to be completed each year to meet the RSS requirement before 2021

³¹ Knowsley Strategic Housing Land Availability Assessment (SHLAA) 2012 Update (Knowsley MBC, 2012)

development in the future. The Green Belt study³² is being revised in the light of representations received by the Council together with new evidence.

Gypsies and Travellers and Travelling Showpeople

- 2.52 National planning policy for traveller sites³³ requires Local Planning Authorities to set pitch targets for gypsies and travellers and plot targets for travelling showpeople. Working collaboratively with neighbouring local planning authorities, the targets should address the likely permanent and transit site accommodation needs of travellers in their area. Targets were not included 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, however, was never published.
- 2.53 The 2008 Merseyside Gypsy and Traveller Accommodation Needs Assessment identified a need of five permanent pitches in the Borough and ten transit pitches across Merseyside³⁴. The Regional Strategy Technical Background Paper³⁵, however, found that the Borough has a need for ten permanent pitches and five transit pitches.
- 2.54 There are currently no authorised sites for Gypsies and Travellers or Travelling Showpeople accommodation in Knowsley.

Economy, Employment and Skills

- 2.55 Since 1998 major employment developments on the Borough's industrial and business parks together with development in town centres and at Whiston Hospital have facilitated the creation of new jobs. This has included the growing role for the business services, ICT, creative, tourism, leisure, financial services, health care, communications, logistics and distribution sectors. More than a third of existing businesses cite access and availability of affordable commercial space as the main reason that they are based in Knowsley³⁶.
- 2.56 Around 56,500 people are employed in the Borough³⁷. 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 makes a significant contribution to the local economy. The proportion of manufacturing employment in Knowsley is higher than the national level³⁸. 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.

³² Knowsley and Sefton Green Belt Study – Knowsley Report (Knowsley MBC, 2011)

³³ Planning Policy for Traveller Sites (DCLG, 2012)

³⁴ Gypsy and Traveller Accommodation Needs Assessment Final Report (Salford Housing & Urban Studies Unit, 2008)

³⁵ Technical Background Paper - Gypsies & Travellers and Travelling Showpeople Pitch Provision July 2009

³⁶ Partnership Strategic Needs Assessment Key Messages – May 2012 (The Knowsley Partnership, 2012)

³⁷ 2008 Annual Business Inquiry Employee Analysis (ONS, 2009)

³⁸ Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)

- 2.57 The sectoral shift has resulted in major issues for Knowsley's industrial areas where existing premises and associated infrastructure are no longer considered suitable. This has resulted in high vacancy levels. Knowsley Industrial Park is a particular example of this³⁹.
- 2.58 Knowsley's business start up rate (25.1 per 10,000 residents aged 16+) is significantly below the National average of 46.8 and is decreasing at a greater rate (8% point decrease since 2008)⁴⁰.

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 the Liverpool City Region. Release of the 2011 Census will provide a refreshed picture of the Borough's residents and workforce.
- 2.60 Table 2.11 shows that Knowsley is under represented in managerial and professional occupations. It has the lowest representation in the Liverpool City Region in these occupations. Professional occupations are significantly lower than rates for the North west and also for Great Britain.

	Knowsley		North West (%)	Great Britain (%)
	Number	%		
Managers, directors and senior officials	4,200	6.9	9.1	10
Professional occupations	6,900	11.3	17.9	19.2
Associate professional & technical	6,800	11.2	12.6	14
Administrative & secretarial	7,400	12.1	11.9	11.1
Skilled trades occupations	7,700	12.6	10.4	10.8
Caring, leisure and Other Service occupations	6,900	11.2	10.2	9.1
Sales and customer service occupations	6,600	10.8	8.8	8.1
Process plant & machine operatives	6,200	10.2	7	6.4

³⁹ Delivering a New Future for Knowsley Industrial Park: A Strategic Framework (DTZ, Arup and Taylor Young, 2010)

⁴⁰ Partnership Strategic Needs Assessment Key Messages – May 2012 (The Knowsley Partnership, 2012)

Elementary occupations	7,900	13	11.9	10.9
Source: Annual Population Survey April 2011 to March 2012				

- 2.61 The Borough has low average wage levels for residents and mismatch in wages between local residents and those working in the Borough. Table 2.12 shows the average weekly and hourly wage for residents in full-time employment. At £440, Knowsley residents receive £63 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 second highest average weekly wage (£474)⁴¹.

Table 2.12 - Residents Pay 2011			
	Knowsley	North West	Great Britain
	(£)	(£)	(£)
Gross weekly pay			
Full Time Workers	439.6	460	503.1
Male Full Time Workers	472.7	498.4	541.7
Female Full Time Workers	398.4	415.6	446.3
Hourly Pay			
Full Time Workers	11.14	11.75	12.77
Male Full Time Workers	11.8	12.22	13.32
Female Full Time Workers	10.76	11.15	11.95
Source: Annual Survey of Hours and Earnings - resident analysis			
ONS Crown Copyright Reserved [from Nomis on 13 September 2012]			

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

⁴¹ ONS [from Nomis on 13 September 2012]

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 areas⁴².

- 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 151.14 ha 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.⁴³
- 2.64 The 2010 Annual Monitoring Report⁴⁴ contained an updated position of what the BE Group considered to be the Borough's realistic supply. It shows that on 1 April 2010 the Borough had 151.6 ha of land that has a realistic prospect of development for employment purposes. This included 122.4 ha of land allocated for employment purposes but without planning permission; 15.6 ha of land with planning permission, but where development has not commenced, 11.1 ha of land in the Primarily Industrial Areas, and 2.5 ha of land under construction.

Town Centres and Shopping

- 2.65 Kirkby, Prescott 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 Prescott contains a much older historic core. A recent town centres and shopping study⁴⁵ states that Knowsley's town centres Huyton, Prescott 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.
- 2.66 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 study⁴⁶ suggests that these are experiencing difficulties.

⁴² Joint Employment Land and Premises Study Halton, Knowsley, Sefton and West Lancashire (BE Group, 2010)

⁴³ Joint Employment Land and Premises Study Halton, Knowsley, Sefton and West Lancashire (BE Group, 2010)

⁴⁴ Annual Monitoring Report 2010 (Knowsley MBC, 2010)

⁴⁵ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁴⁶ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

Transport

General Trends

- 2.67 Table 2.13 shows car ownership in 2001 when 41.8% of households did not have access to a car⁴⁷. This was the second highest in the Liverpool City Region with only Liverpool having lower car ownership levels. Table 2.14, however, shows that the Borough has a large proportion of persons in employment (excluding home workers) who travel to work by car (69%).

	Knowsley		North West	England
	Number	%	%	%
Households with no cars or vans	25,287	41.8	30.2	26.8
Households with one car or van	24,745	40.9	43.5	43.7
Households with two cars or vans	8,946	14.8	21.5	23.6
Households with three cars or van	1,274	2.1	3.7	4.52
Households with four or more cars or vans	301	0.5	1.02	1.39

Source: 2001 Census (ONS)

	Number	Percent
Bus	36	8
Car / van	327	73
Cycle	17	4
Taxi	9	2
Train	28	6
Walk	34	8
Other	0	0

Source: Countywide Household Travel Interview Survey Knowsley District Report (LTPSU, 2010)

⁴⁷ Release of the 2011 Census will provide a refreshed picture of the Borough's car ownership levels.

Road Safety

- 2.68 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.
- 2.69 For adults, this required Knowsley to reduce the baseline average casualty total from 98 to 58. As Table 2.15 shows, this was achieved.

District	2003	2004	2005	2006	2007	2008	2009	2010
Knowsley	53	63	66	56	53	57	56	55
Liverpool	339	303	282	230	195	180	204	229
St Helens	87	81	70	70	51	70	63	45
Sefton	106	121	94	100	89	100	87	74
Wirral	196	202	198	170	157	145	143	108
Merseyside	781	770	710	626	545	552	553	511

Source: 2020 Knowsley Ltd on behalf of Knowsley MBC

- 2.70 The Merseyside local authorities agreed to increase the 2010 target reduction in the number of children killed or seriously injured from 50% to 55%. In order to achieve this, Knowsley's target was further stretched to require a 64% decrease from the baseline figure of 29. Knowsley's target for 2010 was therefore a maximum of 10 children killed or seriously injured. As table 2.16 shows, this target was achieved.

