

# KNOWSLEY

Local Plan Core Strategy  
January 2016





# KNOWSLEY

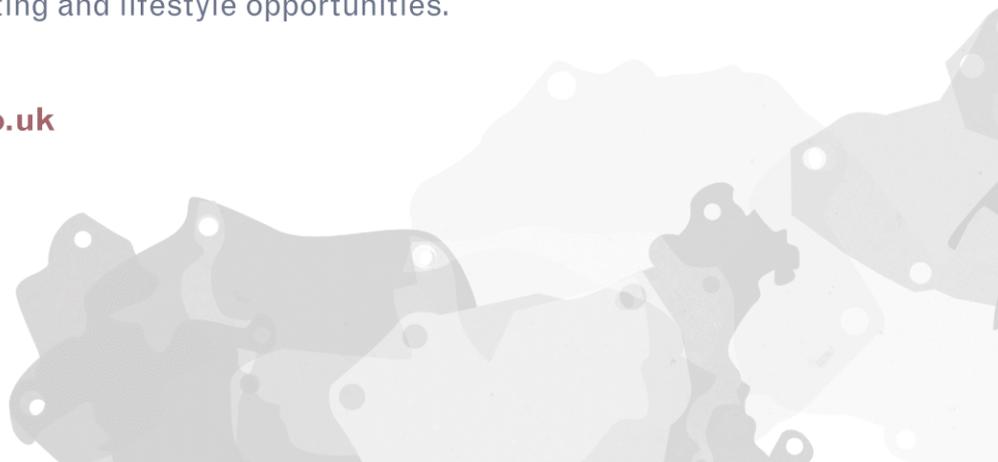


Fifteen minutes from Liverpool and 35 minutes from Manchester, Knowsley is positioned on the doorstep of two thriving cities. Fantastically connected and yet beautifully green, it is a great place to live, visit, invest and do business.

Knowsley has a proud industrial and manufacturing heritage and is an established home to some of the UK's most successful businesses. High performing brands like Jaguar Land Rover, Matalan and QVC have all chosen Knowsley, due in no small part to its unrivalled location, connectivity and great workforce.

Knowsley is also an ideal place to locate and raise a family with green spaces, award winning parks and high quality leisure facilities. It offers individuals and families alike an attractive lifestyle in an appealing location within easy reach of many entertainment, culture, sporting and lifestyle opportunities.

Find out more about Knowsley.  
Visit [www.discoverknowsley.co.uk](http://www.discoverknowsley.co.uk)  
and Follow [@knowsleyUK](https://www.instagram.com/knowsleyUK)





# Knowsley Local Plan: Core Strategy

---

**A Development Plan Document  
Adopted by resolution of the Council, 6 January 2016**



“Welcome to the Knowsley Local Plan Core Strategy. This Plan sets out the vision, objectives and policies which will guide development within Knowsley up to the year 2028.

Knowsley is a place with huge ambition to deliver significant and accelerated economic growth. This Local Plan Core Strategy is a key delivery mechanism for achieving Knowsley’s aspirations in facilitating growth and investment through identifying sites for new development whilst ensuring that this new development is positively managed.

This Plan will meet the needs and demands of existing business while attracting new economic investment to the borough in delivering a stronger and more diverse local economy. It will deliver a wide range of new high quality housing, to rebalance the housing market in order to meet the needs and aspirations of both existing and new residents. It will facilitate the regeneration of existing town centres, business parks and residential areas, to ensure they are sustainable, vibrant and welcoming.

Knowsley has a number of unique environmental assets which the Plan will help to protect and enhance, including sites of biodiversity and geological value, together with buildings, structures and areas of historic importance. The Plan will deliver physical and community infrastructure to ensure that existing communities and new development are well served by a range of local amenities. It also seeks to ensure that new development is well designed and embraces sustainability principles to improve health and wellbeing and reduce environmental risk and the impacts of climate change.

Our Local Plan seeks to capitalise on the borough’s unrivalled location and our assets whilst cementing its place within the Liverpool City Region. In particular, the Plan will deliver growth which matches the needs of the Liverpool City Region economic growth sectors and exploit Knowsley’s outstanding road, rail air and sea transport connectivity whilst retaining 49% of greenbelt land within the borough.

This Plan has emerged from extensive public consultation and joint working with key stakeholders and neighbouring authorities and this Council remains deeply committed to working with our partners and the local community to transform our borough. Thank you to all of those who have been involved to date.

I hope that everyone with an interest in Knowsley will work with the Council to deliver the vision for much-needed growth set out in this Plan.”



Cllr Michael Murphy  
Cabinet Member for Regeneration and Economic Development  
January 2016



## Contents

### Introduction

1	Introduction.....	3
2	Knowsley – The Place .....	15

### Vision and Strategy

3	Vision and Objectives .....	35
4	Sustainable Development.....	43
5	Spatial Strategy .....	45

### Area Policies

6	Area Priorities .....	91
7	Sustainable Urban Extensions and Safeguarded Land .....	121

### Thematic Policies and Delivery

8	Balancing the Housing Market.....	137
9	Promoting Quality of Place .....	149
10	Caring for Knowsley.....	165
11	Delivering Infrastructure.....	183

### Appendices

A	Glossary .....	A-1
B	Detailed Definitions.....	B-1
C	Schedule of UDP Policies to be Replaced.....	C-1
D	Core Strategy Policy Delivery Mechanisms .....	D-1
E	Sustainable Urban Extensions and Safeguarded Land – Allocations Profiles .....	E-1

## Policies

Policy SD1: Sustainable Development .....	43
Policy CS1: Spatial Strategy for Knowsley .....	45
Policy CS2: Development Principles .....	50
Policy CS3: Housing Supply, Delivery and Distribution .....	53
Policy CS4: Economy and Employment .....	58
Policy CS5: Green Belt.....	65
Policy CS6: Town Centres and Retail Strategy .....	69
Policy CS7: Transport Networks.....	76
Policy CS8: Green Infrastructure.....	81
Policy CS9: Principal Regeneration Area – North Huyton and Stockbridge Village .....	94
Policy CS10: Principal Regeneration Area – Kirkby Town Centre.....	100
Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks.....	103
Policy CS12: Principal Regeneration Area – Tower Hill .....	106
Policy CS13: Principal Regeneration Area – South Prescott.....	112
Policy CS14: Principal Regeneration Area – Prescott Town Centre.....	115
Policy SUE1: Sustainable Urban Extensions and Safeguarded Land .....	121
Policy SUE2: Sustainable Urban Extensions – Development Principles .....	125
Policy SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton.....	128
Policy SUE2b: Sustainable Urban Extension – East of Halewood .....	130
Policy SUE2c: Sustainable Urban Extension – South of Whiston and Land South of M62 .....	132
Policy CS15: Delivering Affordable Housing.....	137
Policy CS16: Specialist and Supported Accommodation .....	141
Policy CS17: Housing Sizes and Design Standards.....	143
Policy CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople .....	146
Policy CS19: Design Quality and Accessibility in New Development .....	149
Policy CS20: Managing the Borough's Historic Environment .....	153
Policy CS21: Greenspaces and Trees .....	157
Policy CS22: Sustainable and Low Carbon Development.....	165
Policy CS23: Renewable and Low Carbon Infrastructure.....	171
Policy CS24: Managing Flood Risk .....	173
Policy CS25: Management of Mineral Resources .....	177
Policy CS26: Waste Management.....	180
Policy CS27: Planning for and Paying for New Infrastructure.....	185

## Maps

Map 2.1: Liverpool City Region .....	16
Map 2.2: Knowsley's Daily Commuting Flows .....	17
Map 2.3: Knowsley Local Context as at 2013.....	19
Map 2.4: Deprivation in Knowsley (2010) .....	28
Map 2.5: Knowsley Township Areas .....	31
Map 5.1: Knowsley Key Diagram .....	49
Map 6.1: Huyton and Stockbridge Village .....	94
Map 6.2: Kirkby .....	100
Map 6.3: Prescott, Whiston, Cronton and Knowsley Village.....	112
Map 6.4: Halewood .....	120

## Figures

Figure 1.1: Planning Policy in Knowsley.....	5
Figure 1.2: Policy Context .....	8
Figure 2.1: Housing Completions 2003/04–2012/13 .....	21
Figure 5.1: Knowsley Housing Trajectory .....	57
Figure 10.1: Carbon Compliance Pyramid.....	168
Figure 10.2: Waste Hierarchy.....	181

## Tables

Table 5.1: Employment Land Requirements and Land Supply as at 2013.....	63
Table 5.2: Indicative Distribution of Capacity for New Comparison Retail Floorspace 2012–2028 .....	73
Table 5.3: Indicative Phasing of Development of New Comparison Retail Floorspace 2012–2028.....	73
Table 5.4: Indicative Distribution of Capacity for Convenience Retail Floorspace 2012–2028 .....	74
Table 8.1: Mix of dwelling sizes for new housing in Knowsley.....	144
Table 9.1: Substantial Residential Area (SRA) Standards for Greenspace Quantity and Accessibility .....	161
Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility .....	162
Table 10.1: Broad Areas Identified at Risk of Fluvial Flooding .....	175
Table 11.1: Infrastructure Categories .....	183
Table 11.2: Prioritisation of developer contributions where the circumstances in paragraph 11.20 apply .....	191
Table C.1: Schedule of UDP Policies Deleted and Replaced (in UDP Policy Order).....	C-2
Table C.2: Schedule of UDP Policies Deleted and Replaced (in Core Strategy policy order).....	C-7

# Introduction

---



## 1 Introduction

- 1.1 Welcome to the Knowsley Local Plan: Core Strategy. This chapter explains the purpose of this document, its central role within the Local Plan and its relationship to other policy documents. The chapter also explains in broad terms how the Core Strategy has been prepared, and how the document is structured.

### What is the Local Plan: Core Strategy?

- 1.2 The **Knowsley Local Plan** will comprise several documents. The Core Strategy part of the Local Plan will set the strategic framework for the growth and development of Knowsley up to 2028 and beyond. It sets out how and where new development and regeneration should take place and will therefore promote, guide and manage the future development of the borough. The Core Strategy will also shape the investment plans of the Council and other public, voluntary and private sector organisations.
- 1.3 The Core Strategy will provide the strategic context for other planning policy documents, including other parts of the Local Plan (for which further detail is given in paragraphs 1.9 to 1.13). The Core Strategy also includes site allocations for areas to be removed from the Green Belt to meet future development needs, referred to as ‘Sustainable Urban Extensions’ and on which further details are set out in [Chapter 7](#).

### What are we trying to achieve?

- 1.4 The **Strategy for Knowsley**<sup>1</sup> aims to make Knowsley ‘The Borough of Choice’, with a sustainable and diverse population, living in successful suburban townships that provide a sense of place and community. The vision states that:

*‘By 2023, Knowsley will have:*

- *Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;*
- *Vibrant and welcoming town centres;*
- *Residents and local communities who are able to make positive lifestyle choices;*
- *High quality employment areas which help to drive economic growth in the Liverpool City Region;*
- *Narrowed the gap in deprivation levels both between different parts of the borough and between Knowsley and elsewhere.’*

---

<sup>1</sup> A Strategy for Knowsley: The Borough of Choice 2012–2023 (Knowsley Partnership and Knowsley Council, 2013), available online at [http://www.knowsley.gov.uk/pdf/PG31\\_StrategyforKnowsley-TheBoroughofChoice-January2013.pdf](http://www.knowsley.gov.uk/pdf/PG31_StrategyforKnowsley-TheBoroughofChoice-January2013.pdf)

- 1.5** This vision will be achieved through the actions of the Council and the wider Knowsley Partnership, linked to key outcomes. The Knowsley Local Plan will set out how the borough will develop spatially in the short, medium and longer terms to deliver these aspirations.

## Planning Policy within Knowsley

### Changes to the Planning System

- 1.6** The Knowsley Replacement **Unitary Development Plan** (UDP) was adopted in 2006<sup>2</sup>.
- 1.7** In June 2009, the Council ‘saved’ most of the UDP policies under the transition to the revised system introduced by the Planning and Compulsory Purchase Act 2004. Several policies were deleted at this point. [Appendix C: Schedule of UDP Policies to be Replaced](#) identifies which of the UDP policies will lapse and which will continue to be ‘saved’ when the Local Plan Core Strategy is adopted. In due course, all the UDP policies together with the UDP Proposals Map will be reviewed or replaced as new Local Plan documents are adopted – see paragraphs 1.9 to 1.13 for further details.
- 1.8** Further changes to the planning system have been made by government, through new legislation<sup>3</sup>, the National Planning Policy Framework<sup>4</sup> and the associated Planning Practice Guidance<sup>5</sup>. This has resulted in the availability of new planning tools (e.g. Neighbourhood Plans, Community Infrastructure Levy), revised terminology (e.g. Local Plan) and new requirements (e.g. Duty to Cooperate). The Council has reflected these changes in its approach to developing its Local Plan.
- 1.9** Knowsley's Local Plan Core Strategy will be supported by other planning documents. The number and type of documents to be produced has been carefully considered by the Council, so that the Local Plan can be produced, adopted and reviewed in the most efficient and time-effective manner. The planning policy documents which either will or may be produced are set out in Figure 1.1: Planning Policy in Knowsley. There are (as at adoption in 2015) no proposals to prepare Neighbourhood Plans in Knowsley, and these would need to be led by local communities rather than the Council. The Council does not intend to implement a Community Infrastructure Levy Charging Schedule in the short term

---

<sup>2</sup> Knowsley Replacement Unitary Development Plan (Knowsley Council, 2006), available online at [http://www.knowsley.gov.uk/pdf/unitary\\_development\\_plan.pdf](http://www.knowsley.gov.uk/pdf/unitary_development_plan.pdf)

<sup>3</sup> Including the Planning Act 2008, Localism Act 2011, and the Town and Country Planning (Local Planning) Regulations 2012 (all HM Government), available online via <http://www.legislation.gov.uk/>

<sup>4</sup> National Planning Policy Framework (DCLG, 2012), available online via <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>5</sup> Planning Practice Guidance (DCLG, 2014), available online at <http://planningguidance.communities.gov.uk/>

but will review and potentially revise this approach as the Plan period for the Core Strategy progresses.

**Figure 1.1: Planning Policy in Knowsley**



### Other Local Plan Documents

- 1.10** The **Local Plan: Site Allocations and Development Policies** document will identify further proposed site allocations for new housing, employment and other development. These are likely to be focussed within the current urban areas of Knowsley and will supplement the allocations for the Sustainable Urban Extensions set out in this Core Strategy. Where the Core Strategy identifies broad locations and distribution of development, the Site Allocations and Development Policies document will define individual development sites, by reference to the **Local Plan Policies Map**. This document will also contain further detailed policies that will be used to determine planning applications.
- 1.11** The **Merseyside and Halton Joint Waste Local Plan**<sup>6</sup> (which was formally adopted in July 2013) has been prepared by Merseyside Environmental Advisory Service for Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral Councils and sets out the planning strategy for the sustainable management of waste across the sub region. It includes site allocations for waste management uses and is a constituent part of each district's Local Plan.
- 1.12** The **Local Plan Policies Map** will be maintained as a separate document and will set out, on an Ordnance Survey map base, site allocations and land designations

<sup>6</sup> Merseyside and Halton Joint Waste Local Plan (Joint Authorities, 2013), available online at <http://www.knowsley.gov.uk/pdf/JointMerseyside-and-HaltonWasteLocalPlan2013.pdf>

covering the whole borough. The Policies Map will be updated as appropriate, further details are available in [Appendix C: Schedule of UDP Policies to be Replaced](#).

- 1.13** As stated, these documents will progressively replace the policies and site allocations set out in the **Knowsley Replacement Unitary Development Plan**.

#### Other Planning Policy Documents

- 1.14** The Council is also preparing various **Supplementary Planning Documents** (SPDs) to provide further detail where necessary on the policies set out in the Core Strategy and other parts of the Local Plan. SPDs can be area- or theme-based. Several SPDs are already adopted; these will be reviewed subsequent to the adoption of the Core Strategy. In addition, several new SPDs will be prepared.
- 1.15** An additional type of planning policy document available for use is the **Neighbourhood Plan**. These plans must be community-led, and can provide additional planning policies for specific areas within the borough.
- 1.16** The Council is also able to produce and adopt a **Community Infrastructure Levy Charging Schedule**. The purpose of such a document is to set out a standard tariff to be paid by developers to the Council and where appropriate, its partners, to support the provision of supporting and strategic infrastructure. Although the Council decided in 2014 not to introduce a Community Infrastructure Levy in the short term, this decision will be kept under review having regard to relevant evidence.

#### Planning Process Documents

- 1.17** A **Monitoring Report** (Authority's Monitoring Report or AMR) is published by the Council in December each year to assess progress in addressing the key economic, social and environmental issues facing Knowsley, as well as the performance and effectiveness of adopted planning policies. This will utilise the policy delivery mechanisms set out in [Appendix D](#) of this Core Strategy and the Local Plan Monitoring Framework as a basis for assessing performance. Further details of the role of the Monitoring Report are provided in paragraph 1.45 below.
- 1.18** The **Statement of Community Involvement**<sup>7</sup> sets out the Council's standards for public and stakeholder engagement in preparing new planning policies, and determining planning applications.
- 1.19** The **Local Development Scheme** sets out further information on the range of planning policy documents to be produced by the Council, including timetables for

---

<sup>7</sup> Knowsley Statement of Community Involvement (Knowsley Council, 2007), available online via <http://www.knowsley.gov.uk/localplan>

the production of Local Plan documents. Live updates to timetables are available on the Council's website<sup>8</sup>.

- 1.20** A number of **evidence base studies** and **technical reports** have been completed to inform Knowsley's Local Plan. These are referred to and relied upon throughout this Core Strategy document, and a comprehensive list of relevant publications and studies which make up the evidence base is available on the Council's website<sup>9</sup>.

## Preparing the Core Strategy

### Sustainability Appraisal

- 1.21** National legislation and policy requires the Council to promote sustainable development. This means promoting:
- Social progress which meets the needs of everyone;
  - Effective protection of the environment;
  - Prudent use of natural resources; and
  - High levels of economic growth and employment.
- 1.22** The Core Strategy has undergone a process of **Sustainability Appraisal** as it has been prepared. This has identified the economic, social and environmental impacts of the strategy and has been used to ensure that changes are made to the strategy to maximise the contribution to sustainable development. Under European and related UK law<sup>10</sup>, the Sustainability Appraisal has incorporated a Strategic Environmental Assessment which has assessed and suggested mitigation for the effects of the plan on the environment. Reports of the Sustainability Appraisal process have been published at each formal stage of plan production.

### Additional Assessments

- 1.23** European law<sup>11</sup> also requires the Core Strategy to undergo a **Habitats Regulations Assessment (HRA)** as it is being prepared, in order to assess the impacts of the strategy on habitats, and in particular on 'European Sites'<sup>12</sup>. Although Knowsley does not contain any European Sites, there are several in

<sup>8</sup> Available online via <http://www.knowsley.gov.uk/localplan>

<sup>9</sup> Available online via <http://www.knowsley.gov.uk/localplan>

<sup>10</sup> European Union Strategic Environmental Assessment Directive 2001/42/EEC, available online via <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>

<sup>11</sup> European Union Habitats Directive 92/43/EEC as transposed into UK law by the Conservation of Species and Habitats Regulations 2010, available online via

<http://ec.europa.eu/environment/nature/legislation/habitatsdirective/> and

<http://www.legislation.gov.uk/ukSI/2010/490/made>

<sup>12</sup> A 'European Site' in this context means a Special Protection Area (SPA), Special Area of Conservation (SAC) or a site which is on a draft list for protection as outlined in the Conservation of Species and Habitats Regulations 2010. SPA and SAC sites are often grouped together under the term Natura 2000 sites.

surrounding districts (e.g. the Mersey Estuary and Sefton Coast) which could be affected by Core Strategy policies. A Habitats Regulations Assessment report has been published at the different stages of plan production.

- 1.24 The Council has also prepared a **Health Impact Assessment (HIA)** to address any impacts that the plan may have on the health of the local population, and an **Equality and Diversity Impact Assessment (EqIA)**, which has assessed the impacts of the Core Strategy on different population groups.
- 1.25 All Sustainability Appraisal, Habitats Regulation Assessment, Health Impact Assessment and Equality Impact Assessment Reports have been published on the Council's website<sup>13</sup>.

### Policy Context

- 1.26 A range of past, existing and emerging policy documents have had a major influence on the development of the Knowsley Core Strategy. In some cases, these have provided a statutory framework to which Core Strategy policies must adhere. The policy context has been subject to major change as the Core Strategy has been prepared. The existing context is illustrated in Figure 1.2.

**Figure 1.2: Policy Context**



### National Policy

- 1.27 The **National Planning Policy Framework (NPPF)**, published in March 2012, aims to promote sustainable development and growth while making the planning

<sup>13</sup> Available online via <http://www.knowsley.gov.uk/localplan>

system less complex and more accessible. The Core Strategy strongly reflects the principles of the NPPF, complies with the policy guidance within it, and also adheres to its guidance on plan-making.

- 1.28** Before the publication of the NPPF, a large number of national **Planning Policy Statements** (PPS) and **Planning Policy Guidance Notes** (PPG) set the context for much of the preparation of the Core Strategy. Although most have been replaced by the NPPF, a small number of policy and guidance documents remain in place, mainly relating to waste and minerals planning<sup>14</sup>.
- 1.29** **Planning Practice Guidance** was published in March 2014 as a web based resource to assist the implementation of the NPPF. The preparation of the Core Strategy has taken account of the specific requirements relating to plan making.

### Regional Policy

- 1.30** Knowsley is located within the North West region of England. From September 2008 until May 2013, regional planning policy for this area was provided by the **North West Regional Spatial Strategy** (RSS)<sup>15</sup>. The RSS set the statutory framework for development and investment in the region, setting targets for the scale of housing and economic growth to be achieved in each district. The RSS has therefore set the context for much of the work in preparing Knowsley's Core Strategy.
- 1.31** However, through the Localism Act 2011, the Government made legislative provision for the abolition of this regional planning tier. In advance of this abolition, work towards a replacement Regional Strategy for the North West (known as RS2010) was cancelled. The evidence base and early work on this project was published as 'Future Northwest', which set out agreed shared priorities for the region, albeit in a non-statutory form. The implications of the abolition of the RSS are documented in the supporting Technical Reports for the Core Strategy. The North West Regional Spatial Strategy was formally revoked in May 2013.

### Sub-regional Policy

- 1.32** Knowsley is located at the heart of the Liverpool City Region, sometimes referred to as Greater Merseyside. The City Region comprises the local authorities of Halton, Liverpool, St. Helens, Sefton and Wirral, alongside Knowsley. The strong working relationships which operate across the City Region were formalised in 2009 by the formation of the Liverpool City Region Cabinet. These relationships were also consolidated by the creation of the Liverpool City Region Local Enterprise Partnership (LEP) in 2011, and by the formation of the Liverpool City Region Combined Authority in 2014. There are also close working relationships

<sup>14</sup> Further information is available on the Department for Communities and Local Government website at <https://www.gov.uk/government/topics/planning-and-building>

<sup>15</sup> The North West Plan: Regional Spatial Strategy to 2021 (GONW, 2008), available online at [http://www.knowsley.gov.uk/pdf/PG18\\_RegionalSpatialStrategy-for-the-NorthWest.pdf](http://www.knowsley.gov.uk/pdf/PG18_RegionalSpatialStrategy-for-the-NorthWest.pdf)

between Knowsley and other neighbouring and nearby districts including West Lancashire, Warrington and Cheshire West and Chester.

- 1.33** Various policy documents have been produced at this sub-regional level, which have influenced the development of the Core Strategy:
- The **Merseyside Local Transport Plan 3**<sup>16</sup> provides a long-term strategy and delivery programme of transport investment and service improvements. It aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all. The Plan is operational from 2011 until 2024.
  - **Neighbouring authorities** within the Liverpool City Region are also in the process of producing their own planning policies. Clear efforts have been made to ensure that plans are complementary across the City Region, including through shared commissioning of evidence and various methods of joint working. Further details of how the Council has cooperated with neighbouring authorities and other key partners are available within supporting documents for the Core Strategy.
  - **Other plans and strategies** which jointly affect the Liverpool City Region area include: Atlantic Gateway, Liverpool Airport Master Plan and the Liverpool City Region Ecological Framework. Further details regarding these plans and strategies are available in the Technical Reports for the Core Strategy.

#### Local Policy

- 1.34** The key local policy document is the **Strategy for Knowsley: The Borough of Choice** (see paragraphs 1.4 and 1.5). This is highly influential for the Local Plan, which seeks to deliver many of the aims and objectives set out in the strategy.
- 1.35** Many other important plans and strategies are also produced by Knowsley Council and its partners:
- The **Knowsley Housing Strategy**<sup>17</sup> sets out the strategic priorities for housing within the borough from 2011 to 2014. The strategy focuses on three objectives, around provision of high quality new housing, improvements to existing housing and connecting people to Knowsley's housing offer. An update to the Housing Strategy is under preparation for 2015 onwards.
  - The **Knowsley Economic Regeneration Strategy**<sup>18</sup> outlines the economic objectives and action plan for the development of Knowsley between 2012 and 2015. This includes the achievement of key goals relating to promoting sustainable business growth, establishing the borough as a location of choice, and empowering residents to achieve their economic potential.

---

<sup>16</sup> A New Mobility Culture for Merseyside: The Third Local Transport Plan (Merseyside Integrated Transport Authority, 2011), available via the Local Transport Plan Merseyside website <http://www.transportmerseyside.org/50/>

<sup>17</sup> Knowsley Housing Strategy 2011–2014 (Knowsley Council, 2011), available online at <http://www.knowsley.gov.uk/pdf/knowsley-housing-strategy-2011-2014.pdf>

<sup>18</sup> Knowsley Economic Regeneration Strategy 2012–2015 (Knowsley Council, 2012), available online at <http://www.knowsley.gov.uk/pdf/economic-regeneration-strategy-2012-2015.pdf>

- The **Knowsley Corporate Plan**<sup>19</sup> sets out the Council's key priorities for the period 2012–2015, focusing on delivering 'the Borough of Choice'. The Plan includes six key pledges which the Council and its partners will seek to deliver, relating to education, employment, skills, housing, business, and advice for residents.
- **Other plans and strategies** which relate to green spaces, climate change, health and well-being, amongst other themes. Further details regarding the roles of these influential documents in the development of the Core Strategy are available in Technical Reports which support this Core Strategy.

**1.36** In addition, and as previously noted, the Council already has a range of adopted planning documents, including SPDs, saved UDP policies and the Merseyside and Halton Joint Waste Local Plan. Reflecting ongoing or recently emerging planning priorities, these documents have also been influential in relation to the development of the Core Strategy.

### Consultation on the Core Strategy

**1.37** The Council has sought to involve everyone who has an interest in the future of Knowsley in preparing the Core Strategy, using innovative and wide-ranging consultation methods. This includes local residents, businesses, partner organisations and other stakeholders, including statutory agencies and neighbouring local authorities. Consultation has been undertaken through several key stages, in compliance with the relevant regulations at the time of the consultation period in question, and in compliance with the Council's adopted Statement of Community Involvement. These include the stages known as Issues and Options (November 2009–January 2010), Preferred Options (June 2011–September 2011) and Proposed Submission Version (Autumn 2012). Additional consultation was undertaken on modifications to the Core Strategy during its Examination in Public in 2014 and 2015. The content of consultation documents, as well as summaries of main findings of the consultation periods and how they have influenced the Core Strategy are available on the Council's website<sup>20</sup>.

---

<sup>19</sup> The Borough of Choice: Corporate Plan 2012–2015 (Knowsley Council, 2013)

<sup>20</sup> Available online via <http://www.knowsley.gov.uk/localplan>

## Duty to Cooperate

**1.38** In preparing the Core Strategy, the Council has demonstrated compliance with the ‘Duty to Cooperate’, as introduced by the Localism Act 2011 and the NPPF<sup>21</sup>. The Council has set this out in detail in its Duty to Cooperate Statement<sup>22</sup>. Activities undertaken include:

- Consultation with key bodies: the Council has engaged and cooperated with the prescribed organisations and authorities, as set out in the legislation and regulations, and in compliance with its adopted Statement of Community Involvement;
- Collaboration and cooperation in plan making: the Council continues to work jointly with partners to develop a comprehensive evidence base which addresses key planning issues across the sub-region, alongside joint work on the Joint Waste Local Plan; and
- Consideration of cross-boundary impacts: The Council has engaged proactively with neighbouring authorities in considering and addressing strategic and site-specific cross-boundary impacts arising from both Knowsley's plans, and the plans of our neighbours.

## Structure of the Core Strategy

**1.39** The Core Strategy is broken down into distinct sections, as described below.

### Introduction

**1.40** This section describes Knowsley at the time of Core Strategy preparation, and highlights key issues and opportunities the Council is seeking to address through its Local Plan policies.

### Vision and Strategy

**1.41** This section sets out the overall vision and objectives of the Local Plan, a central policy regarding the delivery of sustainable development, along with eight spatial strategy policies, focusing primarily on the borough as a whole.

### Area Priorities

**1.42** This section describes spatial priorities concerning each of Knowsley's communities (grouped under Huyton and Stockbridge Village; Kirkby; Prescot, Whiston, Knowsley Village and Cronton; and Halewood), and identifies six Principal Regeneration Areas (PRAs) within Knowsley, for which detailed Core Strategy policies are set out. This section also includes a range of policies relating

---

<sup>21</sup> See Section 33A of the Localism Act and paragraphs 178–182 of the National Planning Policy Framework

<sup>22</sup> Knowsley Local Plan Core Strategy Duty to Cooperate Statement (Knowsley Council, 2013), available online at [http://www.knowsley.gov.uk/pdf/SD14\\_Duty-to-CooperateStatement.pdf](http://www.knowsley.gov.uk/pdf/SD14_Duty-to-CooperateStatement.pdf)

to Sustainable Urban Extensions (SUEs) proposed in parts of Knowsley to meet residential and employment development needs.

### Thematic Policies and Delivery

- 1.43** The final section of the document sets out a range of policies concerning strategic themes which are not fully covered in previous chapters (housing, quality of place and the environment) and refers to an **Infrastructure Delivery Plan (IDP)** which the Council has prepared as a separate document. The Infrastructure Delivery Plan identifies the key items of infrastructure which are required to deliver the Core Strategy, how and when these are proposed to be delivered, and by whom.

### Appendices

- 1.44** The appendices within this document contain important supporting information. [Appendices A](#) and [B](#) set out a glossary and range of detailed definitions which are referred to within the Core Strategy policies. [Appendix C](#) identifies which UDP policies will be replaced and thus deleted when the Local Plan: Core Strategy is adopted. [Appendix D](#) sets out how each policy of the Core Strategy will be delivered, key risks to delivery and how these have been addressed, and key targets and mechanisms that may trigger remedial measures if a specific policy is not being achieved. [Appendix E](#) includes site profiles for each of the Sustainable Urban Extensions proposed as site allocations within the Plan.

### Local Plan Monitoring Framework

- 1.45** The Local Plan Monitoring Framework should be read alongside the Core Strategy and in particular the policy delivery mechanisms in [Appendix D](#). It explains how achievement of the objectives and policies within the Plan will be measured by assessing performance against a wide range of monitoring indicators. The results of this assessment will be presented within a **Monitoring Report**, to be produced and published by the Council at least once a year. This process will enable the Council to assess whether the Core Strategy is being implemented effectively, and will highlight any issues which could prompt revision of the Local Plan. It is expected that the Local Plan Monitoring Framework will be updated and/or amended as Local Plan documents are adopted or revised.

### Presenting the Policies

- 1.46** Each of the policies is presented in a purple box (numbered Policy SD1, then Policy CS1–Policy CS27, with Policy SUE1–Policy SUE2c being inserted between Policy CS14 and Policy CS15). Following this is a further orange box which explains how the policy links with other Core Strategy policies, delivers the Core Strategy's strategic objectives, and relates to other planning policy documents, including supplementary and related plans. This also indicates the broad delivery mechanisms for the policy. Each policy is also accompanied by supporting text, including information which is important to the understanding and interpretation of the policy, and therefore should be read alongside the policy wording. Detailed

justification for the policy approaches set out within the Core Strategy can be found within the Council's evidence base, supporting documents and previous consultation documents.

### Further Information

- 1.47** As noted, a range of information relating to the Local Plan Core Strategy has been made available on the Council's website<sup>23</sup>. This includes evidence base studies, technical reports, assessments and other supporting documents which have all influenced the development of the Core Strategy. Information relating to previous stages of preparation of the Core Strategy is also available, including consultation documents and summaries of the findings of previous consultation periods. Monitoring Reports detailing the performance of Local Plan policies are also available to download from this website.
- 1.48** To obtain further information on the Core Strategy and the Council's other planning policies, you can:
- View the Council's website (<http://www.knowsley.gov.uk/localplan>);
  - Call **0151 443 2326**; or
  - E-mail [localplan@knowsley.gov.uk](mailto:localplan@knowsley.gov.uk).
- 1.49** To obtain further information about the development management (planning application) process within Knowsley, you can:
- View the Council's website (<http://www.knowsley.gov.uk/residents/building-and-planning/planning>);
  - Call **0151 443 2380**; or
  - E-mail [planning@knowsley.gov.uk](mailto:planning@knowsley.gov.uk)

---

<sup>23</sup> Available online via <http://www.knowsley.gov.uk/localplan>

## 2 Knowsley – The Place

2.1 In order to plan for the future, it is critical to understand the present. This chapter briefly describes the borough of Knowsley and the key issues and opportunities which affect the area. These characteristics are interlinked and set the agenda for the Local Plan, including this Core Strategy.

### Knowsley Fact Box

- Approximately 146,000 people live in Knowsley;
- Deprivation levels are among the highest in the country, particularly in Kirkby, Huyton and Stockbridge Village;
- The borough has over 60,000 dwellings, of which a very high proportion (over 30%) are within affordable tenures;
- Around 59,600 people work in about 3,000 firms in the borough;
- Over 18,000 Knowsley residents commute into Liverpool each day to work; Knowsley covers an area of 8,620 ha, of which 54% is designated as Green Belt;
- Over half a million people visit Knowsley Safari Park each year.

## Liverpool City Region Context

2.2 Knowsley is part of the Merseyside conurbation, between the city of Liverpool to the west and St. Helens to the east. Sefton and West Lancashire districts lie to the north while Halton district lies to the south. These areas functionally form part of the wider Liverpool City Region.

Map 2.1: Liverpool City Region

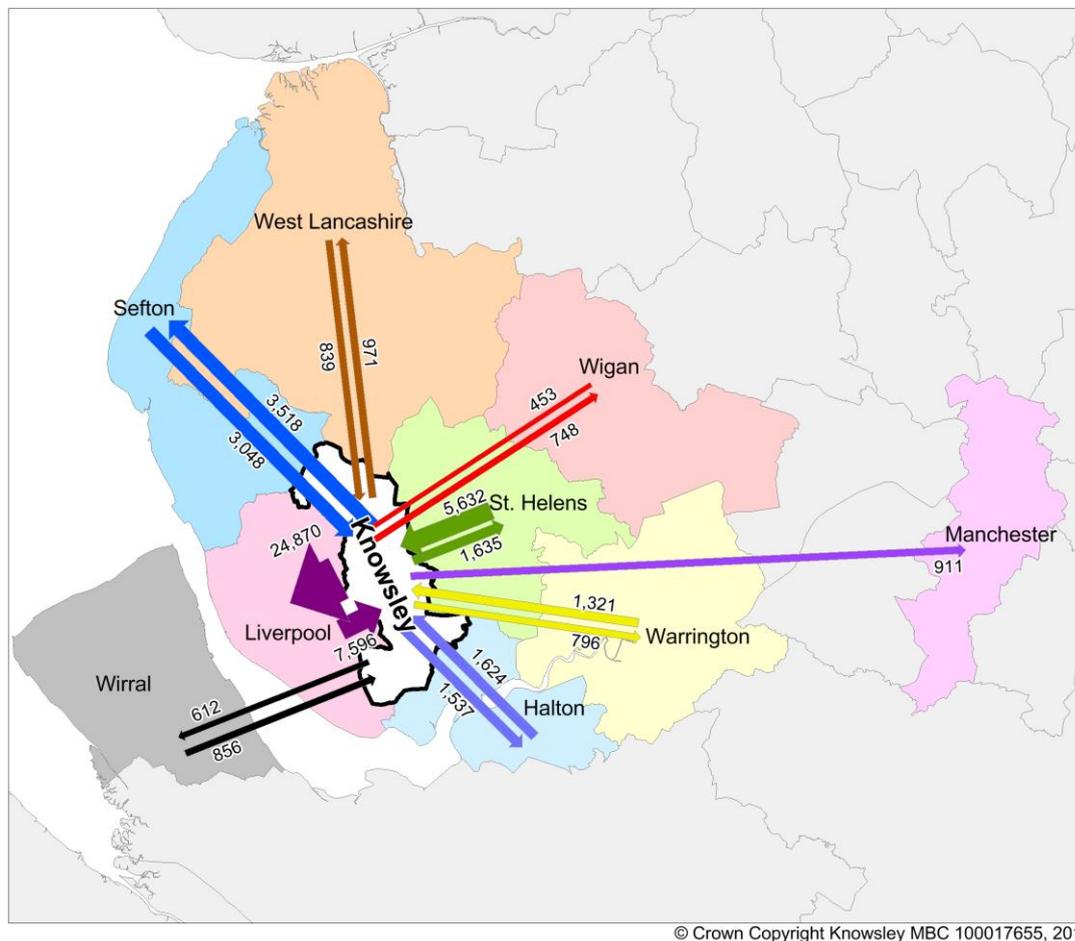


2.3 Knowsley forms part of the Liverpool City Region's Northern Housing Market Area<sup>24</sup>. It also plays a major role as a location for employment, and recreational opportunities within the City Region. It has good transport links, particularly in an east-west direction to Liverpool City Centre, the Port of Liverpool, Liverpool John

<sup>24</sup> The Liverpool City Region Housing Strategy (TMP, 2007) defines three housing market areas, one of which—the Northern Market Area—includes Knowsley, Liverpool, Sefton and Wirral. Available online at <http://www.knowsley.gov.uk/pdf/LCRHS%20Final%20200711%20.pdf>

Lennon Airport, Manchester, and the wider national motorway and rail networks. The borough has very high levels of commuting to and from the surrounding area, particularly Liverpool.

**Map 2.2: Knowsley's Daily Commuting Flows**



Source: APS 2011 – Commuter Flows (ONS, 2013)

- 2.4** Knowsley is in a position to contribute to and benefit from the City Region's economic initiatives and opportunities such as Atlantic Gateway<sup>25</sup> including the Liverpool SuperPort concept<sup>26</sup>. Liverpool John Lennon Airport's expansion plans would be advantageous for future economic investment in the borough, particularly in freight or passenger transport related services<sup>27</sup>.