District	2003	2004	2005	2006	2007	2008	2009	2010
Knowsley	12	15	15	11	9	8	11	5
Liverpool	68	64	62	43	39	31	20	35
St Helens	12	14	14	9	3	11	14	9
Sefton	12	19	17	11	15	17	12	9
Wirral	32	26	38	33	24	14	22	18
Merseyside	136	138	146	107	90	81	79	76

Source: 2020 Knowsley Ltd on behalf of Knowsley MBC

- 2.71 In May 2011, the Government introduced a new Strategic Framework for Road Safety, which details a package of policies, intending to continue to reduce road deaths and injuries. The Framework, however, does not contain specific casualty reduction targets. In the absence of national targets, all five Merseyside Authorities adopted the following ambitious casualty reduction targets under the auspices of Merseyside's third Local Transport Plan:

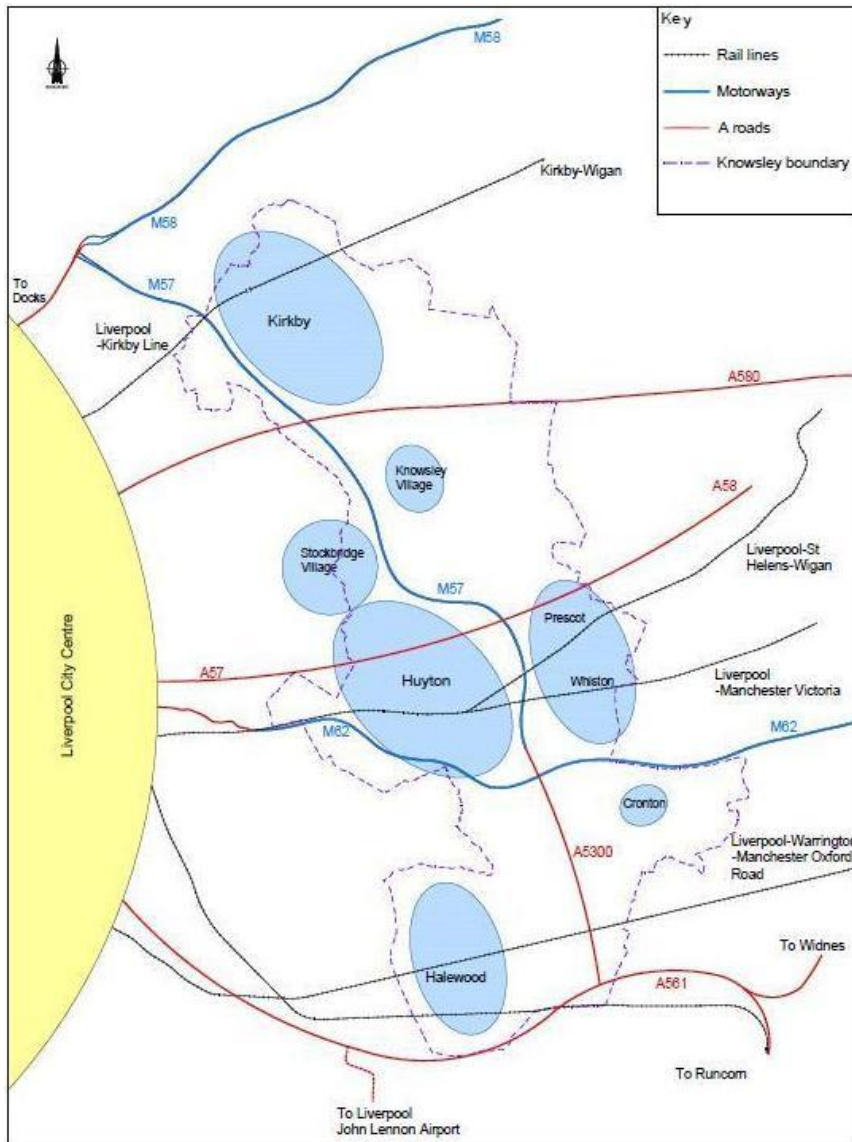
- to reduce the number of children killed or seriously injured on Merseyside by 50% by 2020 from the 2004-2008 baseline average total; and
- to reduce the number of persons (of all ages) killed or seriously injured in Knowsley by 37% by 2020 from the baseline average total.

2.72 In 2011, the target for the number of children killed or seriously injured on Merseyside was 78. The actual number was 75. The target for the number of persons killed or seriously injured in Knowsley was 58. The actual number was 41.

Road Network

2.73 Knowsley's road network is a key assets which strengthens the Borough position as a key 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. Figure 2.17 demonstrates the key strategic road links.

Figure 2.17 Key Linkages



- 2.74 The third Local Transport Plan⁴⁸ identified that in the longer term, congestion can be anticipated at the A5300 Knowsley Expressway junction with the A562. There are already severe queuing problems at peak periods, especially for vehicles accessing the A562 southbound from the A5300 indicating, in the longer term, junction improvements may be needed.
- 2.75 Similarly, a study undertaken in 2011⁴⁹, demonstrates that there are a number of current key stress points on the Knowsley network and surrounding roads, in terms of additional journey times/congestion during the AM peak period time. These are as follows:
- A5300 Knowsley Expressway;
 - A5300/A562 interchange;
 - Tarbock Island (M62/M57 interchange) and connecting roads;

⁴⁸ A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

⁴⁹ Supporting Sustainable Access to opportunity in Merseyside, Large Project Business Case Submission (Merseyside Integrated Transport Authority, 2011)

- A580 East Lancashire Road;
- A57 East Prescot Road/Liverpool Road/Warrington Road;
- A58 Prescot Bypass;
- A562 Higher Road;
- A561 Speke Boulevard;
- B5199 Huyton Lane;
- A506 Bank Lane;
- B5202 Knowsley Lane;
- A5080 Roby Road/Bowring Park Road;
- County Road, Valley Road, Moorgate Road North and South Boundary Road in Kirkby

2.76 In January 2011 the Department of Transport (DfT) released the Local Sustainable Transport Fund (LSTF), which is a funding stream of £560m to be spent over 4 years. 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. Merseyside has been successful in securing almost £25million of this fund, with approximately £5.8 million pounds specific to Knowsley. In Knowsley, activities funded by the Local Sustainable Transport Fund can be categorised into three broad strands:

1. Working with employers

A programme of support activity to assist employers as they seek to raise levels of sustainable access to their places of work for new and existing members of staff. This will be by:

- Travel Advisors providing bespoke support to 40 small to medium sized organisations and businesses to promote and enable sustainable travel behaviour at all levels; and
- providing support to businesses in Knowsley Industrial Estate. This is estimated to deliver over £1million of benefits against an investment cost of £41,000.

2. Sustainable Transport Infrastructure

A package of infrastructure improvements aimed at addressing physical barriers to travelling to employment opportunities by sustainable modes of transport. This includes:

- in Knowsley, 20 kilometres of new and improved infrastructure for cyclists and pedestrians including the upgrading of several off-road footpaths to facilitate shared use with all-weather surfaces being provided;
- a 5.7 kilometre active travel route will be developed which connects residential areas in Kirkby to employment sites such as Knowsley Industrial Park and Kirkby Town Centre ;
- new and improved infrastructure for cyclists near to key employment sites such as the Jaguar Land Rover site, Knowsley Industrial Park and Kings Business Park; and

- Halewood will benefit from measures to be undertaken in areas close to the Borough boundary. This will include the proposed sustainable transport package in South Liverpool which will seek to deliver improve pedestrian and cycling infrastructure encouraging a modal shift and improve local connectivity to jobs and services.

3. Bus Services

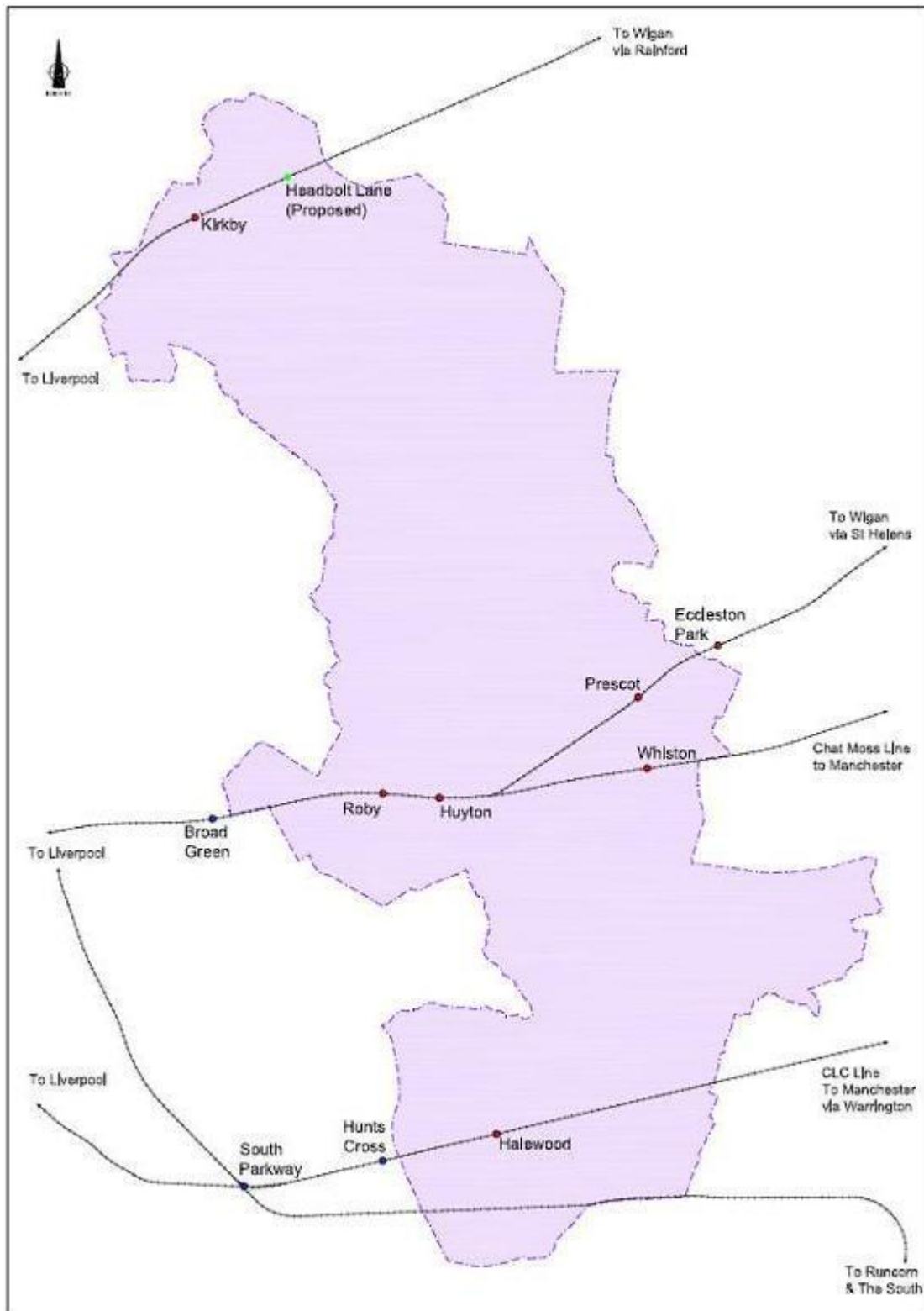
Extension and improvements to bus services including:

- extension to bus services providing access to Jaguar Land Rover and to the Longview Leisure and Culture Park; and
- delivery of a scheme to extend the running hours of the 265 bus service to provide a direct bus service route from Halewood to Whiston Hospital.

Rail and Bus Network

2.77 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. These routes can be seen on Figure 2.18.

Figure 2.18 Rail Connections



2.78 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, fewer routes between Knowsley's towns.

- 2.79 Research from the Knowsley Young People's Commission⁵⁰ 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 were identified:
- cost of public transport;
 - availability of public transport;
 - unwillingness to travel far from home; and
 - safety on public transport.

Walking and Cycling Network

- 2.80 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.
- 2.81 In recent years there has been significant investment in the sustainable travel network, from both the Local Authority and partners such as Sustrans and Big Lottery Funding. Recent schemes which have been developed include the Connect2 Kirkby Valley Greenway (Completed in 2012), and the Connect2 Knowsley Mineral Gateway (Completed in 2011).
- 2.82 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.

Transport Improvement Projects

- 2.83 Knowsley's transport network has been subject to recent improvements, including investment in the M57 / M62 interchange at Tarbock Island.
- 2.84 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 Kirkby⁵¹.
- 2.85 It is also anticipated that junction improvements will be required at the A5300/A562 interchange in the future.
- 2.86 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 in LTP3.

⁵⁰ Knowsley Young People's Commission - Unlocking the potential of young people in Knowsley (4Children, 2010)

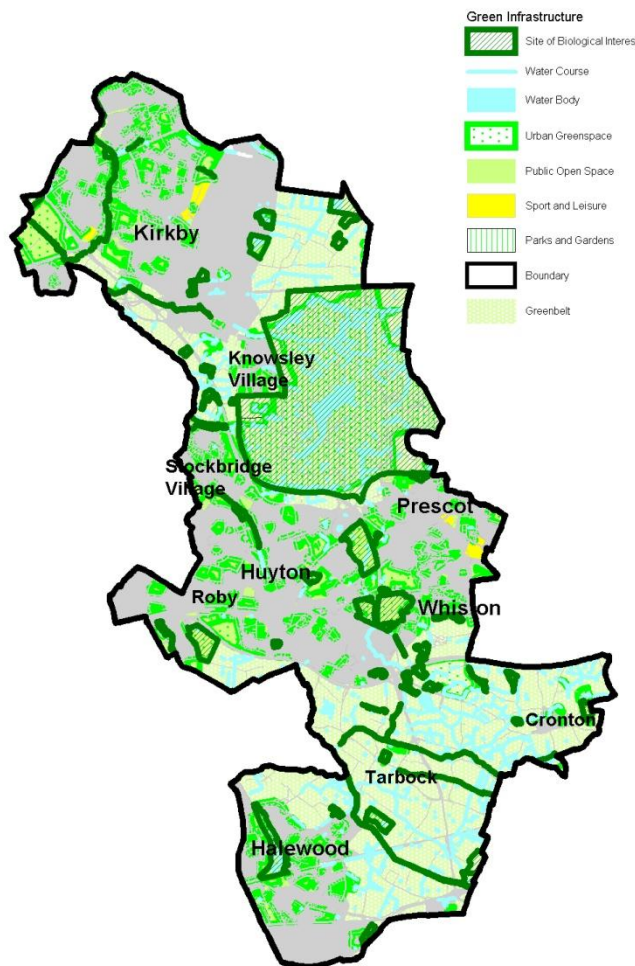
⁵¹ A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside, Merseyside Integrated Transport Authority, 2011

2.87 The planned expansion of Liverpool John Lennon Airport⁵² 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

2.88 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 Knowsley's residents and the image of the Borough. They form part of what is sometimes referred to as "Green Infrastructure".

Figure 2.19 – Green Infrastructure



© Crown Copyright Knowsley MBC 100017655, 2011

⁵² Airport Master Plan to 2030, Liverpool John Lennon Airport, 2007

Green Belt

- 2.89 The Borough contains 4,644 ha of land that is designated as Green Belt. This represents 54% of the Borough.
- 2.90 The National Planning Policy Framework⁵³ 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.
- 2.91 The Green Belt also has recreational, health and environmental benefits.

Green Spaces

- 2.92 Knowsley has 16 established parks and gardens offering various formal and informal recreation opportunities. These are identified and subdivided within the Council's Greenspace Strategy⁵⁴ 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.
- 2.93 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.
- 2.94 In July 2011 Halewood Park was awarded Green Flag status. This brought the number of open spaces in the Borough that are managed to Green Flag Award standard to nine (see Table 2.20). This represented 24.2% 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. In addition to Halewood Park, the strategy identifies an additional four 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 in Halewood⁵⁵.

⁵³ National Planning Policy Framework (DCLG, 2011)

⁵⁴ The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

⁵⁵ Knowsley Council Green Space Strategy 2009 – 2014 (Knowsley MBC, 2010)

Name	Area	Area (ha)
Halewood Park	Halewood	27.9
Court Hey Park	Huyton	13.4
King George V Playing Fields	Huyton	13.7
Mc Goldrick Park	Huyton	4.9
Sawpit Park	Huyton	1.2
Millbrook Park Millennium Green	Kirkby	13.9
St. Chad's Gardens	Kirkby	1.3
Henley Park	Whiston	2.4
Knowsley Cemetery	Whiston	2.2
Source: Directorate of Neighbourhood Delivery, Knowsley MBC		

- 2.95 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.
- 2.96 In November 2007 the Council adopted a Supplementary Planning Document⁵⁶ (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.
- 2.97 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

- 2.98 Knowsley does not have any Sites of Special Scientific Interest, Special Areas of Conservation, Special Protection Areas, or Ramsar sites. It does, however,

⁵⁶ Greenspace Standards and New Development Supplementary Planning Document (Knowsley MBC, 2007)

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 2.21 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 Policy, Impact and Intelligence.

Site Location:	Local Wildlife Sites	Local Geological Sites	Local Nature Reserve
North Kirkby	3	1	0
South Kirkby	12	1	1
Prescot, Whiston and Cronton	25	4	0
North Huyton	4	0	0
South Huyton	5	0	0
Halewood	15	0	0

Source: Knowsley Replacement Unitary Development Plan (2006)

- 2.99 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

- 2.100 Table 2.22 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.