<sup>25</sup> See Atlantic Gateway website at <http://www.atlanticgateway.co.uk/>

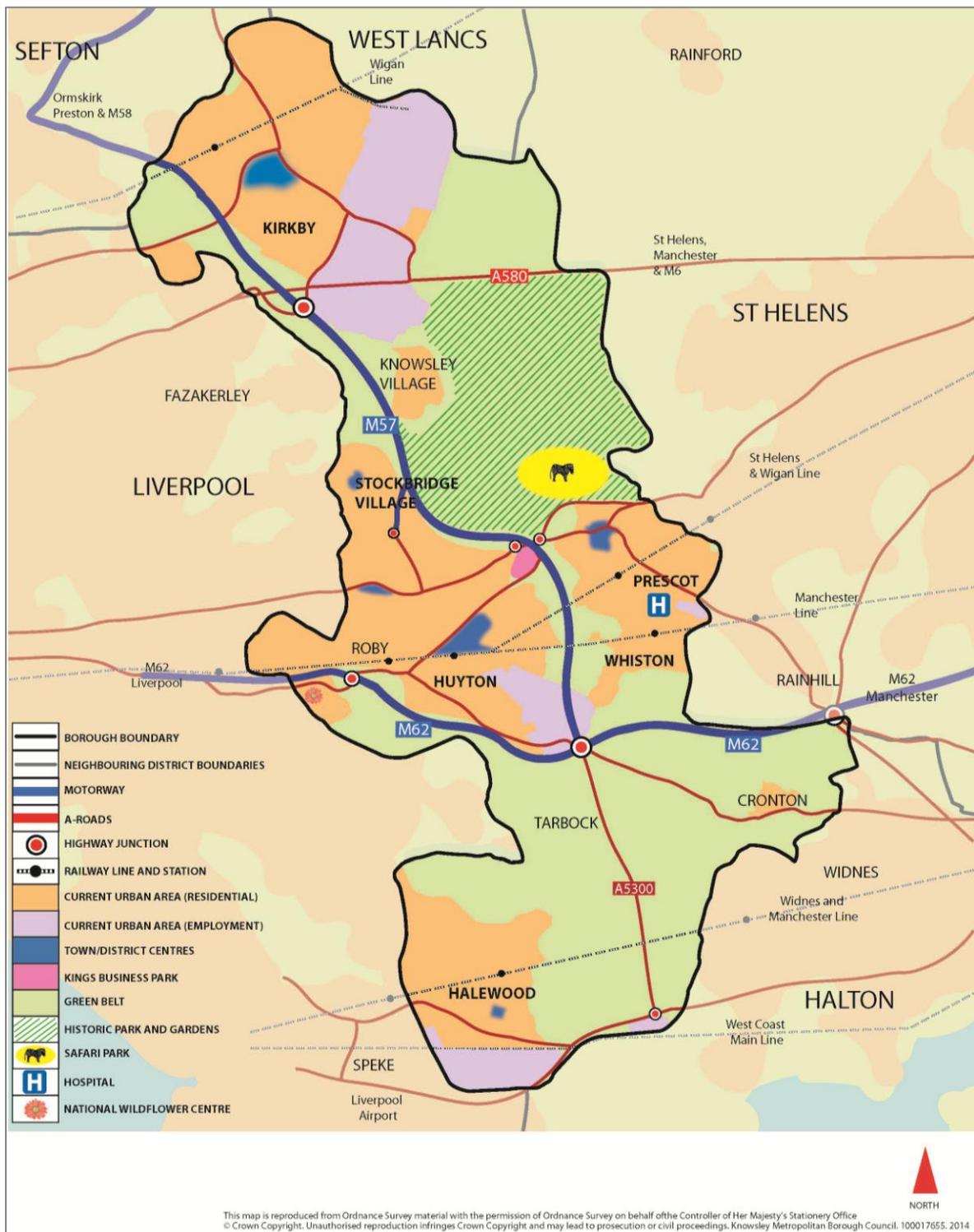
<sup>26</sup> The Liverpool SuperPort concept will strengthen the City's role as a major international gateway by ensuring that its air, port, logistics and transportation assets are developed in a coordinated way – see <http://www.liverpoollep.org/priorities/superport.aspx> for further details

<sup>27</sup> Liverpool John Lennon Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)

## Settlement Pattern and Local Context

- 2.5** Knowsley comprises a belt of large suburban towns, villages and open areas. Most residents live in the suburban towns of Huyton, Kirkby, Prescot, Whiston and Halewood. The majority of development in these towns dates from the 1920s onwards, with much of the growth resulting from ‘overspill’ development by the City of Liverpool. The exceptions to this include the older historic town of Prescot and a few pockets of older development in the other towns. The suburban housing areas are served by town and/or district centres providing a range of mainly local shopping and other services.
- 2.6** The borough contains a number of large industrial and business parks which play a crucial economic role in the City Region. These include the very large Knowsley Industrial and Business Parks (in Kirkby), the Jaguar Land Rover car plant (in Halewood), Kings Business Park, Huyton and Prescot Business Parks in the central belt of the borough. Whiston Hospital is another major employer of sub-regional significance. The employment and housing areas of the borough are generally highly segregated.
- 2.7** The countryside and urban fringe areas of the borough are designated as Green Belt, much of which is high grade farmland, and within which the attractive villages of Knowsley, Cronton and Tarbock are located. Knowsley Safari Park (located within the historic Knowsley Hall Estate) represents a unique tourism facility, receiving over 500,000 visitors per year, while the National Wildflower Centre at Roby (Huyton) constitutes a further significant cultural asset for the borough.
- 2.8** Knowsley's local context, including key transport links, town centres, the extent of urban areas and areas designated as Green Belt (as at 2012), is illustrated in Map 2.3.

Map 2.3: Knowsley Local Context as at 2013



## Knowsley's Population

**2.9** During the 1970s and 1980s, a loss of manufacturing jobs in the Knowsley area left thousands of local people facing unemployment. This, coupled with a relatively poor choice of housing to buy, contributed to a population decline of nearly 40,000

between 1971 and 1991<sup>28</sup>. To address the decline in population the Council embarked upon an ambitious ‘stabilisation strategy’ in 1991. This resulted in a relative stabilisation of population since 2000. The 2011 Census suggests that the population was 145,900 in March 2011. National projections indicate that the borough’s population will increase by about 4,000 between 2011 and 2021<sup>29</sup>.

- 2.10** Knowsley’s population structure is ageing, with the number of persons aged under 65 projected to decrease by 4,600 between 2008 and 2028<sup>30</sup>, while the number of those aged 65 and over is projected to increase by 8,600.

### Housing in Knowsley

- 2.11** The 2011 Census highlights that Knowsley currently has 62,967 dwellings<sup>31</sup> with a high proportion (over 26.6%) being within affordable tenures, including social rented<sup>32</sup>, with the highest concentrations occurring in Kirkby and North Huyton<sup>33</sup>.
- 2.12** The average household size in Knowsley is comparatively large with a high proportion containing dependent children and lone parent families<sup>34</sup>.
- 2.13** Although house prices are generally comparatively low within Knowsley, housing affordability is an issue as average salaries of residents are also low<sup>35</sup>. Since the ‘credit crunch’ of 2008, the affordability issue has been exacerbated for those seeking to become homeowners, by the difficulty of obtaining suitable finance and mortgages.
- 2.14** As part of the Council’s ‘stabilisation strategy’, extensive housebuilding was undertaken between 1991 and 2002 with over 6,000 dwellings being built. Although this led to an improved choice of housing, shortages remain in some areas for some housing types, sizes and tenures, meaning the housing market in Knowsley remains unbalanced. Particular shortages exist for larger, executive market homes, and for smaller one-and two-bedroom units in the affordable

---

<sup>28</sup> ONS Mid-year Population Estimates (ONS, various years), available online via <http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Population+Estimates+by+Age+and+Sex>

<sup>29</sup> Interim 2011-based sub national population projections (ONS, 2013), available online via <http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/Interim-2011-based/index.html>

<sup>30</sup> Interim 2011-based sub national population projections (ONS, 2013)

<sup>31</sup> Dwellings, local authorities in England and Wales, Census 2011 (ONS, 2012), available online via <http://www.neighbourhood.statistics.gov.uk>

<sup>32</sup> Dwelling Stock by Tenure and Condition (ONS, 2011), available online via <http://www.neighbourhood.statistics.gov.uk>

<sup>33</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010), available online at [http://www.knowsley.gov.uk/pdf/EB04\\_KnowsleyStrategicHousingMarketAssesment.pdf](http://www.knowsley.gov.uk/pdf/EB04_KnowsleyStrategicHousingMarketAssesment.pdf)

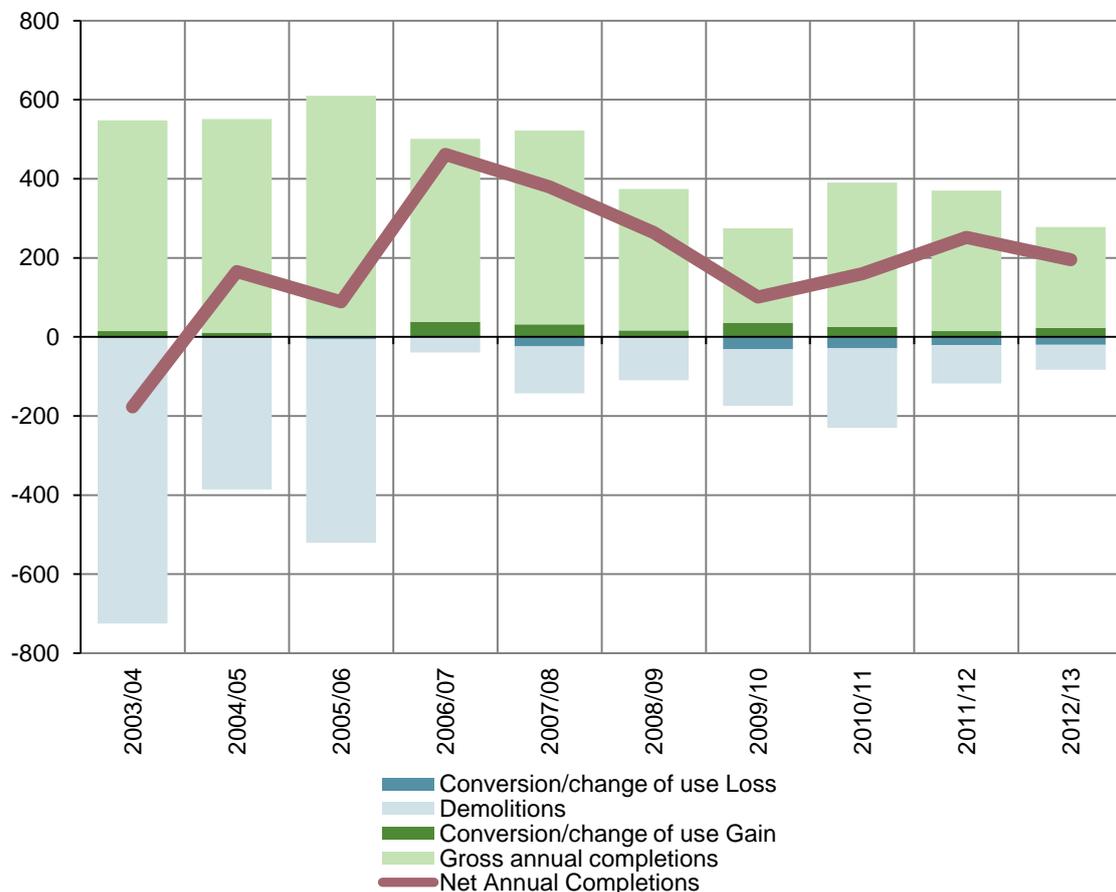
<sup>34</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010)

<sup>35</sup> Can’t Supply: Can’t Buy (Hometrack, 2008) and Knowsley Strategic Housing Market Assessment (DCA, 2010)

housing sector. There is also a need to provide housing which is suitable for occupation by older people to meet the needs of the ageing population<sup>36</sup>.

**2.15** The delivery of new housing in Knowsley since 2003/04 has generally been at a slower rate. Whilst 4,205 new homes were completed between 2003/04 and 2012/13, the high number of demolitions particularly associated with the North Huyton regeneration programme meant that net delivery in the borough only totalled 1,890 over this period. Figure 2.1 illustrates the impact of demolitions on net completions in the borough between 2002/03 and 2012/13. A significant proportion of housing which has been delivered in recent years has been on previously developed land. Knowsley's urban area is now, however, relatively constrained in terms of housing land availability<sup>37 38</sup>.

**Figure 2.1: Housing Completions 2003/04–2012/13**



Source: Housing Position Statement (Knowsley MBC, 2013)

**2.16** There are currently no authorised sites within Knowsley for the accommodation of Gypsies and Travellers or Travelling Showpeople. The Council is mindful of the

<sup>36</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010)

<sup>37</sup> Strategic Housing Land Availability Assessment 2012 (Knowsley Council, 2012), available online at [http://www.knowsley.gov.uk/pdf/EB01\\_StrategicHousingLandAvailabilityAssessment-2012.pdf](http://www.knowsley.gov.uk/pdf/EB01_StrategicHousingLandAvailabilityAssessment-2012.pdf)

<sup>38</sup> Housing Position Statement (Knowsley Council, 2013), available online at [http://www.knowsley.gov.uk/pdf/SD22\\_HousingPositionStatement.pdf](http://www.knowsley.gov.uk/pdf/SD22_HousingPositionStatement.pdf)

need to account for their accommodation requirements, and that evidence may indicate a need for permanent and/or transit pitches to be provided to serve the borough's needs<sup>39</sup>.

### Economy and Employment in Knowsley

- 2.17** Approximately 59,600 people are employed in the borough<sup>40</sup>, with the total number of VAT registered businesses operating in Knowsley estimated at around 3,000<sup>41</sup>.
- 2.18** The manufacturing sector 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<sup>42</sup>. This reflects the borough's role in the automotive industry and its supply chain, as well as advanced manufacturing and engineering sub-sectors. The borough has a disparity in income levels, with Knowsley residents having the lowest incomes on Merseyside, while those who work in the borough have the second highest<sup>43</sup>. This indicates that Knowsley residents can find it difficult to access the higher paid jobs, whilst higher income earners are generally choosing not to live in the borough.
- 2.19** The Public Administration, Education and Health sector forms a large part of the borough's economy but this is expected to reduce due to public sector spending cuts. The Council has recognised the need to broaden the borough's employment base and target growth sectors including transport and communication, distribution, finance and business services, and manufacturing, including advanced engineering and materials, automotive industry, green energy, food and drink<sup>44</sup>.
- 2.20** There has been significant investment in new employment opportunities since the 1990s. Key successes have included introduction of new models and expansion at the Jaguar Land Rover car plant at Halewood, development of a high quality business park at Kings Business Park in Huyton, and high profile inward investments in Knowsley Industrial and Business Parks.

---

<sup>39</sup> Merseyside Gypsy and Traveller Accommodation Needs Assessment (Salford Housing & Urban Studies Unit, 2008), available online at <http://usir.salford.ac.uk/35856/1/Merseyside%20%20GTAA%20Final%20Report%20-%20February%202008.pdf>, and Technical Background Paper – Gypsies & Travellers and Travelling Showpeople Pitch Provision (4NW, 2009)

<sup>40</sup> Annual Population Survey 2012 (ONS, 2012), available online via <https://www.nomisweb.co.uk/articles/660.aspx>

<sup>41</sup> UK Business Activity, Size and Location 2012 (ONS, 2012), available online via <http://www.ons.gov.uk/ons/rel/bus-register/uk-business/2012/index.html>

<sup>42</sup> Knowsley Council: Core Evidence Base Report (Regeneris Consulting Ltd, 2007), available online at [http://www.knowsley.gov.uk/pdf/EB26\\_KnowsleyCoreEvidenceBase.pdf](http://www.knowsley.gov.uk/pdf/EB26_KnowsleyCoreEvidenceBase.pdf)

<sup>43</sup> Annual Survey of Hours and Earnings (ONS, accessed from Nomis 2012), available online via <http://www.ons.gov.uk/ons/rel/ashe/annual-survey-of-hours-and-earnings/2012-provisional-results/index.html?translation-component=&calling-id=77-6175-4&currLang=English&format=normal>

<sup>44</sup> Knowsley Economic Regeneration Strategy (Knowsley Council, 2012)

**2.21** Despite successes, major challenges remain which include:

- Low business start up rates<sup>45</sup>;
- Scope to improve the suitability of buildings and infrastructure in employment areas and reduce vacancy rates, particularly in Knowsley Industrial Park<sup>46</sup>; and
- A shortage in the long-term supply of available employment land to support economic growth<sup>47</sup>.

### Town Centres, Shopping and the Evening Economy in Knowsley

**2.22** Kirkby, Prescott and Huyton Town Centres provide a broad range of services to distinct catchment areas associated with each centre. Kirkby and Huyton centres date largely from the 1950s and 1960s while Prescott contains a much older historic core. The town centres are smaller than some centres in neighbouring districts, particularly the city centre of Liverpool and the town centre of St. Helens. The borough also contains smaller suburban district centres in Halewood, Stockbridge Village and Page Moss, and a network of smaller local centres and parades providing valuable neighbourhood facilities.

**2.23** Huyton, Prescott and especially Kirkby Town Centres are currently failing to perform to their full potential as locations for shopping, leisure and other town centre uses<sup>48</sup>. They have very little in the way of an evening economy, having no cinemas or theatres, and a limited range of restaurants. They also suffer from high levels of 'leakage' of shopping expenditure to other centres, particularly to Liverpool. Cables Retail Park, adjacent to Prescott Town Centre is, however, commercially successful. A number of the smaller centres and local shopping parades in Knowsley are also experiencing difficulties with regard to vacancy and ranges of uses<sup>49</sup>.

### Transport in Knowsley

**2.24** Knowsley's road network includes the M62, A580 (East Lancashire Road) and A562 (Speke Boulevard) providing good transport links facilitating movement of people, goods and freight between Knowsley and other areas of the Country. The M57/A5300 provides a major north to south road route through the centre of the borough.

---

<sup>45</sup> Business Demography (ONS, 2011), available online via <http://www.ons.gov.uk/ons/rel/business-register/business-demography/2011/index.html>

<sup>46</sup> Delivering a New Future for Knowsley Industrial Park: A Strategic Framework (DTZ, Arup and Taylor Young 2010), available online at [http://www.knowsley.gov.uk/pdf/EB17\\_Delivering-a-new-future-for-KIP-StrategicFramework.pdf](http://www.knowsley.gov.uk/pdf/EB17_Delivering-a-new-future-for-KIP-StrategicFramework.pdf)

<sup>47</sup> Joint Employment Land and Premises Study (BE Group, 2010), available online at [http://www.knowsley.gov.uk/pdf/EB07\\_JointEmploymentLand-and-PremisesStudy.pdf](http://www.knowsley.gov.uk/pdf/EB07_JointEmploymentLand-and-PremisesStudy.pdf)

<sup>48</sup> Town Centres and Shopping Study: Volume 1 (Roger Tym & Partners, 2009), available online at <http://www.knowsley.gov.uk/Knowsley%20Town%20Centres%20and%20Shopping%20Study%20Final%20Report%20Volume%201.pdf>

<sup>49</sup> Town Centres and Shopping Study: Volume 1 (Roger Tym & Partners, 2009)

- 2.25** Links by public transport to Liverpool are generally good while those in the north to south direction through Knowsley are weaker. Knowsley is crossed in a west-east direction by three railway lines, running from Liverpool Lime Street station to:
- Manchester (via Warrington) – serving Halewood;
  - Manchester (via Chat Moss) – serving Huyton and Whiston; and
  - Wigan (via St Helens) – serving Huyton and Prescott.
- 2.26** A fourth line from Liverpool Central to Kirkby is part of the Merseyrail electrified network. The Knowsley Rail Freight Terminal at the north end of Knowsley Industrial Park is located on a branch of the Kirkby to Wigan line. Part of the West Coast Main Line also runs through Knowsley, near to the Jaguar Land Rover complex at Halewood.
- 2.27** Knowsley has an extensive bus network, including many routes running from Liverpool City Centre to different parts of the borough. There are, however, issues regarding the availability and frequency of services between Knowsley's towns, linking residential areas to key employment opportunities and Whiston Hospital. Knowsley also has an extensive network of footpaths and cycleways, including a section of the Trans Pennine Trail running through Halewood.
- 2.28** The Government has announced funding approval in principle for the electrification of selected railway lines between Liverpool and Manchester. This and additional plans for transport improvements for Knowsley and the wider Merseyside area are set out in the Third Local Transport Plan (LTP3), which covers the period from 2011 until 2024<sup>50</sup>.
- 2.29** Although located outside of Knowsley, the planned expansion of Liverpool John Lennon Airport could bring significant benefits to Knowsley's transport network. The proposed Eastern Access Transport Corridor would connect the Airport with the A562 (Speke Boulevard) east of the Jaguar Land Rover Plant in Halewood<sup>51</sup>. A further major scheme in the wider area which could impact on transport networks in Knowsley is the proposed Mersey Gateway Bridge, a six-lane road crossing of the River Mersey between Runcorn and Widnes.

### Green Spaces, Outdoor Sport and Leisure in Knowsley

- 2.30** Knowsley benefits from an extensive network of open countryside and green spaces. Many of the open and green spaces in urban areas are accessible to residents, providing opportunities for formal and informal recreation and improved

---

<sup>50</sup> A New Mobility Culture for Merseyside: the Third Local Transport Plan (Merseyside Integrated Transport Authority, 2011)

<sup>51</sup> Liverpool John Lennon Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007), available online at [http://www.knowsley.gov.uk/pdf/PG22\\_LiverpoolJohnLennonAirport-MasterPlan.pdf](http://www.knowsley.gov.uk/pdf/PG22_LiverpoolJohnLennonAirport-MasterPlan.pdf)

health and quality of life. Certain spaces provide valuable nature conservation habitats, of which some are locally designated as Local Wildlife Sites<sup>52</sup>.

- 2.31** The greenspaces in Knowsley's urban areas are, in many cases, multi-functional but have been categorised into different use types (for example parks and gardens, children and young people's facilities, amenity green space and allotments). An audit of Knowsley's open space provision identified that, although the borough has a significant overall quantity of green space, it has an uneven distribution and therefore the quality and accessibility of green spaces vary throughout Knowsley<sup>53</sup>.
- 2.32** Knowsley is part of the Mersey Forest initiative<sup>54</sup>. This is a long term plan to enhance woodland cover and landscape and provide associated recreation opportunities across a broad part of the Merseyside and Cheshire areas.
- 2.33** Knowsley is well served by indoor leisure facilities, playing pitches and other outdoor sporting facilities<sup>55</sup>. These include modern sports centres at Huyton, Kirkby, Halewood, and Stockbridge Village, as well as facilities available for wider community use within many of Knowsley's schools.

#### Water, Air, Minerals and Waste Management in Knowsley

- 2.34** Knowsley contains 431 hectares of land which has a high or medium risk of flooding<sup>56</sup>. The majority of such areas are in the Green Belt with under one percent of properties in the urban area being affected.
- 2.35** Air quality within Knowsley is generally good with no Air Quality Management Areas designated within the borough<sup>57</sup>. The biological and chemical quality of the rivers in the borough has improved in recent years but is still some way short of the regional average.
- 2.36** The Liverpool City Region (including Knowsley) produces significant amounts of domestic and commercial waste. As referred to in [Chapter 1: Introduction](#), the Council has prepared a Joint Waste Local Plan with sub-regional partners<sup>58</sup>, which

<sup>52</sup> The term 'Local Wildlife Site' has replaced the term 'sites of biological and/or geological interest' used in the Knowsley Replacement Unitary Development Plan, 2006

<sup>53</sup> Knowsley Greenspace Audit (Knowsley Council, 2012), available online at [http://www.knowsley.gov.uk/pdf/EB21\\_KnowsleyGreenspaceAudit.pdf](http://www.knowsley.gov.uk/pdf/EB21_KnowsleyGreenspaceAudit.pdf)

<sup>54</sup> See <http://merseyforest.org.uk/> for further information

<sup>55</sup> Knowsley Greenspace Audit (Knowsley Council, 2012) and Knowsley Playing Pitch Assessment and Strategy (Knowsley Council, 2012), available online at [http://www.knowsley.gov.uk/pdf/EB22\\_KnowsleyPlayingPitchAssessment.pdf](http://www.knowsley.gov.uk/pdf/EB22_KnowsleyPlayingPitchAssessment.pdf)

<sup>56</sup> This figure has been obtained from maps produced by the Environment Agency in 2011. 'High' risk is defined as flooding on average more than once in 100 years while 'medium' risk is where flooding occurs on average between one in 100 and one in 1,000 years

<sup>57</sup> An Air Quality Management Area is an area which must be declared by the Council if air quality falls short of recognised standards. In these circumstances, the Council must also publish an Air Quality Action Plan

<sup>58</sup> See Merseyside and Halton Joint Waste Local Plan (MEAS, 2013)

will guide the scale, location and type of facilities required to manage all types of waste in Merseyside and Halton. This includes identifying proposed sites to be allocated in each authority area for development of new waste management and treatment facilities.

- 2.37** Knowsley has a long history of extraction of minerals such as coal and clay for brick making. With the exception of those at Cronton Clay Pit, the operations have now ceased. A study of minerals resources<sup>59</sup> recommended that the Cronton Clay Pit and surrounding area be safeguarded from other forms of development which could sterilise it as a resource. The Coal Authority has also indicated that coal resources still exist under a large part of the borough<sup>60</sup>.

### Built Environment and Heritage in Knowsley

- 2.38** Knowsley has a varied built environment, from the historic core of Prescott, through typical 1920s and 1930s suburban developments to the more recent municipal and private sector estates. 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. Prescott town centre is an area of particular historic interest, with origins dating back to medieval times and strong connections with the 18th and 19th Century clock and watch manufacturing industries. Some of the older parts of the borough have a strong local sense of place based, for example, on the use of local red sandstone, Welsh slate and red brick in buildings.
- 2.39** Knowsley contains 121 individual listed structures, of which one is Grade I, four are Grade II\*, and 116 are Grade II. They range from large buildings of grandeur, such as Knowsley Hall, to structures like railway bridges. There are no listed buildings in Knowsley on the national buildings at risk register<sup>61</sup>.
- 2.40** Knowsley has fifteen Conservation Areas of which two are considered by English Heritage to be at risk and in a condition which could deteriorate<sup>62</sup>. Three of the Conservation Areas are designated as 'Article 4' areas where the planning controls over minor developments are tighter than elsewhere. The Council has published Conservation Area Appraisals<sup>63</sup>, which identify the key characteristics of each area and any changes (e.g. to key buildings or the streetscape) which have occurred since their designation.

---

<sup>59</sup> Evidence Base for Minerals Planning in Merseyside (Urban Vision, 2008), available online at [http://www.knowsley.gov.uk/pdf/LC05\\_TheEvidenceBase-for-MineralsPlanning-in-Merseyside\(includingMineralsMaps\).pdf](http://www.knowsley.gov.uk/pdf/LC05_TheEvidenceBase-for-MineralsPlanning-in-Merseyside(includingMineralsMaps).pdf)

<sup>60</sup> Coal Mining Development Referral Areas (The Coal Authority, 2010), information available via <https://www.gov.uk/guidance/planning-applications-coal-mining-risk-assessments>

<sup>61</sup> Heritage at Risk Register 2012/North West (English Heritage, 2012), available online at <https://content.historicengland.org.uk/images-books/publications/har-2012-registers/nw-HAR-register-2012.pdf/>

<sup>62</sup> Heritage at Risk Register 2012/North West (English Heritage, 2012)

<sup>63</sup> Information available online via <http://www.knowsley.gov.uk/planning>

### Conservation Areas in Knowsley

- Prescott 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 and Huyton Church Road, Huyton
- Roby
- Halewood Village
- Tarbock Village
- Tarbock Green
- Town End, Cronton

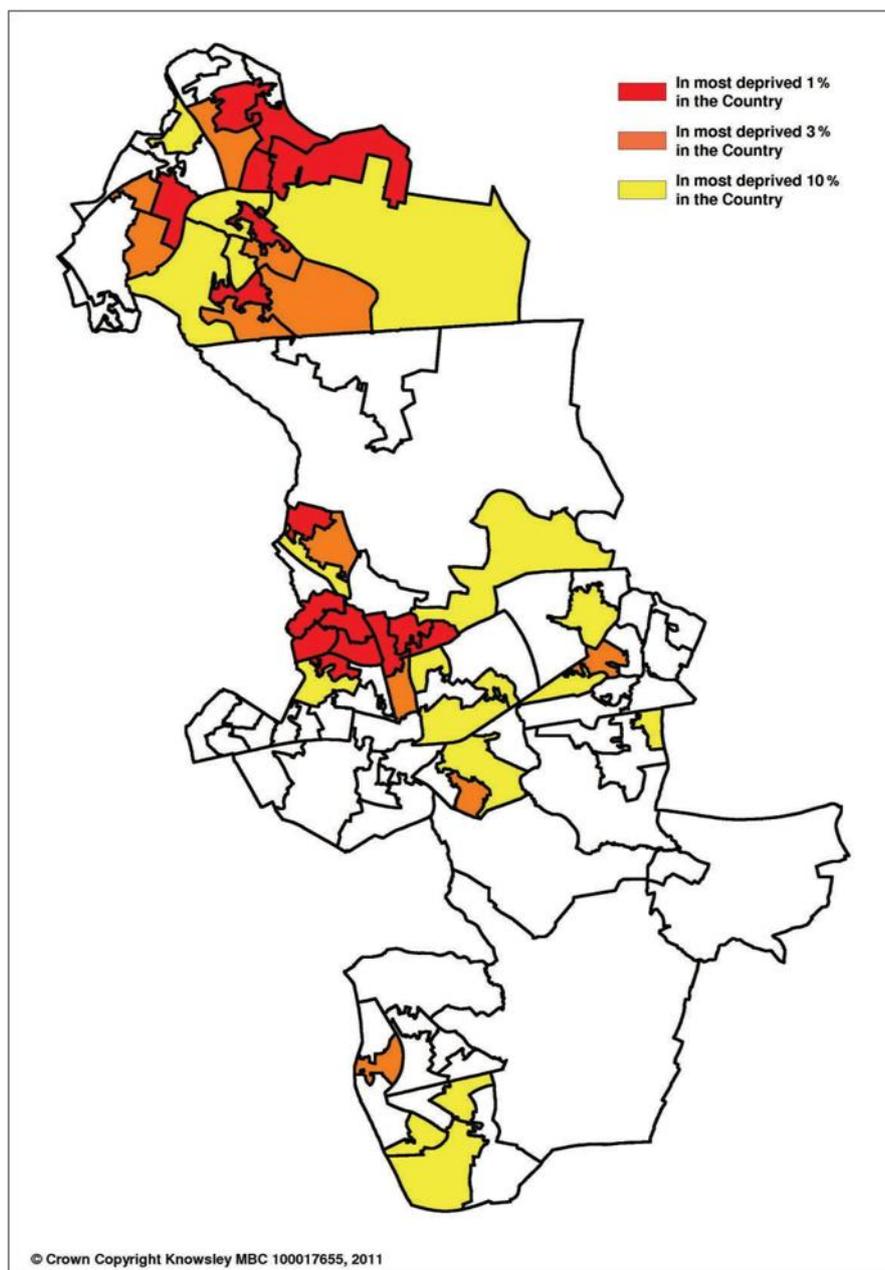
### Deprivation in Knowsley

- 2.41** Despite significant progress in recent years, Knowsley is ranked the fifth most deprived district in the country<sup>64</sup>. The distribution of deprived areas is shown in Map 2.4. The most deprived areas of the borough are in Kirkby, Stockbridge Village and North Huyton, although smaller pockets of deprivation exist in other areas.

---

<sup>64</sup> Index of Multiple Deprivation 2010 (Rank of Super Output Area score measure) (DCLG, 2011), available online at <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2010>

**Map 2.4: Deprivation in Knowsley (2010)**



**2.42** Knowsley has high levels of worklessness. In March 2012, 6.1% of the residents of working age were claiming Job Seeker’s Allowance, many on a long term basis<sup>65</sup>. The numbers of claimants of Incapacity Benefit or Severe Disability Allowance are also high.

**2.43** Educational attainment levels in Knowsley are low. In 2011/12, 40.9% of pupils achieved five or more A\*–C grades at the end of Key Stage 4, compared to 58.8%

---

<sup>65</sup> Claimant Count – Age and Duration (ONS from Nomis, 5 June 2013), available online via <https://www.nomisweb.co.uk/articles/789.aspx>

in England<sup>66</sup>. The level of educational attainment for boys is particularly low. Knowsley has the fourth highest proportion of 16 to 18 year olds that are not in education, employment or training (also referred to as 'NEET'). Educational attainment remains a priority for the Council and its partners. The Future Schools programme has replaced eleven secondary schools with seven new Centres for Learning, while primary schools have a programme of rationalisation and investment.

- 2.44** The Council and its partners have taken action to tackle deprivation, for example, by remodelling housing areas in North Huyton through the Revive programme<sup>67</sup>. A similar, but smaller scale, regeneration project is proposed in Tower Hill (Kirkby) although the start of development has been delayed by difficulties in the housing market<sup>68</sup>. The Council is also reviewing opportunities to carry out appropriate regeneration projects to remodel housing areas in other deprived parts of the borough, for example, Stockbridge Village.

### Health and Wellbeing in Knowsley

- 2.45** Although life expectancy has increased in recent years, the borough's levels (75.6 years for males and 81 for females) are still among the lowest in the country<sup>69</sup>. The borough has high mortality rates from cancer (particularly lung cancer), cardiovascular disease (including coronary heart disease and stroke) and respiratory disease. These are issues which can be associated with lifestyle choices such as smoking, alcohol consumption and diet<sup>70</sup>, but also with wider environmental factors such as housing standards, quality of employment opportunities, access to health and other services/facilities, open space and the natural environment.

---

<sup>66</sup> GCSE and equivalent results 2011/12 (Revised) (Department for Education, 2013), available online at <https://www.gov.uk/government/statistics/revised-gcse-and-equivalent-results-in-england-academic-year-2011-to-2012>

<sup>67</sup> See the North Huyton Action Area SPD (Knowsley Council, 2007) for further details, available online via <http://www.knowsley.gov.uk/localplan>

<sup>68</sup> See the Tower Hill (Kirkby) SPD (Knowsley Council, 2007) for further details, available online via <http://www.knowsley.gov.uk/localplan>

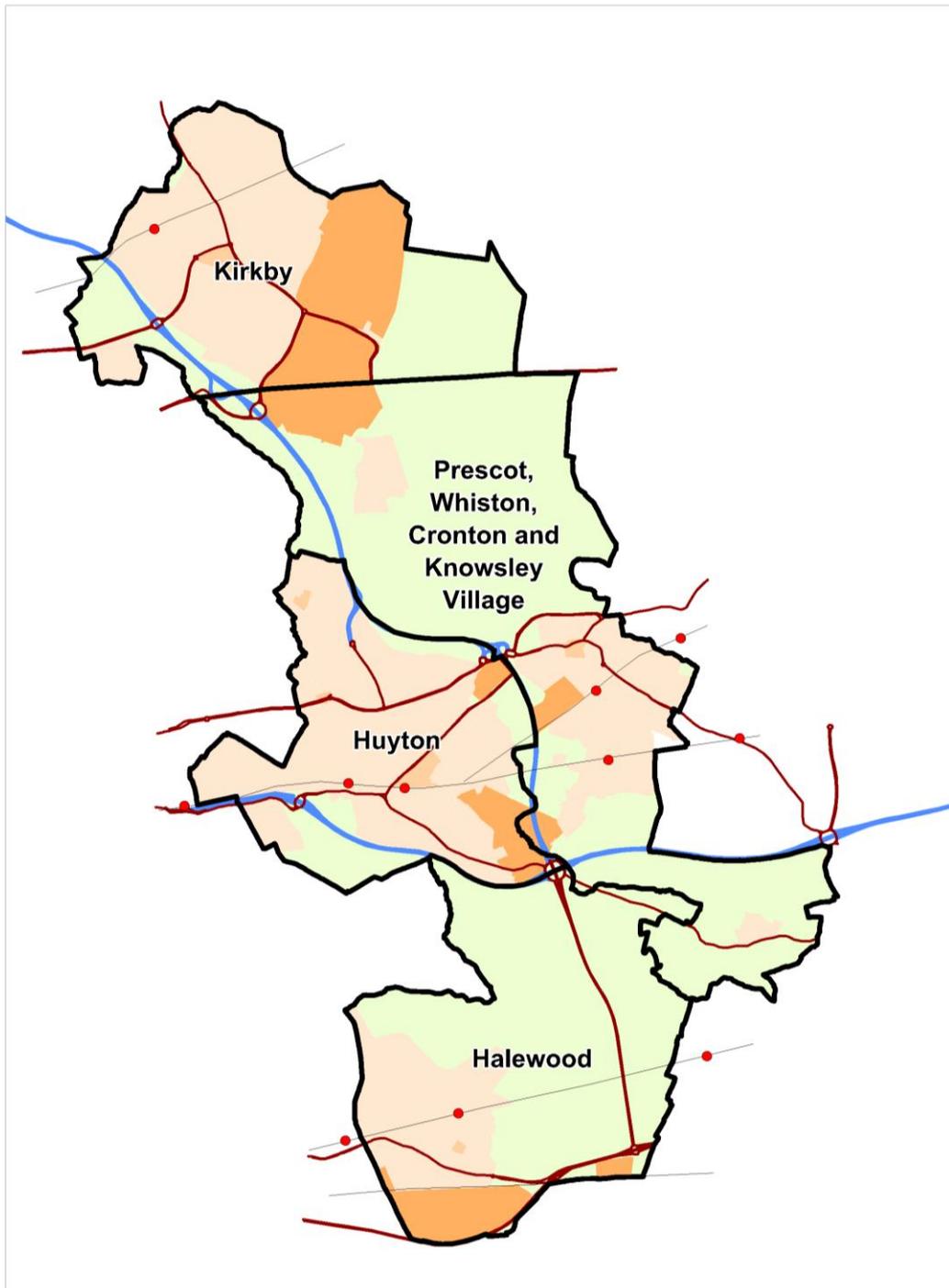
<sup>69</sup> Knowsley Public Health Annual Report 2012/2013 (Knowsley Public Health Intelligence and Evidence Team, 2013), available online at <http://www.knowsley.gov.uk/pdf/public-health-annual-report-2012-2013.pdf>

<sup>70</sup> Public Health Annual Report 2010 (Knowsley Primary Care Trust, 2010)

## Local areas of Knowsley

- 2.46** Each of Knowsley's communities faces distinct issues and opportunities. To analyse these and identify future planning interventions required in each the remainder of this document groups the communities into four broad areas as follows:
- Huyton and Stockbridge Village;
  - Kirkby;
  - Prescott, Whiston, Cronton and Knowsley Village; and
  - Halewood.
- 2.47** The specific issues, priorities and policies affecting each of these areas are set out in [Chapter 6: Area Priorities](#).

Map 2.5: Knowsley Township Areas



Crown Copyright Knowsley MBC 100017655, 2015



# Vision and Strategy

---



### 3 Vision and Objectives

#### Vision for the future

- 3.1 Following the analysis of Knowsley in 2012, this chapter sets out a vision describing the type of place which Knowsley will become by 2028. This is supported by strategic objectives which identify priorities in more detail, and will be delivered via Local Plan and other planning policies which will guide new development and regeneration. Key influences on the vision and objectives have been the Strategy for Knowsley (see [Chapter 1: Introduction](#) of this document), and the key challenges and opportunities facing Knowsley (see [Chapter 2: Knowsley – The Place](#)).

#### City Region Context

- 3.2 A further key influence on the vision has been the joint working on spatial planning matters which has taken place between the local authorities of the Liverpool City Region. This has established the strong links which exist with neighbouring districts, for example in terms of commuting patterns and housing markets, particularly with Liverpool to the west but also with other districts (see [Chapter 2: Knowsley – The Place](#) for further details). The vision which is set out below will consolidate and strengthen the role of Knowsley's towns as large suburban centres, providing employment, services and housing, which will complement that available in larger built up areas in surrounding districts. It will ensure that the future regeneration and development of the borough contributes effectively to that of the Liverpool City Region as a whole.

#### Spatial Vision – Knowsley in 2028

By 2028, Knowsley Borough will be known for its **successful suburban townships** that provide a sense of place and community, having sustainable, diverse, more prosperous and healthy populations.

**Knowsley's economy** will be stronger and more diverse, providing employment choices for local people and helping to drive economic growth in the wider Liverpool City Region. Knowsley will be attractive for businesses to invest in, providing a range of employment land and premises to meet their needs. The new Learning Centres coupled with investment in primary schools, adult training and skills initiatives, will raise educational attainment, skills and aspiration levels, so Knowsley's people can access a wider range of jobs and better meet the needs of employers.

Knowsley will provide a **wide choice of housing** to meet needs. Residents will be attracted to the housing on offer and the vibrant, safe and cohesive communities of which it forms part. Housing renewal projects in Kirkby, North Huyton and Stockbridge Village will be successfully completed. New housing will be provided in sustainable locations, and be well-designed, affordable and form attractive and

identifiable neighbourhoods where residents will choose to live.

**Kirkby, Prescott and Huyton Town Centres** will have defined and enhanced roles, be regenerated, vibrant and welcoming, providing focal points where local residents will choose to shop and access health care, cultural and other key services and facilities. The district centres of Halewood and Stockbridge Village will be renewed and thriving, serving as centres providing local shops and services for those communities.

Knowsley's communities will be **better connected** to local employment opportunities, health care, education, shopping, leisure and recreation provision. Land uses and transport will be well co-ordinated to allow Knowsley's residents, workers and visitors to choose more sustainable forms of transport, including public transport, walking and cycling.

The gap in **deprivation levels** will be narrowed, both between different parts of the borough and between Knowsley and elsewhere, with opportunity married with need. Areas of high social and economic deprivation, including Kirkby, North Huyton and Stockbridge Village, will have been transformed into distinctive places where people will choose to live, in vibrant, safe and cohesive communities.