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Overall	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor
Nitrates	Very High	Very High	Very High	Very High	Very High	Very High	Very High	Very High	Very High	Very High
Phosphates	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High	Excessively High

Source: Environment Agency [accessed 12 September 2012]

Chemical river water quality

2.101 Table 2.23 - shows an assessment of the amount of ammonia and oxygen in the River Alt.

Table 2.23 - Chemical River Water Quality										
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ammonia	Fairly Good	Fairly Good	Good	Good	Good	Good	Good	Fairly Good	Fairly Good	Fairly Good
Dissolved Oxygen	Fairly Good	Fairly Good	Good	Good	Good	Good	Very Good	Very Good	Very Good	Very Good

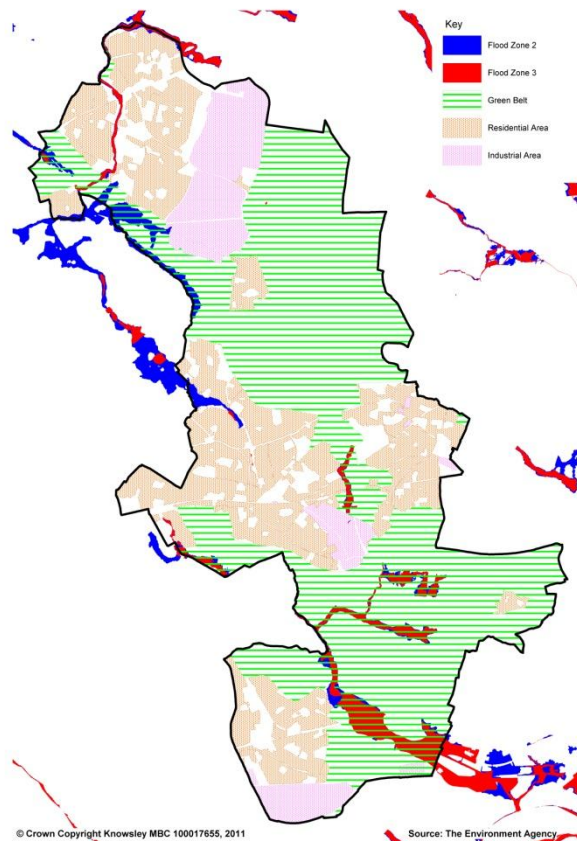
Source: Environment Agency [accessed 12 September 2012]

2.102 The level of dissolved oxygen in the River Alt has increased significantly since 2000 and is now in the highest classification. The level of Ammonia in the water is described as “Fairly Good”.

Land at risk from flooding

2.103 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 263 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 168 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 2.24 – Land at Risk of Flooding



- 2.104 The National Planning Policy Framework⁵⁷ states that Local Plans should be supported by Strategic Flood Risk Assessments (SFRAs). SFRAs refine the information provided by Environment Agency flood maps, taking into account flooding from all sources.
- 2.105 A joint SFRA for Knowsley and Sefton was completed in 2009⁵⁸. In Knowsley it will now inform the preparation of the Core Strategy and subsequent Local Plan documents. It will also provide a framework for the future direction of development within the Borough.
- 2.106 The SFRA demonstrates that Flood Zone 3 could increase as a result of climate change and spread into existing residential and commercial areas.
- 2.107 The Council undertook a Preliminary Flood Risk Assessment in June 2011⁵⁹. It found that Knowsley has approximately 3000 properties (2400 residential, 600 non-residential) that are at risk from flooding to a depth of 0.3m once every 200 years. Knowsley therefore is considered not to have a nationally significant flood risk.
- 2.108 A level 2 SFRA is currently being produced to provide more detailed information regarding the nature of flood risk at a number of sites being considered for allocation in the emerging Local Plan. It will provide information on flood depth, velocity and hazard and identifies appropriate flood risk management measures that could be implemented to manage flood risk at the sites.

Air

- 2.109 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. Air quality is generally good and there are no Air Quality Management Areas within the Borough.

Minerals and Waste

Minerals

- 2.110 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 resources⁶⁰ recommended that the Cronton Clay Pit and surrounding area be safeguarded from other forms of development which could sterilise it as a resource. There are currently no Minerals Safeguarding Areas in place. Knowsley no longer has any production of primary aggregates. The Coal Authority, however, has

⁵⁷ National Planning Policy Framework (DCLG, 2011)

⁵⁸ Knowsley Council and Sefton Council Strategic Flood Risk Assessment – Final (Atkins, 2009)

⁵⁹ Preliminary Flood Risk Assessment (Knowsley MBC, 2011)

⁶⁰ Evidence Base for Minerals Planning in Merseyside (Urban Vision, 2008)

indicated that coal resources still exist under a large part of the Borough⁶¹. 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

- 2.111 The Joint Merseyside Waste Local Plan is being prepared by Merseyside Environmental Advisory Service on behalf of Knowsley and the other Councils in Greater Merseyside. The Waste Local Plan 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 Local Plan 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.
- 2.112 A six week consultation was undertaken in May and June 2010 on the Waste Local Plans Preferred Options. This contained, in Knowsley, one sub-regional site in Knowsley Industrial Park, and three district sites of which one was in Knowsley Industrial Park and two were in Huyton Business Park. A second consultation was undertaken in May and June 2011 that contained replacement sites introduced since the original Preferred Options consultation. This did not affect sites in Knowsley.
- 2.113 The Waste Local Plan was submitted to the Secretary of State in February 2012 with the Examination hearing sessions being held between 19th and 29th June 2012. The hearing sessions have now been adjourned while modifications to the Plan are made. Public consultation on these modifications is likely to commence in October 2012.
- 2.114 Table 2.25 shows the amount of household waste arisings managed by management type. The amount of household waste being disposed of via landfill continues to decline (down by 3,205 tonnes to 41,870 tonnes). The proportion going to landfill, however, is significantly greater than for England as a whole (68.8% compared with 43.3% nationally).

⁶¹ Coal Mining Development Referral Areas (The Coal Authority, 2010)

	Knowsley 2010/11		England 2010/11	Knowsley 2009/10	Knowsley 2008/9	Knowsley 2007/8	Knowsley 2006/7	Knowsley 2005/6	Knowsley 2004/5
	Tonnes	%	%	%	%	%	%	%	%
Landfill	41,870.68	68.8	43.3	72.2	74.9	81.6	84.01	87.25	89.61
Incineration with Energy from Waste	-	-	15.1	-	-	-	-	-	-
Incineration without Energy from Waste	-	-	-	-	-	-	-	-	-
Recycled / composted	18,971.15	31.2	40.2	27.8	25.1	18.4	15.99	12.75	10.39
Other	-	-	1.4	-	-	-	-	-	-
Total waste arisings	60,841.83	100	100	100	100	100	100	100	100

Source: Directorate of Neighbourhood Services, Knowsley MBC

The Historic Environment

- 2.115 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.
- 2.116 A Listed Building is a structure which is included on a statutory list because it is recognised for its special architectural or historic interest. Knowsley 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 register⁶². Appendix B contains details of individual listed buildings.
- 2.117 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.

⁶² Heritage at Risk Register 2011 / North West (English Heritage, 2011)

2.118 Knowsley has fifteen conservation areas of which two, Prescott Town Centre and South Park Road, Kirkby, are considered by English Heritage to be at risk. South Park Road is described as “deteriorating” while Prescott Town Centre is described as “Improving”⁶³. Prescott Town Centre has been awarded a development grant through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

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

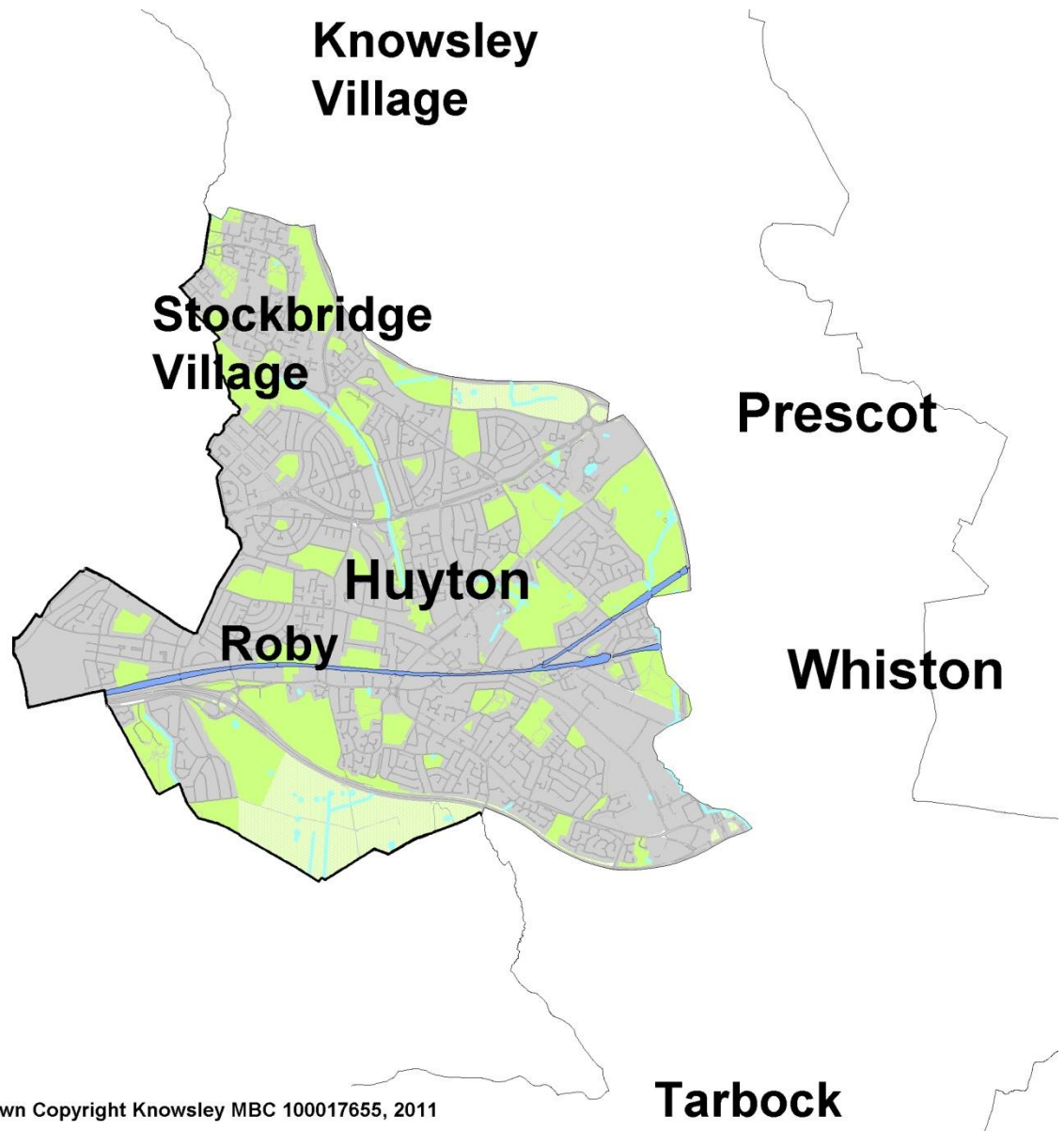
- 2.119 Three of the conservation areas are designated as Article 4 conservation areas where certain permitted development rights have been withdrawn. These are Ingoe Lane, Kirkby; Huyton Church, Huyton; and Knowsley Village.
- 2.120 In 2005 a Conservation Area Appraisal was drafted for each area. The 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.
- 2.121 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.
- 2.122 There are currently no designated ancient monuments in Knowsley. National Museums Liverpool hold the archaeology section of the Historic Environment Record (HER) and access to view the HER can be agreed by arrangement.