Knowsley's open spaces and indoor and outdoor sporting, recreation and leisure opportunities will be enhanced so that residents and visitors can choose to become more active and pursue **healthier lifestyles**. Open spaces will become well-used multi-functional areas incorporating attractive walking and cycling links between homes and destinations, and complementing the wider environmental benefits of the **Green Infrastructure network**, which assist the response to the impacts of climate change.

The **character and quality** of Knowsley's rural villages of Cronton, Tarbock and Knowsley Village will be protected. Rural areas will provide distinct breaks between urban areas, and good public access for informal countryside recreation and opportunities for formal recreation.

Knowsley's areas of **environmental importance**, including sites of biodiversity and geological value, together with buildings, structures and areas of historic and cultural importance will be protected, managed and enhanced, to ensure a positive contribution to Knowsley's environmental quality and distinctiveness.

## Strategic Objectives

### Strategic Objective 1

#### **Sustainable Economic and Employment Growth**

To encourage and maintain **sustainable economic** and employment growth in Knowsley, complementary to that within the wider Liverpool City Region, by accommodating employment related development, improving skills within the workforce, and promoting enterprise, entrepreneurship and innovation.

- 3.3** This objective seeks to build upon recent successes in sustainable economic and employment growth in Knowsley, and raise the currently low levels of skills and attainment. The aim is to ensure that Knowsley plays an important role in the economy of the Liverpool City Region, and that the economy grows sufficiently and in the correct areas to provide a range of employment and new business opportunities for local people.

### Strategic Objective 2

#### **Well-Balanced Housing Market**

To promote a **well-balanced housing market** throughout Knowsley by providing a sufficient quantity and mix of high quality sustainable housing in appropriate locations to meet needs and demand (including for market, affordable and supported housing).

- 3.4** This objective supports housing growth in Knowsley, which is needed to redress the imbalances in Knowsley's housing market, such as shortages of affordable housing, accommodation for older people and larger homes, whilst promoting sustainability of new development. The focus will be on meeting the housing needs of those living in Knowsley, including newly emerging households, and attracting new households to settle in Knowsley, hence boosting community sustainability and vitality, and supporting local service provision.

### Strategic Objective 3

#### Regenerate and Transform

To **regenerate** and **transform** areas of social and economic deprivation so they become more sustainable, safer, healthier and more cohesive communities, thus narrowing the gap between the richest and poorest communities in Knowsley.

- 3.5** North Huyton, Stockbridge Village and Kirkby are currently the areas most affected by social and economic deprivation. These areas will therefore be a primary focus for action to ensure that people will choose to live there, within vibrant, safe, healthy and cohesive communities. We will aim to narrow the gap in deprivation levels between these areas and other parts of Knowsley in terms of both income and social capital (i.e. community cohesion and health). Smaller pockets of deprivation such as those which exist in Knowsley's other towns will also be tackled, and responses made to any changes to the pattern of deprivation across the borough which may occur during the plan period.

### Strategic Objective 4

#### Distinctive, Viable and Sustainable Town Centres

To promote **distinctive, viable** and **sustainable town centres** in Huyton, Kirkby and Prescot, by improving choice, variety and quality in their range of retail, leisure and other town centre uses, together with thriving district centres, including enhancement of those in Halewood and Stockbridge Village, and a more sustainable pattern of local centres.

- 3.6** This objective focuses on ensuring that the town and district centres in Knowsley develop in a manner which supports local communities, addresses gaps in existing provision relative to demand and improves the retail, leisure, and also potentially residential offer associated with each of the centres. This will include enhancing the distinctiveness of the centres and ensuring that they are lively, well designed, well used and well maintained.

### Strategic Objective 5

#### Quality of Place

To promote the **quality of place** within Knowsley by protecting historically important features and enhancing the character, quality and diversity of Knowsley's built environment, including town centres, key employment areas, residential neighbourhoods, green spaces, conservation areas, rural areas and villages, key gateways and transport routes.

- 3.7 This objective seeks to protect what is locally distinctive about Knowsley, including the local historic environment such as designated listed buildings and conservation areas. The aim is to ensure that the sense of place provided by these unique aspects of the built environment are not lost, and remain appropriately integrated into the design of new places and spaces within Knowsley. Design quality and sustainable principles in new development will be prioritised.

### Strategic Objective 6

#### Sustainable Transport

To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises **sustainable transport** such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services.

- 3.8 This objective seeks to maintain and improve connectivity both within Knowsley and linking to key destinations in the Liverpool City Region and beyond. The aim is to ensure that new development is appropriately located (including possible co-location with existing development) to reduce the need to travel, and also to maintain and improve access to a choice of travel networks, including those involving walking, cycling and public transport. This includes ensuring that transport is accessible to all living and working within Knowsley through careful design and consideration of the diverse needs of the population, including vulnerable, elderly and disabled people.

## Strategic Objective 7

### Manage Environmental Resources

To **manage environmental resources** in Knowsley prudently by focusing on sustainable development, recycling and renewable technologies, minimising pollution, reducing carbon emissions and responding to the impacts of climate change.

- 3.9** This objective aims to ensure that resources such as energy, waste, water and minerals in Knowsley are used and managed in a sustainable manner which reduces generation of waste and carbon emissions. This includes the potential use of renewable technologies in resource management and energy production. The aim is to significantly reduce the carbon emissions of Knowsley's residents, employees and businesses and ensure that future impacts of climate change on the borough and the wider Liverpool City Region (for example through changes to weather patterns or flooding) are mitigated.

## Strategic Objective 8

### Green Infrastructure and Rural Areas

To support and strengthen the role of Knowsley's **Green Infrastructure** (in rural and urban areas), promote biodiversity, and maintain the character of rural settlements including Cronton, Tarbock and Knowsley Village.

- 3.10** This objective focuses on the role of Knowsley's green and open spaces, in both rural and urban areas. The objective seeks to maintain and enhance the most valuable aspects of these areas, including recognising their value to local flora, fauna and geology, and their positive effect on health and wellbeing through leisure and recreational use. The objective also supports the role of Green Belt areas in maintaining breaks between the urban areas of Knowsley's townships, and the unique landscape settings of Cronton, Tarbock and Knowsley Village, all of which sit within the Green Belt. There is however a requirement to review existing Green Belt boundaries to ensure delivery of Knowsley's development needs, whilst establishing new robust boundaries which ensure remaining Green Belt areas are provided long term protection.

## Strategic Objective 9

### Promoting Health and Wellbeing in Knowsley

To address existing health inequalities and encourage enhancements to the **health and wellbeing** of Knowsley's residents by ensuring a health promoting environment and provision of healthy lifestyle options for those living and working in the borough.

- 3.11** The final objective focuses on the priorities of tackling health problems and inequalities in Knowsley. The objective will encourage new development to have a positive impact on the health and wellbeing of both individuals and population groups, by providing a healthy environment and opportunities for healthy lifestyle options for those living and working in the borough. This is a cross-cutting theme to which all of the previous objectives will contribute, through improved access to high quality, sustainable and well designed housing, employment opportunities, open space, services and facilities, and prioritising sustainable transport modes like walking and cycling. In addition, maintaining existing and creating new opportunities for physical activity associated with sport and recreation, and supporting community involvement, cohesion, cultural activities and self-improvement will all help to improve health and wellbeing within Knowsley.

### Delivering the Strategic Objectives

- 3.12** The Core Strategy policies in Chapters 4 to 11 of this document will each help to deliver one or more of the Strategic Objectives. More detailed aspects of the objectives will be delivered via other Local Plan documents. Appendix D of this Core Strategy sets out how each policy will be delivered and how the risks to delivery will be managed. Indicators and targets have also been developed which will be used to measure the extent to which the Strategic Objectives are delivered. The **Local Plan Monitoring Framework** sets out the full matrix of objectives, policies, targets and indicators, including reference to how the implementation and monitoring of Knowsley's planning policies will link to the delivery of Strategic Objectives. The indicators and targets will be regularly reviewed to ensure that they remain 'SMART' (i.e. **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound).



## 4 Sustainable Development

### Policy SD1: Sustainable Development

- 4.1 The NPPF requires that a presumption in favour of sustainable development be central to both plan-making and decision-taking. Policy SD1 reflects the commitment to this approach within Knowsley's Local Plan.

#### Policy SD1

#### Sustainable Development

- 1) When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 2) Planning applications that accord with the policies in this Local Plan (and any relevant policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
- 3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – taking into account whether:
  - a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
  - b) Specific policies in that Framework indicate that development should be restricted.

#### Policy Links for SD1

<b>Core Strategy Policy Links</b>	CS1–CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1–SO9
<b>Document Links</b>	All Local Plan and supplementary documents.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

- 4.2 Policy SD1 has been included to translate the ‘presumption in favour of sustainable development’, which lies at the heart of the NPPF, to the local level. This policy is central to all elements of the Knowsley Local Plan, as well as

Supplementary Planning Documents and any Neighbourhood Plans which may be brought into effect. This approach reflects the need to plan positively to meet development requirements arising within Knowsley, to encourage growth and investment within the borough, while seeking to maintain and enhance environmental, social and economic sustainability. The policy will ensure that the vision and nine strategic objectives of the Local Plan are delivered within the plan period.

### Definition of Sustainable Development

- 4.3** For the purposes of Policy SD1, the definition of ‘sustainable development’ is given in the NPPF<sup>71</sup>. This definition refers to those held by both the United Nations General Assembly, as well as the UK’s ‘Sustainable Development Strategy: Securing the Future’<sup>72</sup>. The NPPF emphasises the economic, social and environmental roles which the planning system must perform in order that sustainable development can be delivered in accordance with these definitions.

### Delivering Sustainable Development in Knowsley

- 4.4** The NPPF explains that Local Plans need to take local circumstances into account, to respond to the different opportunities for achieving sustainable development in different areas. Therefore, in addition to Policy SD1, the delivery of sustainable development is reflected in a range of other policies within the Knowsley Local Plan. In particular, [Policy CS1: Spatial Strategy for Knowsley](#) and [Policy CS2: Development Principles](#) set out a clear spatial strategy for the development of the borough over a fifteen year period, alongside locally specific development principles which will be applied to ensure that sustainable development is delivered.
- 4.5** As noted in [Chapter 1: Introduction](#), the Core Strategy has been subject to a Sustainability Appraisal process, undertaken in accordance with the Strategic Environmental Assessment requirements. This, along with other policy drafting measures, has ensured that the plan policies promote sustainable development.

---

<sup>71</sup> See NPPF paragraphs 6 to 10 inclusive

<sup>72</sup> Securing the Future: Delivering the UK Sustainable Development Strategy (DEFRA, 2005), available online at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69412/pb10589-securing-the-future-050307.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69412/pb10589-securing-the-future-050307.pdf)

## 5 Spatial Strategy

5.1 This chapter sets the underlying spatial policies for the Knowsley Local Plan, which include:

- Policy CS1: Spatial Strategy for Knowsley
- Policy CS2: Development Principles
- Policy CS3: Housing Supply, Delivery and Distribution
- Policy CS4: Economy and Employment
- Policy CS5: Green Belt
- Policy CS6: Town Centres and Retail Strategy
- Policy CS7: Transport Networks
- Policy CS8: Green Infrastructure

5.2 These policies will underpin the area-based and theme-based policies in [Chapters 6 to 11](#) of this document and in other Knowsley Local Plan documents. The policies also reflect how Knowsley's future development will relate to that of the wider Liverpool City Region.

### Policy CS1: Spatial Strategy for Knowsley

5.3 Policy CS1 is the central policy of the Knowsley Local Plan, providing principles for Knowsley's spatial development, and highlighting development priorities and areas which will be of strategic importance over the plan period.

#### Policy CS1

#### Spatial Strategy for Knowsley

##### Knowsley's Spatial Development

- 1) The spatial development of Knowsley to 2028 will be achieved by:
  - a) A focus on development within existing urban areas, with emphasis upon areas that are within or easily accessible from areas in need of regeneration;
  - b) Maintenance of the existing settlement hierarchy, including the role of Huyton/Stockbridge Village, Kirkby, Prescot/Whiston and Halewood as larger suburban centres, and of Cronton, Tarbock and Knowsley Village as rural villages;
  - c) Maximising Knowsley's contribution to the development of the Liverpool City Region and key sub-regional projects;
  - d) An efficient and sustainable use of land and infrastructure, encouraging where possible the reclamation and reuse of previously developed land; and
  - e) Removal of the Sustainable Urban Extensions identified in [Policies SUE1](#), [SUE2](#), [SUE2a](#), [SUE2b](#), and [SUE2c](#) from the Green Belt to help meet needs for housing and employment development, and maintaining the openness of remaining Green Belt areas.

### Knowsley’s Spatial Development Priorities

- 2) Priorities for the development of Knowsley to 2028 will be to:
- a) Re-balance the housing stock by providing a wide choice of new market sector and affordable housing with supportive services and facilities appropriate to needs;
  - b) Regenerate and enhance existing residential neighbourhoods, particularly in areas with higher levels of deprivation, through neighbourhood management initiatives, improvements to public realm, and appropriate investment in service provision and in the existing housing stock;
  - c) Enhance existing employment areas and provide a suitable range of sites and premises for new employment development;
  - d) Maintain and enhance the borough’s town, district and local centres;
  - e) Maintain and enhance networks for passenger and freight transportation, prioritising the use of sustainable modes of travel; and
  - f) Maintain and enhance the Green Infrastructure network, areas of environmental importance and heritage assets.

### Principal Regeneration Areas

- 3) Opportunities for regeneration and development within the following Principal Regeneration Areas will be maximised (in no order of priority):
- a) North Huyton and Stockbridge Village;
  - b) Kirkby Town Centre;
  - c) Tower Hill, Kirkby;
  - d) Knowsley Industrial and Business Parks;
  - e) Prescott Town Centre; and
  - f) South Prescott.
- 4) Regeneration will be promoted outside the Principal Regeneration Areas where this is of a scale and nature which meets the needs and opportunities in the local area.

### Policy Links for CS1

<b>Core Strategy Policy Links</b>	SD1; CS2–CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1–SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Merseyside and Halton Joint Waste Local Plan; Range of SPDs.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

- 5.4** Policy CS1 sets out the overall spatial development strategy for Knowsley up to 2028. The policy summarises the Council's approach to delivery of the Vision and Strategic Objectives of the Local Plan, and of the Sustainable Community Strategy (SCS)<sup>73</sup>. The approach will reconcile competing priorities for the development of the borough, while reflecting priorities set by national planning policy, including planning for housing and employment growth, supporting urban regeneration, maintaining a hierarchy of centres and promoting environmental and social sustainability.
- 5.5** Policy CS1 will guide the strategic decisions of the Council, its partners and potential investors within the borough. New development proposed in Knowsley will be expected to comply with Policy CS1, particularly with respect to the characteristics of the spatial strategy, and the different roles for identified areas of Knowsley.
- 5.6** The approach of Policy CS1 has much in common with that in the emerging Local Plans of nearby districts in the Liverpool City Region, for example in its emphasis on tackling deprivation and promoting urban renewal. One particular issue which several of the districts within the City Region have had to consider in their Local Plans is the need to review Green Belt boundaries (which were first set in Merseyside in 1983) to meet long term development needs. Further detail on this issue is set out in [Policy CS5: Green Belt](#). A number of locations (referred to as Sustainable Urban Extensions) have been removed from the Green Belt to ensure an adequate supply of land for housing and employment development, on which further details are set out in [Chapter 7](#).
- 5.7** Policy CS1 identifies Principal Regeneration Areas which will be subject to major change during the plan period; more detail about these is given in [Chapter 6: Area Priorities](#).
- 5.8** The policy states that where appropriate, opportunities for development and regeneration may be sought in areas identified as requiring regeneration, in addition to the defined Principal Regeneration Areas. The purpose of this element of the policy is to ensure long-term flexibility within the Local Plan, enabling local responses to opportunities arising in different parts of the borough to undertake physical, social or environmental regeneration, during the plan period.
- 5.9** Knowsley's regeneration areas comprise a mix of previously developed (brownfield) and greenfield land. As a result, whilst encouraging remediation of previously developed land, the policy does not set a rigid target for the proportion of development to be on previously developed land. This approach will facilitate positive planning and prevent potential barriers to development in areas of regeneration need.

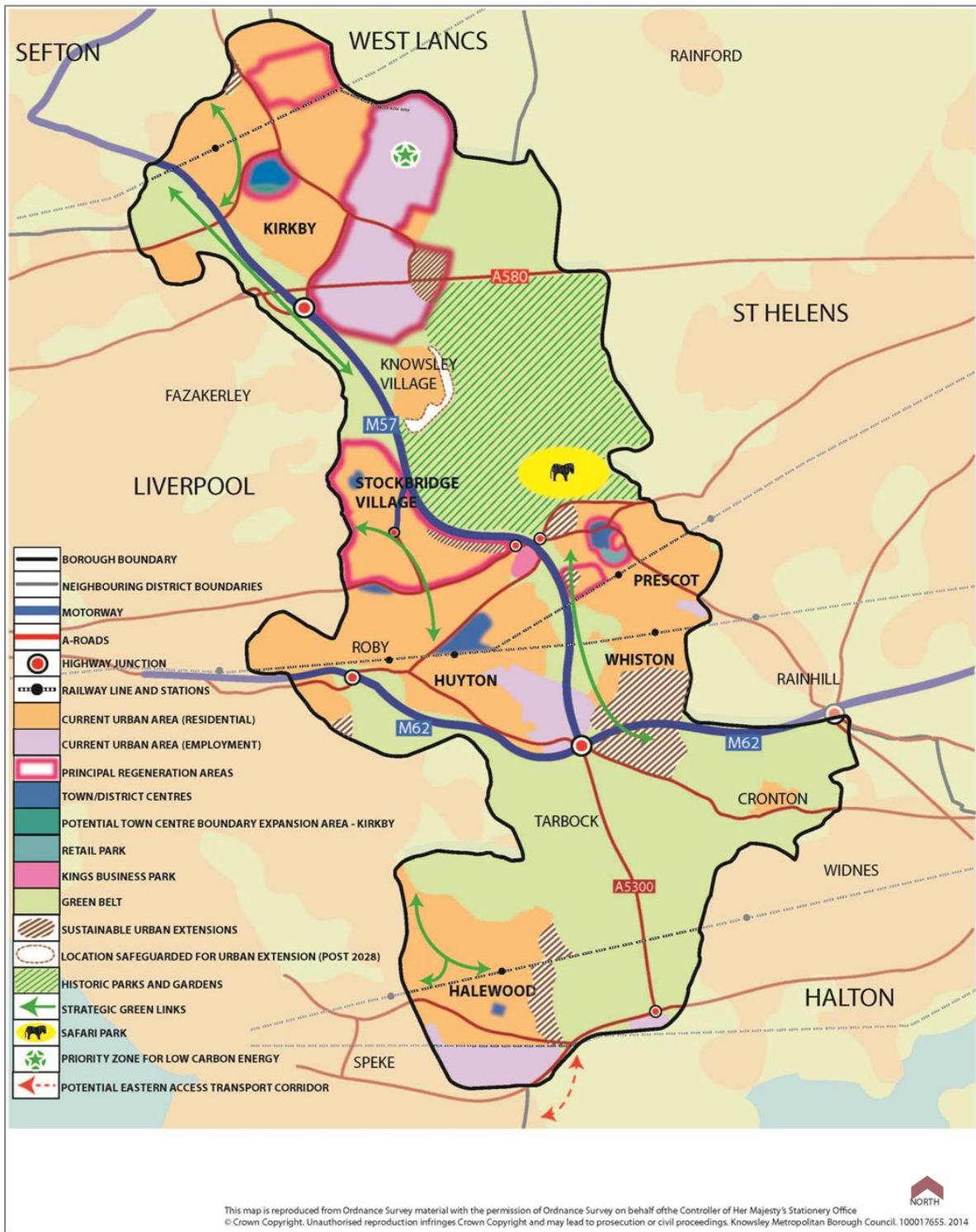
---

<sup>73</sup> 'A Strategy for Knowsley: The Borough of Choice 2012–2023' (Knowsley Partnership and Knowsley Council, 2013)

## Core Strategy Key Diagram

- 5.10** Map 5.1: Knowsley Key Diagram illustrates the spatial strategy for the development of Knowsley to 2028 set out in Policy CS1. It identifies the Principal Regeneration Areas and the areas identified for review of Green Belt boundaries to accommodate evidenced long term need for housing and employment growth (see [Policy CS5: Green Belt](#)). It also summarises the borough's spatial context, showing features such as roads and rail routes, town and district centres, and the broad extent of the existing urban areas and settlements. The spatial relationship with neighbouring districts is also illustrated.
- 5.11** The Key Diagram is not a site allocations map, rather it sets the strategic framework for site allocations, including for new housing, employment and retail development, to be set through the Local Plan.