⁶³ Heritage at Risk Register 2011 / North West (English Heritage, 2011)

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 57,000, 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

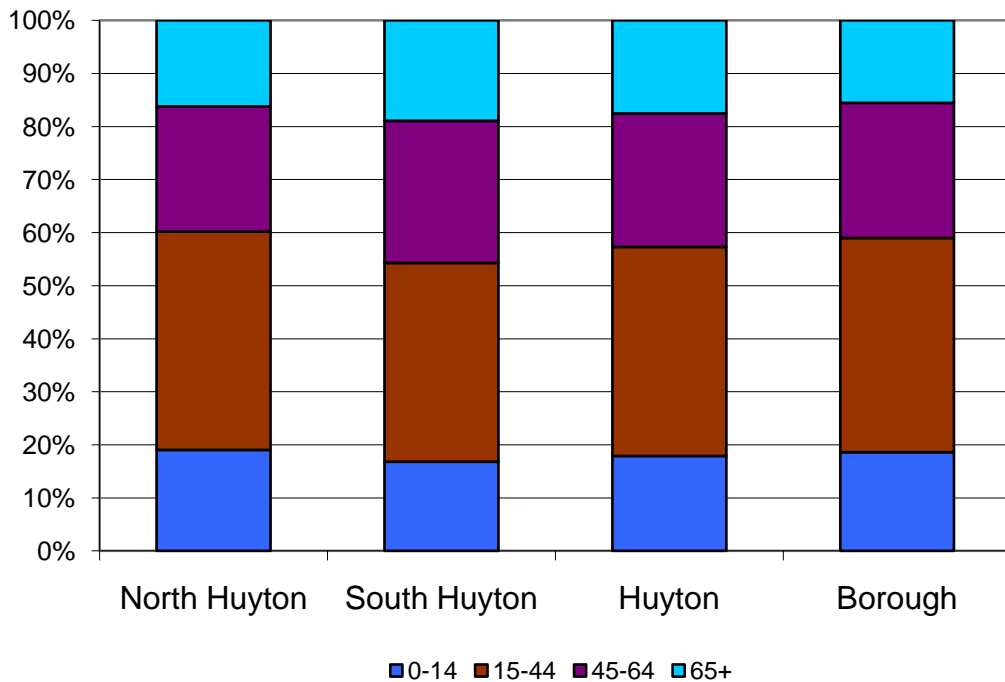
- 3.3 Huyton gets its name from the medieval Hitune, literally meaning High Town. It is believed that the present Parish Church, which stands at the town's

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 which has the highest proportion of pensioners in the Borough.

Huyton Population Structure 2009



Source: Knowsley Public Health Intelligence & Evidence Team

3.5 Life expectancy south Huyton is the highest in the Borough for both males (77.3 years) and females (81.8 years)⁶⁴. North Huyton, however, has the lowest life expectancy for females (78.6 years) and the second lowest for males (75.2 years). 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 and diseases

⁶⁴ Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)

like cardiovascular disease and cancer are higher in North Huyton than in South Huyton.

Deprivation

- 3.6 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 unemployed⁶⁵. 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.
- 3.7 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 Document⁶⁶. 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

- 3.8 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

- 3.9 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 new leisure and culture park has been built on redundant school site in Longview Drive near to the town centre.

⁶⁵ Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)

⁶⁶ North Huyton Action Area Supplementary Planning Document (BDP Planning, 2007)

- 3.10 The Town Centres and Shopping Study⁶⁷ 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 is nearing completion on a scheme that will comprehensively regenerate the Stockbridge Village centre. The development includes a new small supermarket, library, leisure centre and other facilities. The scheme is a partnership between the Council and Villages Housing.
- 3.11 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 Study⁶⁸ suggests that local centres at Hillside Road, Longview Drive and Manor Farm Road, and the parade at Greystone Road are experiencing significant difficulties.

Transport

- 3.12 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 Plan⁶⁹ 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.
- 3.13 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.
- 3.14 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.

⁶⁷ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁶⁸ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁶⁹ A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

Natural Environment

- 3.15 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).
- 3.16 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 standards⁷⁰. 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.
- 3.17 The Environment Agency considers the River Alt near Seth Powell Way to be an area at risk of flooding but this has a probability of once in 100 years to once in 1000 years. About 50 houses in the Edenhurst Avenue area have been identified as having a greater than a 1 in 100 chance each year of flooding. A small part of Huyton Business Park, near Logwood Mill Brook, is also considered to be at risk of flooding.

Historic Environment

- 3.18 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

- 3.19 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; and
 - the potential for some areas to flood.

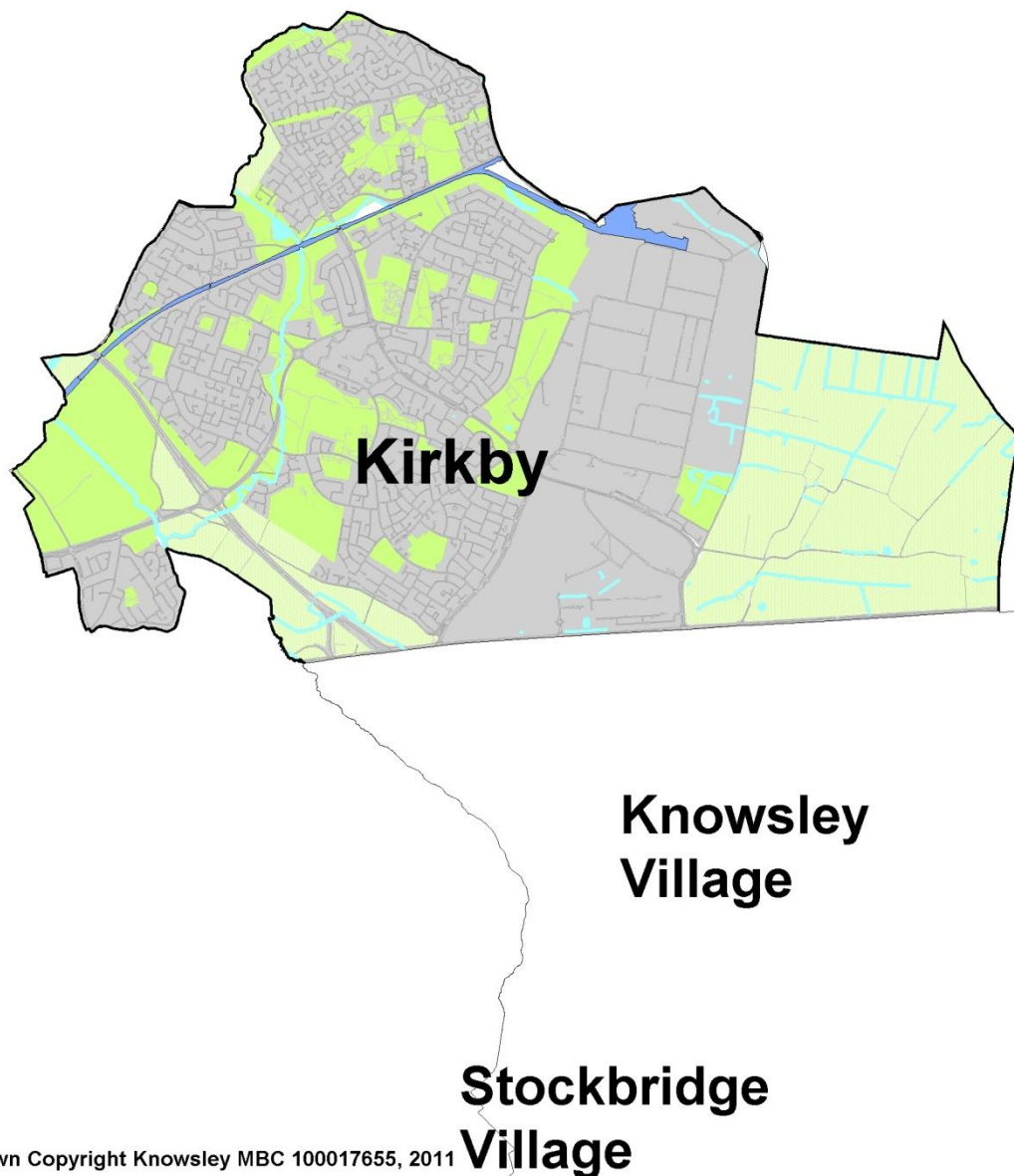
⁷⁰ see Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

- 3.20 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 to 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 45,000 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.



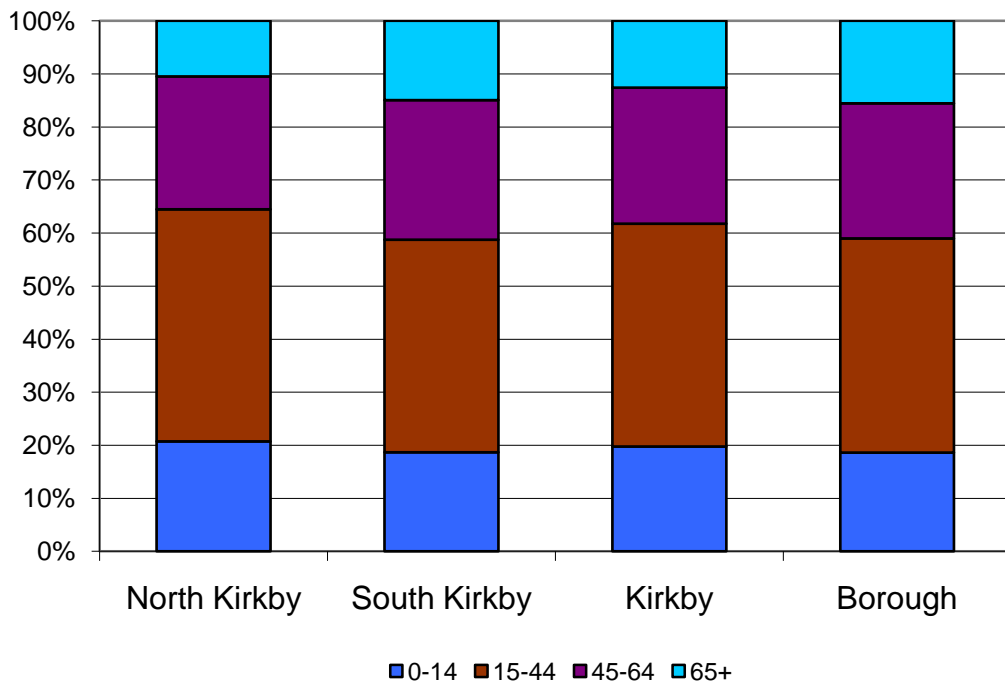
Historical Context

- 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 1991⁷¹.

Population

- 4.5 Of the four township areas, Kirkby has the highest proportion of children aged 0 – 14. North Kirkby has a younger population structure than south Kirkby⁷².

Kirkby Population Structure 2009



Source: Knowsley Public Health Intelligence & Evidence Team)

- 4.6 North Kirkby has significant health issues where life expectancy is the lowest in the Borough for males (74.7 years) and also low for females (79.6 years). This compares with 75.7 years for males and 80.2 years in South Kirkby.

⁷¹ 1991 Census (ONS, 1991)

⁷² Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)

- 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 people⁷³.

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 country⁷⁴.
- 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 area⁷⁵. 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 Prescott, 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-modelling⁷⁶.

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. 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

⁷³ Merseyside Police Crime Statistics (Merseyside Police, 2010)

⁷⁴ Index of Multiple Deprivation 2010 (DCLG, 2011)

⁷⁵ Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

⁷⁶ Delivering a New Future for Knowsley Industrial Park: Strategic Framework (DTZ, Arup and Taylor Young, 2010)

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 Study⁷⁷ 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 Study⁷⁸ 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 Study⁷⁹ 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 Kirkby⁸⁰.
- 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.

⁷⁷ Merseyside Disadvantaged Communities Study Transport Research Report (LTP Support Unit, 2010)

⁷⁸ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁷⁹ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁸⁰ A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

- 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. Chads Gardens. Acornfield Plantation is being targeted by the Council with the aim of bringing it up to Green Flag Award standard⁸¹.
- 4.23 When compared to the Unitary Development Plan's open space standards⁸², 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 180 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 risk⁸³.

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;

⁸¹ The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

⁸² Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

⁸³ Heritage at Risk Register 2011 / North West (English Heritage, 2011)

- 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. Prescott and Whiston Cronton Knowsley Village Spatial Profile

Introduction

- 5.1 The Prescott, Whiston, Cronton and Knowsley Village area has a population of 27,900 and is located in the centre of the Borough to the east of Huyton.
- 5.2 Prescott 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 Prescott mean that the two towns can be regarded as a combined entity. Prescott 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 Prescott / Whiston. Their urban areas are tightly constrained by areas designated as Green Belt.



Historical Context

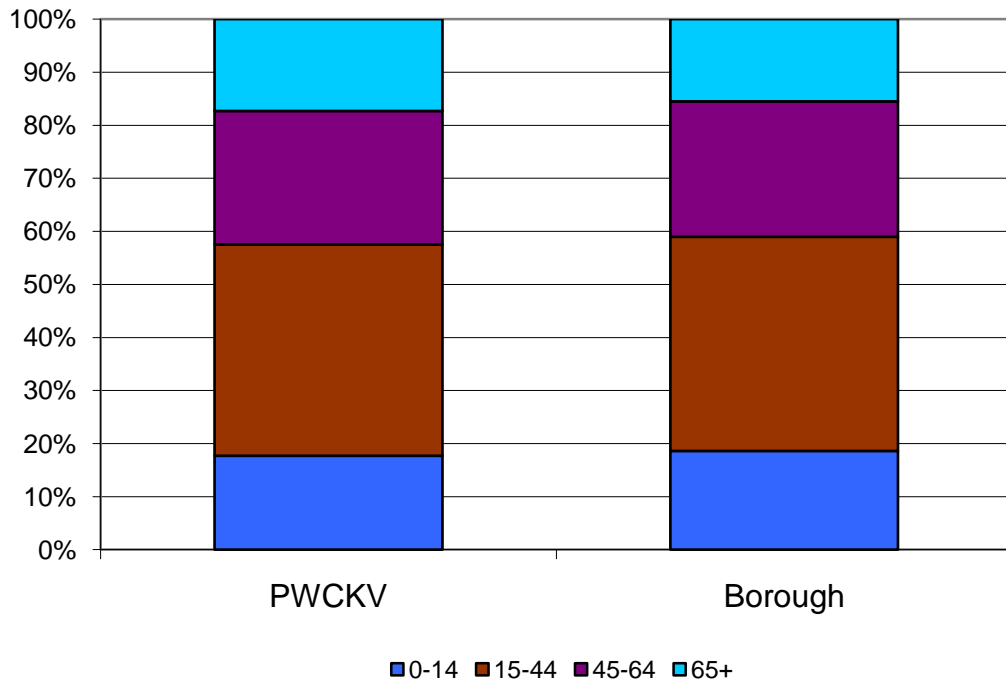
- 5.4 Prescott is believed to be Anglo-Saxon in origin, when it was called Prescota meaning a Priest Cottage. Although the Parish Church has earlier origins, the establishment of a number of potteries in the 14th century along with coal mining provided an important stimulus to the town. Prescott also developed as a thriving market town. The plot layout, street pattern and several buildings of medieval Prescott still survive in the town centre.
- 5.5 The 18th century brought considerable changes to the town with a growth in the number of craft industries especially watch making, tool making 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 watch making industry in Prescott, in particular, rose to one of national and international significance.
- 5.6 The late 19th century saw the emergence of a cable making industry, located to the south of Prescott 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 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.

Population

- 5.10 Of the four townships areas, Prescott, Whiston, Cronton and Knowsley Village has the lowest proportion of children aged 0 -14⁸⁴.

⁸⁴ Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)

Prescot, Whiston, Cronton, Knowsley Village Population Structure 2009



Source: Knowsley Public Health Intelligence & Evidence Team)

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%)⁸⁵.