Map 5.1: Knowsley Key Diagram



## Policy CS2: Development Principles

- 5.12 To support the overall strategy set out in [Policy CS1](#), there is a need to establish local principles which will underpin new development in Knowsley. These will, in conjunction with other policies set out in the Local Plan and other planning documents, apply to decisions relating to policy and investment, together with the determination of planning applications.

### Policy CS2

#### Development Principles

- 1) New development in Knowsley and the preparation of subsequent stages of the Local Plan will be expected to support the following development principles:

**Principle 1:** Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods by:

- a) Meeting needs for new housing, employment, retail and other service provision;
- b) Improving business productivity and employment levels in Knowsley;
- c) Reducing economic, environmental, education, health and other social inequalities between Knowsley and other parts of the UK; and
- d) Providing opportunities for positive lifestyle choices and health improvement for people of all ages.

**Principle 2:** Reduce carbon emissions and adapt to the effects of climate change by:

- a) Contributing to reductions in carbon dioxide emissions from all sources, in line with national targets;
- b) Ensuring an ability to adapt to future changes to national targets for carbon dioxide and other greenhouse gas emissions, including recognising the role of new technology;
- c) Identifying and applying measures offering effective mitigation and adaptation to likely environmental, social and economic impacts of climate change; and
- d) Meeting appropriate minimum standards for sustainability.

**Principle 3:** Reduce the need to travel and increase accessibility by:

- a) Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;
- b) Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight;
- c) Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment; and
- d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education

provision, meeting places, sports venues, cultural buildings, public houses and places of worship).

**Principle 4:** Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by:

- a) Understanding and respecting the character and distinctiveness of places and landscapes;
- b) Protecting and enhancing the historic environment;
- c) Promoting good quality design and ensuring that development respects its setting taking into account relevant design requirements, and best practice;
- d) Maximising opportunities for the regeneration of previously developed land, including derelict or unsightly areas to improve the image of Knowsley and use land resources efficiently;
- e) Mitigating potential negative impacts of traffic growth and road traffic on highway safety, air quality, noise and health;
- f) Supporting policies relating to Green Infrastructure and the greening of towns and cities;
- g) Maintaining or enhancing the tranquillity of open countryside and rural areas;
- h) Maintaining or enhancing the quantity and quality of biodiversity and habitats, including potential impacts on nationally and internationally important sites for biodiversity;
- i) Addressing any issues of unstable land, resulting from Knowsley's legacy of minerals extraction; and
- j) Minimising negative impact upon flood risk, air quality, water quality, land quality, soil quality, and noise or vibration levels and ensuring any negative impacts are appropriately mitigated.

Development that will have an unacceptable impact upon any of the above will only be permitted where the benefits of the proposal clearly outweigh the harm.

**Principle 5:** Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy, which:

- a) Do not require major investment in new infrastructure, including transport, water supply and sewerage, or where this is unavoidable, incorporate appropriate development phasing and delivery assistance;
- b) Ensure environmental protection is enhanced through the phasing of new development and delivery of supporting infrastructure, including working with neighbouring authorities and key partner agencies where appropriate;
- c) Support prudent and efficient management of natural and man-made resources; and
- d) Promote sustainable construction and efficiency in resource use (including reuse and recycling of materials).

### Application of the Development Principles

- 2) The development principles are not in order of priority, will be applied equally alongside other Local Plan policies, and will be implemented using development assessment tools including:
- a) Environmental Impact Assessment and associated legislative requirements;
  - b) Health Impact Assessment;
  - c) Equality and Diversity Impact Assessment;
  - d) Transport Assessment and Travel Planning; and
  - e) Design and Access Statements.

### Policy Links for CS2

<b>Core Strategy Policy Links</b>	SD1; CS1; CS3–CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1–SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development; range of SPDs and development briefs.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

**5.13** The development principles in Policy CS2 seek to deliver sustainable communities and create healthy environments in Knowsley, in line with national policy. The principles respond directly to [Chapter 3: Vision and Objectives](#) of the Local Plan. They are overarching and consistent to underpin the additional detail provided within subsequent Local Plan policies, including those within the Core Strategy.

**5.14** The development principles will be applied through the Council's development management process using various assessments, which the Council will expect to be prepared and submitted where appropriate as part of planning applications. The circumstances within which each assessment will be required will be set out in other Local Plan documents and guidance to be prepared by the Council. Some aspects of the development principles will be applied through other legislative and regulatory requirements.

## Policy CS3: Housing Supply, Delivery and Distribution

- 5.15** To support the spatial strategy set out in [Policy CS1](#), there is a need to actively plan for housing growth in Knowsley. This includes setting a target for the amount of new housing to be developed in Knowsley up to 2028, and also principles to guide when and where new housing will be delivered.

### Policy CS3

#### Housing Supply, Delivery and Distribution

##### New Housing Provision in Knowsley

- 1) Provision will be made for 8,100 new dwellings to be delivered in Knowsley between 2010 and 2028, at an annual average of 450 dwellings per annum. This is a minimum net figure, accounting for conversions, changes of use to and from residential use, and clearance of dwellings via demolition and is required to meet the need for new housing over the Plan period.

##### Distribution of New Housing

- 2) The broad indicative distribution of new housing development to be delivered over the plan period will be as follows: Huyton and Stockbridge Village (36%); Kirkby (16%); Prescott, Whiston, Cronton and Knowsley Village (32%); and Halewood (16%).

##### Supply and Phasing of Land for New Housing Development

- 3) Land for housing development will be identified to ensure that a five year supply of deliverable sites is maintained at all times<sup>74</sup>. This will support the efficient use of available land and protection of urban regeneration priorities, as outlined in [Policy CS1: Spatial Strategy for Knowsley](#) and [Policy CS2: Development Principles](#). Land identified for housing development within the Sustainable Urban Extensions will be released subject to the requirements of [Policies CS5](#) and [SUE1 to SUE2c](#).

---

<sup>74</sup> A five year supply of housing land will be able to accommodate 2,250 dwellings, which is five times the annual target of 450 dwellings per annum. The five year land supply will also need to include an allowance for any 'shortfall' accrued against the target from 2010 onwards. Subject to historic delivery rates, national planning policy requires local authorities to identify an additional 'buffer' of either 5% or 20% on top of their five-year housing land requirement. The buffer required may change throughout the plan period in line with future monitoring and will be reported on an annual basis via the Council's Monitoring Report and/or Strategic Housing Land Availability Assessment

### Housing Sizes, Tenures and Density

- 4) The tenure, type and size of new housing delivered in Knowsley will support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley. Applications for new residential development must demonstrate how they contribute to this re-balancing.
- 5) Densities of a minimum of 30 dwellings per hectare will be required for residential development in Knowsley. Lower densities will only be acceptable in circumstances where:
  - a) The nature of the location in question allows for this; and
  - b) It can be demonstrated that an identified local housing need will be met.

### Policy Links for CS3

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS5; CS9; CS12–CS13; CS15–CS18; CS22; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO2; SO3; SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development; Design Quality in New Development SPD; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Establishing Housing Targets

**5.16** Policy CS3 sets out the scale of new residential development to be accommodated in Knowsley up to 2028. The setting of a plan period and an average annual target for the delivery of new homes is a central element of the spatial strategy. The choice of targets has been informed by available evidence on local housing need and demand, housing land availability, and on their ability to meet national and local policy objectives. The policy is also consistent with the aims and objectives of the Knowsley Housing Strategy.

- 5.17** The annual target of a minimum of 450 dwellings to be delivered per annum (net of demolitions, conversions and changes of use) is supported by an up-to-date and evidence-based justification<sup>75</sup>.

### Operation of Housing Targets

- 5.18** The annual and plan-period targets will operate as minima from 1st April 2010 until the year ending 31st March 2028. The Council's Monitoring Report will report on performance against these targets each year. For years where the annual target is not met, the 'shortfall' accrued will be accounted for within the following five years or alternatively through a review of Policy CS3. Should the annual target be significantly exceeded over a number of years, this may also trigger a review of Policy CS3.
- 5.19** Policy CS3 complies with national planning policy for housing, including the need to have a flexible and responsive supply of housing land continually available. The policy particularly emphasises the importance of maintaining a 'five year supply' of housing land, in accordance with national planning policy (including an allowance to address any shortfall accrued to date against the target within a five year period and an additional 'buffer' of either 5% or 20%. The buffer required may change throughout the plan period in line with future monitoring. This will be reported on an annual basis via the Council's Strategic Housing Land Availability Assessment and/or Monitoring Reports). The approach of 'plan, monitor, manage' will be employed, with the policy indicating that management of land should be efficient and effective whilst protecting brownfield regeneration priorities. Policy CS3 also complies with the national policy priority to focus new development on previously developed land.
- 5.20** For clarity, an allowance for windfall sites<sup>76</sup> will not be considered to be part of the housing land supply in Knowsley, which will be clearly set out in evidence base and monitoring reports. Nevertheless, the new housing development arising from these sites will be monitored on an annual basis and will be counted towards annual and overall targets for net housing delivery. In accordance with the NPPF, no allowance has been made in the Council's land supply assessments for new housing within residential gardens. The Council has historically received very few proposals for this type of development which will only be permitted where there is no unacceptable harm to the local area or neighbouring properties.

### Rebalancing the Housing Market

- 5.21** A key theme running through the Core Strategy is the need to rebalance the housing market in Knowsley in order to meet the needs of local people and

---

<sup>75</sup> For further details, see 'Planning for Housing Growth in Knowsley' Technical Report (Knowsley Council, 2013), available online at [http://www.knowsley.gov.uk/pdf/TR01\\_Planning-for-HousingGrowth-Technical%20Report-Submission13.pdf](http://www.knowsley.gov.uk/pdf/TR01_Planning-for-HousingGrowth-Technical%20Report-Submission13.pdf)

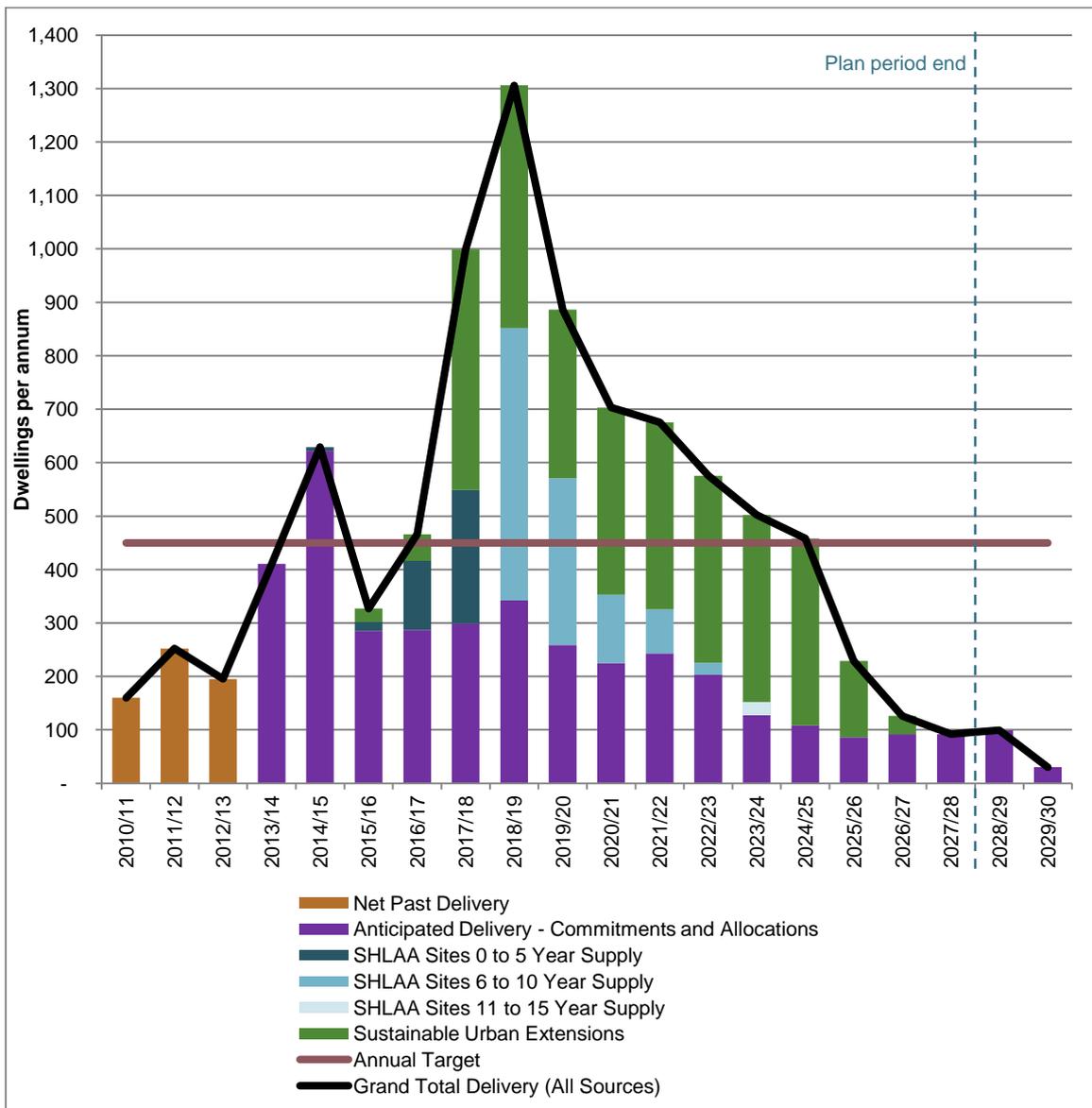
<sup>76</sup> A definition of 'windfall sites' is given in [Appendix B 'Detailed Definitions'](#)

address projected out migration. This will include widening the choice of market sector housing across the borough whilst also helping to meet established needs for affordable housing. There is a particular need to broaden the mix of housing available in areas of relatively high deprivation such as North Huyton, Stockbridge Village and Kirkby.

### Location of New Housing

- 5.22** Based on a wide range of evidence which is summarised in the technical papers which support this document, Policy CS3 indicates in broad terms how new housing delivery will be split between the different township areas of Knowsley. The higher proportion of housing to be located in Huyton and Stockbridge Village results in part from the residential development potential associated with the North Huyton regeneration programme, including the existing committed proposals for replacing previously demolished stock in this area. The township areas of the borough will each receive between 16% and 36% of new residential development, depending on their individual needs, and availability of opportunities for location of additional residential development in each area. It is expected that the percentages stated in Policy CS3 may be subject to minor alteration over the Plan period, as evidence regarding delivery and supply is updated. These changes will be reflected in future Local Plan Monitoring Reports.
- 5.23** In meeting long-term housing targets in Knowsley, it is recognised that there is an overall shortage of housing land within the urban area and therefore a need for Green Belt release over the plan period. The detailed mechanism for review of Green Belt locations in Knowsley suitable for longer term residential development is set out in [Policy CS5: Green Belt](#).
- 5.24** The currently envisaged trajectory of new housing delivery, which is based on a best-available estimate of the likely actual rate of delivery against the annual target, is illustrated in Figure 5.1: Knowsley Housing Trajectory. This illustrates the sources of land which are anticipated to contribute towards housing delivery over the plan period. Further details regarding this trajectory and its components are available within the Local Plan evidence base and supporting documents. It is critically important that new housing is delivered in accordance with the Local Plan objectives. The Council will therefore monitor the trajectory on an annual basis, and implement review mechanisms if necessary as part of its overall approach set out above. A review of Policy CS3 and of related policies may be appropriate if there is significant and sustained under-delivery of housing against the plan period target, to the extent to which the borough's housing requirements can no longer be met successfully. Future Local Plan Monitoring Reports will consider this issue on an annual basis.

Figure 5.1: Knowsley Housing Trajectory



Housing Density

5.25 Policy CS3 adopts a flexible approach to housing density, recognising that there is scope for densities to vary within the borough. This variance could be based on factors like site location (e.g. high densities adjacent to town centres and transport interchanges) or desirability of housing mix (e.g. lower density housing is needed to re-balance the mix of housing in some areas). However, given housing land availability constraints which currently exist in Knowsley and the character of the borough, densities of at least 30 dwellings per hectare are considered to be appropriate and lower densities acceptable only in accordance with the criteria in Policy CS3. There are some locations in Knowsley where densities of up to 40 dwellings per hectare or higher may be acceptable.

## Policy CS4: Economy and Employment

- 5.26** A key requirement of the Core Strategy is to facilitate employment development of the right type and in the right location to support the Council's employment priorities. This is particularly important given the high levels of socio-economic deprivation which exist in the borough. These and other requirements are addressed by Policy CS4.

### Policy CS4

#### Economy and Employment

##### Overall Employment Development Strategy

- 1) Planning, site assembly and other available interventions will be used to:
  - a) Support sustainable economic growth and meet the development needs of established and emerging employment sectors, including the Liverpool City Region key economic sectors;
  - b) Provide sufficient land to meet employment development needs to 2028;
  - c) Enhance the quality and efficiency of land use within existing employment areas;
  - d) Improve accessibility to an appropriate range of jobs, for example by encouraging mixed use employment/residential schemes where appropriate and improving transport linkages between housing and employment areas;
  - e) Address skills and educational barriers to employment;
  - f) Encourage recruitment targeted towards communities living in and around the development site;
  - g) Support new start up businesses including social enterprise;
  - h) Encourage homeworking through improvements to digital communications and telecommunications infrastructure;
  - i) Support the diversification of the rural economy; and
  - j) Support the appropriate development of tourism facilities.

### Scale and Distribution of Development for Employment Uses

- 2) Provision will be made for at least 164 hectares of land to be developed for employment uses<sup>77</sup> between 2010 and 2028, to be located primarily within the following locations:
- Knowsley Industrial Park (including Knowsley Business Park);
  - Huyton Business Park;
  - Kings Business Park;
  - South Prescott; and
  - Jaguar Land Rover (Halewood).
- 3) Sites identified within [Policy SUE1](#) have been removed from the Green Belt and allocated to meet needs for a high quality business park, large scale distribution/logistics and any other appropriate uses within the Liverpool City Region key economic sectors up to 2028.

### Land Supply for Employment Uses

- 4) Land for employment development will be made available to ensure that at all times there is a sufficient range of available and deliverable sites and premises by size, location, type and suitability to meet the needs for employment development over the following five year period.

### 'Town Centre' Employment Uses – Retail, Leisure and Offices

- 5) New retail and other main town centre uses, as defined in [Appendix A: Glossary](#), will be primarily located within existing town centres in accordance with [Policy CS6: Town Centres and Retail Strategy](#). A sequential approach to site selection shall be applied with locations in existing town, district and local centres of an appropriate scale being considered first, then edge of centre locations and then only if suitable sites are not available should out of centre sites be considered. For edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centre.
- 6) Office uses may be located within accessible locations in the other employment areas listed in 2) provided that town centre and edge of centre sites have been considered first in accordance with the sequential approach. The sequential approach, however, will not be required to be undertaken where the office use is ancillary to other employment uses.

---

<sup>77</sup> Defined as development within Classes B1 ('Business'); B2 ('General Industrial') and B8 ('Storage and Distribution') of the Town and Country Planning (Use Classes) Order 1987 (as amended). It should be noted that offices are main 'town centre' uses which are also subject to criteria 5 and 6 of Policy CS4

### Safeguarding of Existing Employment Land

7) Land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.

### Policy Links for CS4

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS5; CS6; CS7; CS11; CS13; CS19; CS22; CS27: SUE1, SUE2, SUE2a and SUE2c	<b>Strategic Objective Links</b>	SO1; SO3; SO4
<b>Document Links</b>	Local Plan: Site Allocations and Development; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Local and Sub-Regional Employment Priorities

- 5.27** As established in [Chapter 2: Knowsley – The Place](#), Knowsley's economy is inextricably linked with that of the wider Liverpool City Region, with the borough's large employment areas providing thousands of jobs for residents of Knowsley and of adjoining boroughs. In order to support sustainable economic growth in Knowsley and the wider City Region, it is therefore crucial that the Council plans pro-actively to meet the development needs of businesses and support the economy.
- 5.28** The Liverpool City Region Local Enterprise Partnership has identified four key sectors that have potential to create new jobs and new opportunities<sup>78</sup>. These are set out below, together with the contribution that Knowsley can make to meeting these:
- Knowledge Economy – knowledge intensive industries including advanced manufacturing, life sciences, creative and digital industries, environmental technologies, and financial and professional services. Knowsley's infrastructure

---

<sup>78</sup> The Mersey Partnership Economic Review 2012 (TMP, 2012), available online at [http://www.knowsley.gov.uk/pdf/LC10\\_MerseyPartnershipEconomicReview2012.pdf](http://www.knowsley.gov.uk/pdf/LC10_MerseyPartnershipEconomicReview2012.pdf)

provides a competitive advantage across knowledge based industries in particular advanced manufacturing and financial and business services. Knowsley has an internationally recognised advanced manufacturing industry with companies such as Jaguar Land Rover, Getrag and Halewood International having chosen to locate in the borough.