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 properties⁸⁶.

5.13 Although significantly higher than the national average, the area has one of the lowest levels of worklessness and benefits claimants across Knowsley⁸⁷.

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,

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

⁸⁶ Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

⁸⁷ Area Partnership Board Profiles (Knowsley MBC, 2011)

small and prestigious units. It is contiguous with the Knowsley Industrial Park, which is located within the Kirkby township.

- 5.15 The South Prescott Action Area lies to the south west of Prescott town centre, with the Prescott 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 Prescott'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 rates⁸⁸. The Cables Retail Park, located to the south of Prescott 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 Prescott 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 Prescott 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 centre⁸⁹.
- 5.18 The Prescott, Whiston, Cronton and Knowsley Village area has five local shopping centres plus one smaller parade. The Shopping Study⁹⁰ suggests that the local centre at Molyneux Drive, Prescott 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 Prescott, 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.

⁸⁸ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁸⁹ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

⁹⁰ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

- 5.21 Prescott town centre and Whiston Hospital were proposed to be served by the Merseytram scheme Line 2, connecting these areas with Liverpool City Centre. 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 Prescott is being targeted by the Council with the aim of bringing it up to Green Flag Award standard⁹¹.
- 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.

Historic Environment

- 5.26 The Prescott, 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 Prescott is the only grade I listed building in the Borough. The area also contains three conservation areas, of which Prescott Town Centre Conservation Area is considered to be at risk⁹². Its condition is described as "Improving". Prescott Town Centre has been awarded a development grant through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

Key Issues and Opportunities

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

⁹¹ The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

⁹² Heritage at Risk Register 2011 / North West (English Heritage, 2011)

- 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.

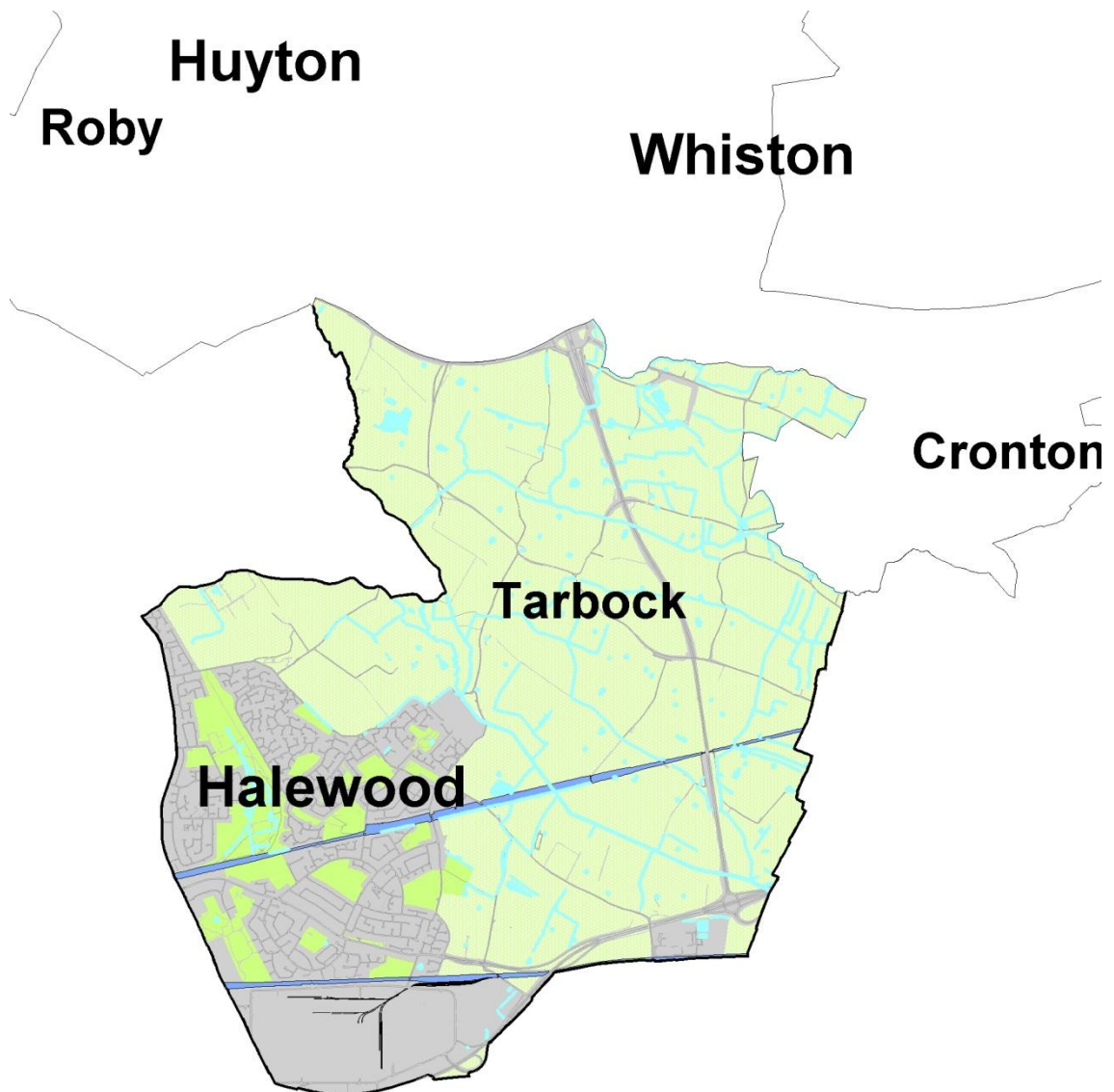
5.28 The key **opportunities** concerning Prescot, Whiston, Cronton and Knowsley Village are considered to be:

- 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);
- 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, and
- Prescot Town Centre has been awarded a development grant which will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities.

6. Halewood Spatial Profile

Introduction

- 6.1 With a population of 21,180, 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.



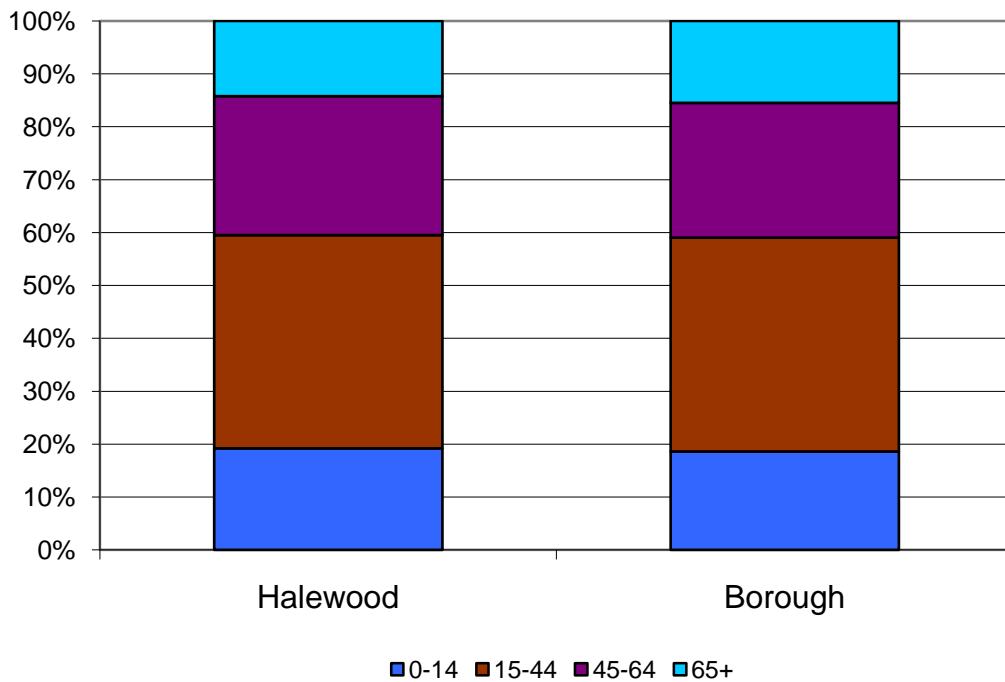
Historical Context

- 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 Domesday 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 working age population structure to the Borough as a whole. It has a higher proportion of persons aged 0-14 than the Borough and a lower proportion of persons aged 65 plus.

Halewood Population Structure 2009



Source: Knowsley Public Health Intelligence & Evidence Team)

- 6.6 Life expectancy for males in Halewood (76.2 years) is slightly higher than the Borough average, while for females it is slightly lower (79.5 years). 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 intake⁹³.

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 issues⁹⁴.

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, consisting of a 1,597 sq. m. food store and 12 retail non food units together with car parking and a bus interchange, is nearing completion.
- 6.12 Halewood also has two small local centres plus two smaller parades. The Town Centres and shopping study⁹⁵ suggests that these are either healthy or moderately healthy centres.