- Liverpool SuperPort – transformation of the City Region's ports, airport, road, rail and logistics assets into a low carbon SuperPort of international status. Studies supporting the SuperPort strategy<sup>79</sup> have identified a need for warehousing and available land for development that is suitable for logistics operations. Knowsley is well located to meet some of this demand by virtue of its excellent transport links with the port and the wider transport network, and large employment areas such as Knowsley Industrial Park.
- Low Carbon Economy – job creation and growth through new opportunities in the low carbon sector including: renewable energy generation, retrofitting homes and buildings, and low emission vehicles and transport. Knowsley Industrial Park is home to a growing nucleus of businesses in renewable energy and environmental technologies and has the potential to be a 'Green Energy Hub'<sup>80</sup>.
- Visitor Economy – establishing the City Region as a major visitor destination through the marketing and development of the region's cultural and heritage assets, retail and hospitality offer and tourist attractions. The Council has identified considerable scope to further develop the established tourist destination of Knowsley Safari Park and to develop new facilities, for example connected with the historic heritage of Prescot and the borough's extensive Green Infrastructure network.

**5.29** The Council's Economic Regeneration Strategy identifies that, in addition to supporting the growth of business and job opportunities, it is crucially important to provide policy interventions which help Knowsley residents to access the job opportunities which exist. These measures include improving the accessibility of employment areas from areas where people live, and also implementing initiatives which provide training and support attainment levels of residents.

### Location and Types of Employment

**5.30** Policy CS4 will focus new employment investment into existing and new employment locations. A key priority will be to enhance the quality, effectiveness and accessibility of existing employment areas particularly Knowsley Industrial Park. The Council has published a comprehensive regeneration framework for Knowsley Industrial Park, the planning and land use aspects of which will be implemented through [Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks](#). Planning mechanisms including the Council's compulsory purchase powers will be used as and when necessary within available

<sup>79</sup> See <http://www.liverpoollep.org/priorities/superport.aspx> for further details

<sup>80</sup> Delivering a New Future for Knowsley Industrial Park (DTZ, 2011), available online at [http://www.knowsley.gov.uk/pdf/EB17\\_Delivering-a-new-future-for-KIP-StrategicFramework.pdf](http://www.knowsley.gov.uk/pdf/EB17_Delivering-a-new-future-for-KIP-StrategicFramework.pdf)

resources to implement the regeneration of Knowsley Industrial Park and other existing employment areas, as appropriate.

- 5.31** [Chapter 3: Vision and Objectives](#) identified the need to address barriers to employment and raise attainment levels. Land use and development interventions will be used to support this, including support for training and educational initiatives and use of legal agreements with developers to encourage use of Local Labour in Construction initiatives. The sustainability of the rural economy and tourism sectors are also important, including major tourist attractions at Knowsley Hall and Knowsley Safari Park. There is potential for a more detailed policy focus as part of the Local Plan: Site Allocations and Development Policies document to support the appropriate diversification and development of these aspects of the Knowsley economy.

### Scale of Development for Employment Uses

- 5.32** The Joint Employment Land and Premises Study<sup>81</sup> identified future employment land requirements in Halton, Knowsley, Sefton and West Lancashire. The consultants assessed different methods for predicting employment land requirements. Their preferred approach was based on historic development trends and, taking account of business requirements and economic conditions, included an additional buffer to accommodate potential increased delivery in the future. The Liverpool City Region 'Overview Study'<sup>82</sup> subsequently assessed the different methods used by eight local authorities across the City Region in their employment land studies. That study was undertaken in part to ensure consistency across the City Region as a whole in the assessment of future needs.
- 5.33** The findings of these studies, together with an updated evidence base and assessment of different future scenarios have been used by the Council to define the requirement for employment land development in Policy CS4. Over the plan period from 2010 to 2028 the Council considers there to be a need for a minimum of 164 hectares of employment land. Achieving this requirement requires the release of some Green Belt land (see [Policy SUE1](#) for further details).

---

<sup>81</sup> Joint Employment Land and Premises Study (BE Group, 2010)

<sup>82</sup> Liverpool City Region Housing and Economic Development Evidence Base Overview Study (GVA Grimley, 2011), available online at [http://www.knowsley.gov.uk/pdf/LC03\\_LiverpoolCityRegionHousing-and-EconomicDevelopmentEvidenceBaseOverviewStudy.pdf](http://www.knowsley.gov.uk/pdf/LC03_LiverpoolCityRegionHousing-and-EconomicDevelopmentEvidenceBaseOverviewStudy.pdf)

Table 5.1: Employment Land Requirements and Land Supply as at 2013

	Hectares
<i>Local Plan: Core Strategy employment requirements</i>	
Long-term annual average take-up for employment (1995/96–2012/13)	9.11
Total minimum requirement for plan period (based upon 18 years at 9.11 ha per annum)	164
Employment land take-up to date (2010/11–2012/13)	11
<b>Minimum requirement remaining (2013/14–2027/28)</b>	<b>153</b>
<i>Total employment land supply</i>	
UDP Allocations, inc. Allocations Under Construction and Planning Permissions	57.46
UDP Allocations currently comprising Expansion Land	25.96
UDP Regional Investment Site – Kings Business Park	9.30
UDP South Prescot Action Area	23.39
Non-Allocated Expansion Land	16.53
Land with Remodelling Potential	18.34
Sustainable Urban Extensions	45.71
Other Employment Sites, inc. Under Construction and Planning Permissions	42.02
<b>Total Supply</b>	<b>238.71</b>
Approx 35% discount: plan period deliverability and supply flexibility post 2028	81.44
<b>Minimum delivery forecast for 2013/14–2027/28</b>	<b>157.27</b>

**5.34** The employment land requirement will be closely monitored through annually published Monitoring Reports to assess delivery performance, ensure a sufficient range and choice of sites to attract investment and identify any changes in circumstances over the plan period.

**5.35** A key component of the requirement will be the need to maintain an adequate choice of sites for developers (by site size, location and type) which is available and deliverable for employment use. This requirement will be monitored in accordance with [Appendix D](#).

#### Sequential Approach to the Location of Main Town Centre Employment Uses

**5.36** Town and district centres are considered to be the most suitable location for main town centre employment uses, including offices. This is because they are the most suitable locations based upon public transport accessibility and strategic road links

to support employment uses which generate a large amount of traffic, together with the additional benefits of increasing the viability and vitality of town centres. Policy CS4 therefore requires applications for main town centre uses to be located in town centres as a first preference, with 'edge of centre' locations being considered if a suitable town centre site is not available. If a suitable town centre or 'edge of centre' site is not available, 'out of centre' locations will be considered. For proposals which are outside existing centres, preference will be given to locations which are accessible by a choice of transport in accordance with [Policy CS7](#). Office uses which can only be located in 'out of centre' locations should be directed towards accessible locations in Knowsley's employment areas as a first preference, before other 'out of centre' locations are considered.

### **Safeguarding of Existing Employment Land**

- 5.37** Policy CS4 also reflects a need to safeguard most existing employment locations from changes of use to other uses. This is with the exception of a small part of Huyton Business Park and in South Prescot, where the Council considers there to be scope to allow some of the land to be changed to residential use. The Council considers that the remaining employment areas should be safeguarded to meet employment needs, particularly as many locations (e.g. Knowsley Industrial Park) are of a nature where change to residential use would not be appropriate due to the existence of hazardous installations and an inappropriate environment for housing purposes. In this regard, new employment development is also prioritised in areas that have the least potential for negative impact upon the health and wellbeing of local residents.

## Policy CS5: Green Belt

- 5.38** As established in [Chapter 2: Knowsley – The Place](#), approximately half of Knowsley's land area is designated as Green Belt. The approach towards the future of the Green Belt is therefore one of the most important issues tackled in the Knowsley Local Plan. This matter is addressed in Policy CS5 and in [Policies SUE1 and SUE 2–SUE2c](#).

### Policy CS5 Green Belt

#### **New Development in the Green Belt**

- 1) Inappropriate development will not be permitted in the Green Belt except in very special circumstances in which it has been demonstrated that the harm to the Green Belt (including any harm to its openness, purposes or to its visual and recreational amenities) would be clearly outweighed by other considerations.

#### **Major Previously Developed Sites in the Green Belt**

- 2) Major Previously Developed Sites in the Green Belt will be identified in the Local Plan: Site Allocations and Development Policies.
- 3) Limited infilling and redevelopment of Major Previously Developed Sites in the Green Belt is considered appropriate provided it would not have a greater impact upon the openness of the Green Belt and the purposes of including land within it.

#### **Review of Green Belt Boundaries to meet future development needs**

- 4) A number of locations (identified as Sustainable Urban Extensions and safeguarded land) have been removed from the Green Belt to accommodate development needs up to and beyond 2028. Guidance concerning the development of these locations is set out in [Policies SUE1](#), [SUE2](#), [SUE2a](#), [SUE2b](#) and [SUE2c](#).

### Policy Links for CS5

<b>Core Strategy Policy Links</b>	SD1; CS1–CS4; CS6–CS9; CS11–CS13; CS15–CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1–SO3; SO7; SO8
<b>Document Links</b>	Local Plan: Site Allocations and Development; SPDs or development briefs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### History of the Green Belt in Knowsley and Merseyside

- 5.39** The areas designated as Green Belt in Knowsley form part of the Merseyside Green Belt, originally established by the Merseyside Green Belt Local Plan (adopted in 1983). The Green Belt boundaries across Merseyside (including in Knowsley) were drawn tightly around the existing urban area and have been subject to only relatively minor changes subsequently. Since 1983 the Merseyside Green Belt has played a valuable role, for example by maintaining separation between existing urban areas and promoting regeneration.
- 5.40** Policy CS5 establishes that, in accordance with the NPPF, inappropriate forms of development will continue to be resisted in the Green Belt.

### Purposes of the Green Belt and Inappropriate Development

- 5.41** The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that a key attribute of land in the Green Belt is its openness. It also sets out the five purposes of including land in the Green Belt, which are:
1. To check unrestricted sprawl of large built-up areas;
  2. To prevent neighbouring towns from merging into one another;
  3. To assist in safeguarding the countryside from encroachment;
  4. To preserve the setting and special character of historic towns; and
  5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 5.42** National planning policy includes a general presumption against permitting inappropriate development within the Green Belt. In this context, ‘inappropriate development’ includes all new buildings except those which (in summary) are required for: agriculture and forestry; outdoor sport, outdoor recreation and cemeteries; the limited extension or alteration, or replacement, of existing buildings; limited infilling in villages or the partial or complete redevelopment of

previously developed sites. A more complete definition of inappropriate development is set out in the NPPF. The over-riding principle is that new development in the Green Belt should preserve the openness of the Green Belt and reflect the purposes of its designation.

#### Previously Developed Sites within the Green Belt

- 5.43** The Council wishes to allow appropriate future development within previously developed sites in the Green Belt provided the openness of the Green Belt is preserved. Such sites vary widely in type and size and smaller sites will not be identified specifically on the Policies Map. However a number of previously developed sites in Knowsley's Green Belt including Kings Business Park and several sites used for operational needs by utility companies are of a major scale. The Council intends to identify these major sites in the Local Plan: Site Allocations and Development Policies, which may also include detailed policy guidance regarding new development within them.

#### The Need for a Review of Green Belt Boundaries

- 5.44** National planning policy requires that Green Belt boundaries (once set) should be permanent. However, where exceptional circumstances exist (e.g. to accommodate sufficient land to meet development requirements) local authorities may review the boundaries when preparing development plans, in conjunction with neighbouring authorities as appropriate.
- 5.45** Knowsley's development requirements for housing and employment development are outlined in [Policy CS3: Housing Supply, Delivery and Distribution](#) and [Policy CS4: Economy and Employment](#) respectively. The Strategic Housing Land Availability Assessment<sup>83</sup> and the Joint Employment Land and Premises Study concluded that there is not enough suitable land for housing and employment development within the existing urban areas of Knowsley to meet development requirements until 2028. The Liverpool City Region Housing and Economic Development Evidence Base Overview Study<sup>84</sup> assessed all housing and employment evidence collated by individual districts within the Liverpool City Region. The study aimed to determine whether districts had sufficient land to meet housing and employment growth requirements in the longer term. The Study confirmed that whilst in headline terms there is a balance of supply for housing and employment land across the City Region including surpluses in Liverpool and Wirral, there are significant shortages in Knowsley, Sefton and West Lancashire which will need to be addressed.
- 5.46** Taking account of the Overview Study, the nature of the linkages in housing markets and travel to work areas, and the need to ensure delivery of an

---

<sup>83</sup> Strategic Housing Land Availability Assessment – 2012 Update (Knowsley Council, 2012)

<sup>84</sup> Liverpool City Region Housing and Economic Development Evidence Base Overview Study (GVA Grimley, 2011)

appropriate supply of sites throughout the Plan period, the Council has removed a number of Sustainable Urban Extensions from the Green Belt to meet development needs.

- 5.47** The Council's evidence base<sup>85</sup> explores a number of alternatives to Green Belt release including:
- Releasing urban greenspace for development; Building at higher densities;
  - Transferring some of the borough's development requirements to neighbouring districts; and
  - Remodelling and/or intensified development within Principal Regeneration Areas.
- 5.48** While additional housing and employment land supply has been identified from some of these sources, there is still a requirement for changes to Knowsley's Green Belt boundaries in order to identify a supply of housing and employment land up to 2028. Furthermore, the Council's Strategic Housing Land Availability Assessment suggests that without reviewing the Green Belt boundary, Knowsley would be unable to maintain a 5-year 'deliverable' supply of housing land<sup>86</sup> beyond the short to medium term.
- 5.49** In the context of employment land, Green Belt release is required specifically to address Knowsley's overall development requirements up to 2028 and beyond. The immediate release of Sustainable Urban Extensions is necessary to provide an improved range, choice and quality of sites to address specific employment needs. These include provision for a high quality business park (as a successor to Kings Business Park, which is almost fully developed) and large scale distribution and logistics.
- 5.50** National planning policy also requires that, in reviewing the Green Belt boundaries, the Council should consider a timescale beyond the length of the plan, i.e. beyond 2028. This requirement aims to ensure the revised Green Belt boundaries will endure, and to prevent further incremental amendments over this longer period.

---

<sup>85</sup> For example, 'Planning for Housing Growth in Knowsley' Technical Report and 'Planning for Employment Growth in Knowsley' Technical Report, the Strategic Housing Land Availability Assessment, and Joint Employment Land and Premises Study

<sup>86</sup> A five year deliverable supply and additional 'buffer' of either 5% or 20% are defined by the National Planning Policy Framework

## Policy CS6: Town Centres and Retail Strategy

- 5.51** The NPPF requires the Knowsley Local Plan to define a network and hierarchy of town, district and local centres, including the role of each centre, and the level of development required to meet the needs of their catchment areas. The hierarchy is intended to be resilient to anticipated future economic changes, with new development focused in existing centres (as opposed to out of centre locations) in accordance with a sequential approach and appropriate to the anticipated role of each centre.

### Policy CS6

#### Town Centres and Retail Strategy

##### Knowsley's Hierarchy of Centres

- 1) In order to enhance the vitality and viability of Knowsley's centres and maintain appropriate local service provision, the following hierarchy shall apply:
  - a) **Huyton, Kirkby and Prescot Town Centres** will enhance their equal role in providing comparison and convenience shopping. This will be supplemented by a complementary mix of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night time uses.
  - b) **Halewood (Ravenscourt), Liverpool Road/Page Moss and Stockbridge Village** will retain a district centre role providing a local shopping function to complement the town centres, mainly focused on convenience shopping and services appropriate to local needs.
  - c) **Local Centres**<sup>87</sup> will provide local shopping and service provision of an appropriate scale relative to the size and function of each centre.
- 2) Proposals for retail and other 'main town centre uses' outside the above centres will only be permitted if they would complement regeneration opportunities, avoid significant impact upon the viability and vitality of the town, district and local centres, and comply with the sequential test in [Policy CS4: Economy and Employment](#).
- 3) The boundaries of all the centres within the hierarchy (including primary shopping areas, and primary/secondary frontages, as appropriate), together with any potential development opportunities and associated development policies will be defined in the Local Plan: Site Allocations and Development Policies document.

<sup>87</sup> As defined in [Appendix B: Detailed Definitions](#) of this document

### Comparison Goods Shopping

- 4) New comparison goods shopping will be broadly distributed and phased as set out in Table 5.2: Indicative Distribution of Capacity for New Comparison Retail Floorspace 2012–2028 and Table 5.3: Indicative Phasing of Development of New Comparison Retail Floorspace 2012–2028 and will support the priorities in each centre as set out below:
  - a) **Kirkby Town Centre** – the delivery of significant retail-led regeneration opportunities in and around the town centre in accordance with [Policy CS10: Principal Regeneration Area – Kirkby Town Centre](#).
  - b) **Prescot Town Centre** – to complement regeneration priorities within the existing centre and to improve linkage to Cables Retail Park in accordance with [Policy CS14 Principal Regeneration Area – Prescot Town Centre](#).
  - c) **Huyton Town Centre** – to complement regeneration opportunities within the existing centre, including opportunities for remodelling and refocusing the retail density and mix of uses.
  - d) **District and Local Centres** – to deliver regeneration opportunities of an appropriate scale to the role and function of each centre.

### Convenience Goods Shopping

- 5) New convenience retail floorspace should be broadly distributed as set out in Table 5.4: Indicative Distribution of Capacity for Convenience Retail Floorspace 2012–2028, to address existing gaps in provision and deliver regeneration opportunities proportionate to the scale and catchment of each centre identified. Within **Kirkby Town Centre** this development shall be completed at the earliest opportunity. Proposals for convenience retail floorspace in Knowsley's other centres shall:
  - a) Address the potential need for new or restructured local centres to support regeneration priorities within **Knowsley Industrial Park, North Huyton and Tower Hill** in Kirkby; and
  - b) Support local needs, including sustainable provision where appropriate within areas of new development in locations removed from the Green Belt, in accordance with [Policy CS5: Green Belt](#).

### Delivery and Monitoring

- 6) The preferred distribution and phasing of new retail floorspace in Table 5.2: Indicative Distribution of Capacity for New Comparison Retail Floorspace 2012–2028, Table 5.3: Indicative Phasing of Development of New Comparison Retail Floorspace 2012–2028 and Table 5.4: Indicative Distribution of Capacity for Convenience Retail Floorspace 2012–2028 are indicative and will be subject to review during the plan period informed by the Council's Monitoring Reports to reflect changes in retail need and capacity.

### Policy Links for CS6

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS4; CS5; CS9–CS12; CS14; CS19; CS20; CS22; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1; SO4; SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development; Monitoring Report; other SPDs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Hierarchy of Centres

- 5.52** Policy CS6 seeks to retain the established retail hierarchy within Knowsley. This is based upon the Knowsley Town Centres and Shopping Study<sup>88</sup> which identified a distinction between existing town centres, district centres and local centres in terms of their scale, function and catchment areas where localised needs are served. The definitions of town centre, district centre and local centre are provided within [Appendix B: Detailed Definitions](#).
- 5.53** Knowsley's town centres occupy equal status due to their separate catchment areas which serve local retail and service needs. Each town centre is currently retaining a low proportion of shopping expenditure from their local area and no single centre is capable of attaining a dominant position to provide suitable customer choice for local comparison retail needs. The poor performance of Knowsley's town centres emphasises the need for their improvement as locations for shopping, leisure and other main town centre uses to support sustainable economic growth, by ensuring a diverse local offer which complements larger centres in the Liverpool City Region (primarily Liverpool and St. Helens).
- 5.54** Existing district centres have no realistic opportunity or need to obtain equal status with the three town centres. In particular, the recent implementation of planning permissions at Halewood (Ravenscourt) and Stockbridge Village intend to consolidate their existing status in the long term relative to identified need, rather than offering scope for significant expansion of scale and function.
- 5.55** Policy CS6 also categorises the small centres into major and medium sized local centres, and minor parades on the basis of current size, number of existing local

<sup>88</sup> Knowsley Town Centres and Shopping Study: Volumes 1–5 (Roger Tym & Partners, 2009 & 2010)

needs operators and potential to consolidate their position relative to catchment area. The detailed sub categorisation is provided within [Appendix B: Detailed Definitions](#), with further detailed criteria for new development in these centres to be provided in the Local Plan: Site Allocations and Development Policies document as appropriate.