⁹³ Area Partnership Board Health Profiles (Knowsley Public Health Intelligence Team, 2009)

⁹⁴ Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

⁹⁵ Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

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 standards⁹⁶, 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. In July 2011 Halewood Park was awarded Green Flag status. This is the first open space in Halewood to be managed to Green Flag standard. It is the Council's intention that Arncliffe Sports Ground also be managed to the standard⁹⁷.
- 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. About 80 dwellings in Halewood have been identified as having a once in 100 years to once in 1000 years probability of flooding.

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.

⁹⁶ Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

⁹⁷ 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.

7. Bibliography

- 1991 Census (ONS, 1991)
- 2001 Census - UK travel flows (local authority) (ONS)
- 2008 Annual Business Inquiry Employee Analysis (ONS, 2009)
- 2008-based Sub-national Population Projections (ONS, 2010)
- 2011 Census (ONS, 2012)
- A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)
- Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)
- Annual Population Survey January 2008 - December 2008 (ONS, 2010)
- Area Partnership Board Profiles (The Knowsley Partnership, 2008)
- Area Partnership Boards Health Profiles 2009 (Knowsley Public Health Intelligence Team, 2009)
- Area Partnership Boards Health Profile 2011 (Knowsley Public Health Intelligence & Evidence Team, 2011)
- Coal Mining Development Referral Areas (The Coal Authority, 2010)
- Delivering a New Future for Knowsley Industrial Park: A Strategic Framework (DTZ, Arup and Taylor Young, 2010)
- Merseyside Disadvantaged Communities Study Transport Research Report (LTP Support Unit, 2010)
- Dwelling Stock by Tenure and Condition (ONS, 2009)
- Employment Technical Report "Planning for Economic Growth in Knowsley" (Knowsley MBC, 2012)
- Ensuring a Choice of Travel Supplementary Planning Document (Knowsley MBC, 2010)
- Evidence Base for Minerals Planning in Merseyside (Urban Vision, 2008)
- Greenspace Standards and New Development Supplementary Planning Document (Knowsley MBC, 2007)
- Gypsy and Traveller Accommodation Needs Assessment Final Report (Salford Housing & Urban Studies Unit, 2008)
- Heritage at Risk Register 2010 / North West (English Heritage, 2010)
- Hometrack, 2010
- Household estimates and projections by district, England, 1981- 2031 (CLG, 2010)
- Housing and Economic Development Evidence Base Overview Study (Liverpool City Region Partners, 2011)
- Index of Multiple Deprivation 2007 (CLG, 2008)
- Joint Employment Land and Premises Study Halton, Knowsley, Sefton and West Lancashire (BE Group, 2010)

Knowsley Annual Monitoring Report 2010 (Knowsley MBC, 2010)

Knowsley Council Green Space Strategy 2009 – 2014 (Knowsley MBC, 2010)

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

Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)

Knowsley Strategic Housing Market Assessment 2010 (David Coultie Associates, 2010)

Knowsley The Borough of Choice – Sustainable Community Strategy 2008 – 2023 (The Knowsley Partnership, 2008)

Merseyside Police Crime Statistics (Merseyside Police, 2010)

NEET Figures for Local Authority Areas (Department for Children, Schools and Families, 2009)

North Huyton Action Area Supplementary Planning Document (BDP Planning, 2007)

North West of England Plan Regional Spatial Strategy to 2021 (DCLG, 2008)

Planning Policy Guidance 2: Green Belts (ODPM, 1995)

Planning Policy Statement 3 (PPS3): Housing (DCLG, 2010)

Regional Planning Guidance for the North West (RPG13) (ODPM, 2003)

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

Technical Background Paper - Gypsies & Travellers and Travelling Showpeople Pitch Provision July 2009)

Tomorrow's Roads – Safer for Everyone (Department for Transport, 2000)

The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

Appendix A – Sites of Environmental Importance

Site	Type of Site
North Kirkby	
39 Mill Brook, Westvale	Local Wildlife Site
50 Kirkby Brook, including Mill Brook	Local Wildlife Site
61 Simonswood Brook, Kirkby	Local Wildlife Site
84 Kirkby Brook Waterfall	Local Geological Site
South Kirkby	
2 Charley Wood, Kirkby	Local Wildlife Site
4 Kraft Operational Land, Kirkby	Local Wildlife Site
38 Acornfield Plantation, Kirkby	Local Wildlife Site
41 Wango Lane Wetland, M57, Kirkby	Local Wildlife Site
48 Mossland, west of Johnson's Cottage, Kirkby	Local Wildlife Site
55 Otis Meadow, Kirkby	Local Wildlife Site
57 Moss Plantation and Brown Birches, Kirkby	Local Wildlife Site
63 Meadow, Kirkby (Mill) Brook, south of Old Hall Lane	Local Wildlife Site
67 River Alt, Kirkby	Local Wildlife Site
68 Kirkby Brook, Northwood	Local Wildlife Site
71 Croxteth Brook	Local Wildlife Site
77 Kirkby Brook	Local Wildlife Site / Local Geological Site
Prescot, Whiston, Cronton, Knowsley Village	
8 Little Wood, Stockbridge Village	Local Wildlife Site
11 Carr Lane Lake, Prescot	Local Wildlife Site
13 Lickers Lane Wood, Whiston	Local Wildlife Site
14 Woodland, Sandfield Park, Whiston	Local Wildlife Site
15 Tushingham's Pond, Whiston	Local Wildlife Site
16 Big Water, Halsnead	Local Wildlife Site
18 Strettlles Bog, Cronton Road	Local Wildlife Site
19 Mine Waste, Cronton	Local Wildlife Site
20 Dagger's Bridge Wood, Tarbock	Local Wildlife Site
22 Pex Hill Country Park	Local Wildlife Site
23 George's Wood, Cronton	Local Wildlife Site
40 Knowsley Park	Local Wildlife Site / Local Geological Site
43 Howard's Pits, Knowsley	Local Wildlife Site
44 Stadt Moers Q2 and visitor centre, Whiston	Local Wildlife Site
46 Stadt Moers Park, Quadrant 4	Local Wildlife Site / Local Geological Site
47 Rough Head Wood, Cronton	Local Wildlife Site

Site	Type of Site
49 The Old Wood, north, Halsnead	Local Wildlife Site
51 The Roughs, Knowsley Village	Local Wildlife Site
52 The Old Wood, south, Halsnead	Local Wildlife Site
53 Meakin's Pits, adj. M57	Local Wildlife Site
54 Copse, south of A58, Prescott	Local Wildlife Site
58 Land, east of Fox's Bank Brook	Local Wildlife Site
59 Aker's Pits, M57, Knowsley Village	Local Wildlife Site
62 Alder Brook, Cronton	Local Wildlife Site
70 Knowsley Brook	Local Wildlife Site / Local Geological Site
85 Cronton Mineral Line	Local Geological Site
North Huyton	
12 Huyton Lane Wetland, Huyton	Local Wildlife Site
78 River Alt, Seth Powell Way	Local Wildlife Site
81 Huyton and Prescott Golf Club	Local Wildlife Site
83 Grassland, west of Seth Powell Way, Huyton	Local Wildlife Site
South Huyton	
56 Court Hey Park, Huyton	Local Wildlife Site
60 Coppice Lane Council Depot, Huyton	Local Wildlife Site
64 Bowring Park Golf Course, south of M62	Local Wildlife Site
65 Ten Acre Pits, Huyton	Local Wildlife Site
82 Stadt Moers Quadrant 3, Huyton	Local Wildlife Site
Halewood	
21 Ox Lane Wood, Tarbock	Local Wildlife Site
24 Brickwall Covert, Tarbock	Local Wildlife Site
25 Cartbridge Lane Wood, Halewood	Local Wildlife Site
26 Green's Bridge Plantation, Halewood	Local Wildlife Site
27 Halewood Triangle	Local Wildlife Site
29 Ash Lane hedge, ditch and grassland, Halewood	Local Wildlife Site
42 Flood plain, Ditton Brook, Halewood	Local Wildlife Site
45 Crab Tree Rough & Hopyard Wood North, Halewood	Local Wildlife Site
66 Netherley Brook	Local Wildlife Site
72 Netherley Brook, tributary	Local Wildlife Site
73 Mill Brook, Netherley	Local Wildlife Site
74 Ochre Brook, Tarbock	Local Wildlife Site
75 Ditton Brook, Halewood	Local Wildlife Site

Site

- 76 Tarbock Green ditch
- 80 Dog Clough Brook, Tarbock

Type of Site

- Local Wildlife Site
- Local Wildlife Site

Appendix B - Listed Buildings

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

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

Summary				
Listings	Listed Buildings	Grade 1	Grade II*	Grade II
98	121	1	4	116

For more information log on to
www.knowsley.gov.uk/LocalPlan

All mapping is reproduced from the Ordnance Survey material with the permission of the controller of Her Majesty's Stationery Office Crown © Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Knowsley MBC 100017655, 2012

You can also get this information in other formats.
Please phone Customer Services on 0151 443 4031
or email customerservices@knowsley.gov.uk



Knowsley Council