- 5.56** Proposals for retail development or other town centre uses in an ‘edge of centre’ or ‘out of centre’ location will not be considered appropriate to provide or disaggregate the delivery of suggested ranges of retail floorspace during the plan period, unless acceptable justification is provided in accordance with the sequential approach to town centre uses set out in [Policy CS4: Economy and Employment](#). Justification should include evidence of an absence of suitable, available and viable sites in town, district or local centres, before ‘edge of centre’ then ‘out of centre’ locations could be considered suitable. In these circumstances, preference will be given to sites which are well connected to town centres, and where sufficient flexibility has been demonstrated in terms of format and scale. An impact assessment will also be required if the development exceeds 2,500 sq.m. (or any locally set threshold defined in the Local Plan: Site Allocations and Development Policies document). Impact assessments will be expected to assess for example the effects of the scheme on the viability or vitality of any established town, district or local centres.

### Comparison Retail

- 5.57** Due to the current poor performance of Knowsley’s three existing town centres identified in the Knowsley Town Centres and Shopping Study, there is a need for additional comparison floorspace primarily focused in Huyton, Kirkby and Prescott. The anticipated scale and distribution of this need is based on increased levels of expenditure retention in Knowsley centres ranging from a ‘moderate’ increase (a 10% rise) to a ‘significant’ increase (a 15% rise).
- 5.58** Planning for new retail development towards the upper increase threshold where possible is necessary to enhance the viability and vitality of Huyton, Kirkby and Prescott during the plan period until 2028. This will ensure that the scale and function of Knowsley’s town centres remain proportionate and consistent with their role at the heart of large suburban communities. However the upper level of growth remains an aspiration which may not be achievable beyond initial regeneration priorities given the extent of new retail development required in Kirkby to meet the lower threshold, constraints to large scale remodelling in both Huyton and Prescott, and the presence of Cables Retail Park. It is therefore considered appropriate to initially plan for a more conservative baseline improvement of a 10 percentage point increase, but include flexibility for additional growth during the plan period.
- 5.59** To enhance the performance, function and individuality of Knowsley’s town and district centres, a varied distribution of new development is necessary to address deficiencies, support regeneration opportunities and assist improvements to

existing design and layouts. The indicative distribution relating to need and opportunity is provided in Table 5.2, including extant permissions which have not commenced development.

**Table 5.2: Indicative Distribution of Capacity for New Comparison Retail Floorspace 2012–2028**

Location	Floorspace Range (gross internal)
Huyton Town Centre	4,100 sq.m–6,800 sq.m
Kirkby Town Centre	24,600 sq.m–31,400 sq.m
Prescot Town Centre	4,100 sq.m–6,800 sq.m
Unallocated Reserve for Hierarchy of Centres	3,710 sq.m–7,310 sq.m

- 5.60** The release of the unallocated reserve to supplement the range of floorspace allocated to town centres, as opposed to district or local centres, will remain dependent on impact considerations relative to neighbouring centres and updated catchment needs assessment to respond to the effect of any preceding in-centre development during the plan period. The catchment area for a proposed development should not be significantly larger than the centre within which it is located.
- 5.61** An outline planning application for a comprehensive phased re-development of Kirkby Town Centre, including a new supermarket and expansion to the south of Cherryfield Drive, was approved in 2011 (planning application reference: 10/00505/OUT). The detailed requirements which support the retail led regeneration within Kirkby are set out in [Policy CS10: Principal Regeneration Area – Kirkby Town Centre](#). In view of the existing regeneration needs and opportunities within Kirkby, the projected phased release of the new comparison retail floorspace is expected to be higher in the early part of the plan period as set out in Table 5.3 to accommodate the anticipated timescale of development.

**Table 5.3: Indicative Phasing of Development of New Comparison Retail Floorspace 2012–2028**

Five Year Period	Floorspace Range (gross internal)
2012–2017	21,900 sq.m–31,390 sq.m
2018–2022	9,130 sq.m–13,080 sq.m
2023–2028	5,480 sq.m–7,840 sq.m
<b>Total (2012–2028)</b>	<b>36,510 sq.m–52,310 sq.m</b>

- 5.62** Table 5.3 provides indicative measures against which to monitor ongoing delivery of retail development over the plan period. The indicative phasing of development illustrates a front loading of identified need to accommodate existing commitments. It is not however intended to restrict other opportunities for delivery of sustainable

retail growth that positively contribute to the viability and vitality of Knowsley's town, district and local centres at the earliest opportunity. Performance monitoring of delivery relative to up to date evidence relating to needs, together with the indicative capacity ranges, distribution to centres and phasing schedule will be managed through the Council's Monitoring Reports in accordance with the policy delivery mechanisms set out at [Appendix D](#).

- 5.63** A need for additional convenience retail floorspace was also identified by the Knowsley Town Centres and Shopping Study based upon scenarios for increased expenditure retention ranging from a 'moderate' increase of 8% to a 'significant' increase of 14%.
- 5.64** The majority of need for new convenience retail floorspace arises in the early part of the plan period up to 2017, due to unacceptably low levels of expenditure retention and an uneven quality of provision, including the absence of a major foodstore in Kirkby Town Centre. This removes the need for indicative phasing of convenience retail over the plan period, noting that this centre has an extant planning permission. The indicative distribution is provided in Table 5.4, including extant permissions which have not commenced development and an unallocated reserve to support other sustainable opportunities to improve provision relative to local needs.

**Table 5.4: Indicative Distribution of Capacity for Convenience Retail Floorspace 2012–2028**

Location	Floorspace Range (gross internal)
Kirkby Town Centre	4,750 sq.m–7,000 sq.m
Unallocated Reserve to Support Local Needs	1,430 sq.m–5,380 sq.m

- 5.65** Convenience retail within the latter part of the plan period should be focused upon modernisation and replacement of existing facilities within the main centres rather than addressing a specific need for new facilities or an increase in convenience floorspace, with a lower proportion of convenience floorspace disaggregated at an appropriate scale to enhance local provision necessary to support housing growth and/or regeneration priorities.

### Leisure Uses

- 5.66** The leisure sector is dynamic, changing and operator-led. Forecast growth in expenditure on leisure services is anticipated to be distributed to a wide range of activities, with no single activity capturing a significant market share. The Council will encourage investment in leisure development provided it conforms to the sequential and impact tests within the NPPF, therefore no indicative target sectors or floorspace capacities are included in Policy CS6.

### Primary Shopping Areas

- 5.67** The broad locations of Primary Shopping Areas in Knowsley's Town Centres are identified as follows:
- Huyton Town Centre: Derby Road, Cavendish Walk and immediate surroundings;
  - Kirkby Town Centre: St. Chad's Parade and immediate surroundings; and
  - Prescott Town Centre: Eccleston Street and immediate surroundings.
- 5.68** The specific boundaries of primary shopping areas (including primary and secondary frontages where appropriate) together with associated development policies, will be defined in the Local Plan: Site Allocations and Development Policies document.

## Policy CS7: Transport Networks

- 5.69** A key aspect of the Knowsley Local Plan will be to support a sustainable transport system and geographical pattern of development which minimises the need to travel and will help grow the borough's economy, ensuring that jobs, shops and services are accessible to all, leading to a lesser reliance on the car for travel. This will help to improve the environment and the health and wellbeing of residents.

### Policy CS7

#### Transport Networks

##### Overall Transport Strategy

- 1) Planning powers and other interventions will be used to support a sustainable and integrated transport system that will:
  - a) Support the economy by facilitating efficient movement of people and goods within the borough and linking to Liverpool City Centre, the Port of Liverpool, Liverpool John Lennon Airport and other destinations in the surrounding area;
  - b) Help meet the development needs of the borough through to 2028;
  - c) Ensure people can get to where they need to by a choice of walking, cycling and public transport;
  - d) Enhance road safety;
  - e) Seek to reduce carbon emissions; and
  - f) Improve the health and wellbeing of local people.

##### Location, Design and Management of New Development

- 2) New development will be required to be:
  - a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
  - b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
  - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
  - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
  - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
  - f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.

### Strategic Transport Schemes and Programmes

- 3) The Council will work with national, regional and sub-regional partners to deliver schemes which support Local Transport Plan priorities including:
  - a) Further transport infrastructure that is necessary to support the future expansion of Liverpool John Lennon Airport consistent with its Surface Access Strategy and national aviation policy;
  - b) Improvements to the rail network including: electrification of existing lines; enhancements to stations and passenger interchange facilities; provision of Park and Ride facilities; and expansion and/or improvement of the Knowsley Rail Freight Terminal;
  - c) Enhanced provision for buses, including improved bus stations, bus stops and laybys, and the enhancement of the principal bus routes through Quality Bus Partnerships and Quality Bus Contracts;
  - d) Maintenance of transport hubs such as bus termini and train stations to give improved safety;
  - e) Enhanced provision of walking and cycling routes as part of the Green Infrastructure network (see [Policy CS8: Green Infrastructure](#)); and
  - f) The roll out of infrastructure for low carbon emission vehicles.
- 4) Developer contributions towards strategic transport schemes and programmes will be sought in accordance with [Policy CS27: Planning and Paying for New Infrastructure](#), the Developer Contributions Supplementary Planning Document and/or a Community Infrastructure Levy Charging Schedule.
- 5) Further guidance on transport issues and local parking standards are provided in the Ensuring a Choice of Travel Supplementary Planning Document or revisions to this.

<b>Policy Links for CS7</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS14; CS18–CS19; CS21; CS22; CS27: SUE1–SUE2c	<b>Strategic Objective Links</b>	SO1; SO5–SO7; SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Developer Contributions SPD; Ensuring a Choice of Travel SPD; Monitoring Report; Infrastructure Delivery Plan; potential Community Infrastructure Levy Charging Schedule.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Achieving Sustainable Transport

- 5.70** The NPPF acknowledges that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability and health objectives. Local Plans are required to give people a real choice about how they travel. They should where possible support a pattern of development which facilitates the use of sustainable modes of transport. Sites and routes which could be critical in developing infrastructure that will widen transport choice should be identified and protected.
- 5.71** The NPPF also states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. This includes large scale facilities such as rail freight interchanges and transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand.
- 5.72** In addition, the Government's Delivering a Sustainable Transport System<sup>89</sup> sets a number of goals for the future transport system, including supporting economic competitiveness and growth, reducing emissions attributable to transport, contributing to health outcomes, promoting greater equality of opportunity, and improving quality of life and the environment. Policy CS7 seeks to contribute to these objectives, through its broad transport strategy and content relating to the

---

<sup>89</sup> Delivering a Sustainable Transport System – Main Report (Department for Transport, 2008), available online at <http://webarchive.nationalarchives.gov.uk/20100612120923/http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/dastsreport.pdf>

contribution of new development in delivering sustainable transport facilities in Knowsley.

### Third Merseyside Local Transport Plan

- 5.73** The Third Merseyside Local Transport Plan (LTP3)<sup>90</sup> provides a strategy and delivery programme of transport investment and service improvements up to 2024. Its vision is to provide:

*‘A City Region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and well being of its citizens and where sustainable travel is the option of choice.’*

- 5.74** A local implementation plan to support the LTP3 has been produced by the Council. LTP3 includes the principles of the Liverpool City Region Low Emission Strategy (LES). Merseytravel are currently investigating the feasibility of a framework by which financial contributions from developers can be used to fund infrastructure. Policy CS7 will help to achieve these objectives and will support the regeneration and sustainability objectives of the Local Plan.
- 5.75** The strategic transport schemes and programmes outlined in Policy CS7 accord with LTP3 priorities identified on a sub-regional basis. These include longer term safeguarded schemes and priorities for which there is not yet any clear delivery mechanism. They have been included in order to retain the long term flexibility of the schemes and to protect them from development which may prejudice their eventual implementation.

### Ensuring a Choice of Travel and Local Parking Standards

- 5.76** The NPPF advises that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan. The Ensuring a Choice of Travel SPD for Knowsley was adopted in advance of the Local Plan. It is consistent with the NPPF and the approach outlined in Policy CS7. Generally the SPD encourages larger development to be located in more accessible areas and expects developments to promote walking, cycling, and public transport. Where a development is not able to meet minimum accessibility criteria, developers may be required to make a contribution to deal with the specific issues connected with the development.

---

<sup>90</sup> A New Mobility Culture for Merseyside - The Third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

- 5.77** The Ensuring a Choice of Travel SPD also includes local parking standards for each type and size of development. It outlines when proposed development will require a Transport Assessment or Transport Statement and/or a Travel Plan to be submitted. The SPD may be reviewed in the future to ensure that it conforms to the Local Plan.

### **Aviation Safeguarding**

- 5.78** Safeguarding Zones around airports and aerodromes are established by the Secretary of State and defined by safeguarding maps issued by the Civil Aviation Authority (CAA). They define certain types of development that by reason of their height, attraction to birds or inclusion of, or effect on, aviation activity will require prior consultation with the airport or aerodrome operator. A number of safeguarding areas for Liverpool John Lennon Airport relate to land within Knowsley, including a 30km consultation zone for wind turbine development.

## Policy CS8: Green Infrastructure

- 5.79** Green Infrastructure planning has emerged in the last five years as an effective way to comprehensively manage the natural environment to safeguard landscape and vital ecosystem services providing a wide range of benefits to society, supporting sustainable growth. As the benefits and linkages of Green Infrastructure are not constrained by local authority boundaries, it is important that Knowsley supports and contributes to the sub-regional planning of Green Infrastructure to maximise benefits for the borough and its surrounding areas.

### Policy CS8

#### Green Infrastructure

##### Maintenance and Enhancement of Knowsley's Existing Green Infrastructure

- 1) Knowsley's existing Green Infrastructure and its beneficial functions will be protected, managed and/or enhanced, primarily to:
  - a) Ensure more attractive and cleaner residential neighbourhoods;
  - b) Sustain and promote biodiversity (including designated sites, priority habitats and protected and endangered species) in accordance with importance and contribution to ecological networks;
  - c) Preserve the character and function of historic environments and valued landscapes;
  - d) Mitigate the effects of climate change and flood risk;
  - e) Mitigate air, water and noise pollution;
  - f) Provide local opportunities for sport, recreation and allotments; and
  - g) Provide sustainable transport linkages between residential neighbourhoods and easy access to employment and services.
  
- 2) To achieve the above, planning powers and other interventions will be used to:
  - a) Protect and enhance strategically important areas of greenspace;
  - b) Ensure an appropriate quantity and improved quality of locally important open spaces, including outdoor sports provision (and ancillary facilities of appropriate scale);
  - c) Promote effective movement of wildlife through a network of strategic green links, by protecting, maintaining and improving existing and new open spaces, water courses (including water quality) and biodiversity assets;
  - d) Protect, enhance and/or introduce biodiversity into existing areas of Green Infrastructure, through integration into the design of new development and public realm projects;
  - e) Improve accessibility for communities to greenspace offering leisure and recreation opportunities;
  - f) Protect and where possible improve green paths and cycleways linking residential areas, existing strategic areas of greenspace, employment locations, local community services and leisure facilities;
  - g) Work in partnership with other districts and relevant bodies at a landscape scale to minimise the impact of development upon Knowsley's existing

- biodiversity and geological assets, and sustain the protection afforded to internationally important sites, including supporting habitat, for biodiversity outside of the borough; and
- h) Deliver new integrated and functional Green Infrastructure that helps to mitigate and adapt to climate change, such as sustainable drainage systems, carbon capture and storage, soft landscaping and green roofs.
- 3) Site allocations for greenspace will be identified in the Local Plan: Site Allocations and Development Policies document, with further guidance set out in the Developer Contributions Supplementary Planning Document or future Supplementary Planning Document as appropriate.

### **Strategic Green Links**

- 4) Knowsley's strategically important green links are:
- a) Alt Corridor (Huyton) – stretching from Huyton Village through South Alt Park, Alt Park, Alt Meadows and into Stockbridge Village;
  - b) Valley Corridor (Kirkby) – stretching through Valley Meadow, St. Chad's Park, Millbrook Park, Millennium Green and Mill Dam;
  - c) Whiston to Cronton Corridor – stretching through Cronton, Stadt Moers Park and Whiston Greenway;
  - d) Halewood Triangle – Halewood Park linkage with the Trans-Pennine Trail and to the national cycle network;
  - e) M57 Green Belt Corridor; and
  - f) Knowsley Hall Estate – including Knowsley Safari Park and Local Wildlife Sites.

### **Green Infrastructure within the Liverpool City Region**

- 5) Knowsley Council will work with partners to help deliver local and sub-regional programmes, initiatives and strategies to enhance Green Infrastructure.

### **Approach to Green Infrastructure and New Development**

- 6) New development must be served by Green Infrastructure to meet the needs of residents and the local environment, in a manner which will:
- a) Contribute to the creation of a high quality residential environment;
  - b) Provide access to high quality open space for leisure and recreational purposes;
  - c) Seek to protect, maintain and where possible enhance biodiversity within and around new developments according to their designation and significance to provide space for nature; and
  - d) Provide adequate mitigation and/or, as a last resort, compensation for Green Infrastructure or biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable.

### Policy Links for CS8

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS5; CS7; CS9–CS14; CS19–CS22; CS24; CS27; SUE 1–SUE 2c	<b>Strategic Objective Links</b>	SO6–SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Developer Contributions SPD; other SPDs or development briefs as appropriate; Infrastructure Delivery Plan; Monitoring Reports.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Functions and Benefits of Green Infrastructure

- 5.80** Knowsley's existing integrated network of open spaces and water bodies within and around the borough's towns and villages provides a range of benefits in terms of biodiversity, climate change adaptation, education, local economy and increased property values. It also contributes to health and well being (including allowing people to interact with the natural environment to promote mental wellbeing), historic character, land and water management, landscape value, linkages between places, outdoor recreation, sport and leisure, public accessibility, quality of place, rural enterprise, tourism and waste management.
- 5.81** The Council actively conserves and manages Green Infrastructure to enhance its quality, connectivity and accessibility, and to create new areas where needed. The general approach towards Green Infrastructure is supported by national guidance<sup>91</sup> which recognises the need to maintain and enhance the 'green and blue infrastructure' – trees, plants, absorbent surfaces, streams, ponds and rivers. This helps to mitigate climate change, promote biodiversity and prevent flooding. Furthermore new development in Knowsley will require improvements to the Green Infrastructure network, both to meet the needs of residents and to counteract the effects of new hard infrastructure (roads, sewers and utilities etc). Policy CS8 (in conjunction with [Policy CS21: Greenspaces and Trees](#)) will help secure these improvements.

<sup>91</sup> For example, World Class Places: The Government's Strategy for Improving Quality of Place (DCLG, 2009), available online at <http://webarchive.nationalarchives.gov.uk/20120919132719/http://www.communities.gov.uk/documents/planningandbuilding/pdf/1229344.pdf>

**5.82** Many of Knowsley's greenspaces perform secondary Green Infrastructure functions and are extremely important for the local community as locations for sporting, recreational and other community uses. They also have a valuable role in improving the borough's natural and built environment. The spaces also include 72 sites designated as Local Wildlife Sites (LWS) or Local Geological Sites (LGS). These designations are non-statutory but reflect the locally important nature conservation interest within the sites and are supplemented by other designations which include Priority Habitats. Acornfield Plantation Local Nature Reserve (LNR) is Knowsley's only national statutory designation at present and there are no existing international designations.

### Green Infrastructure Opportunities

- 5.83** The Green Infrastructure resource within Knowsley faces a number of challenges including:
- Uneven distribution of Green Infrastructure between different parts of Knowsley, particularly in urban areas;
  - The spaces differ significantly in scale, quality and diversity, ranging from sites of sub-regional significance such as the Knowsley Hall Estate, to small pockets of surplus amenity green space in residential areas;
  - An absence of local identity and local ownership of many greenspaces;
  - Limited good quality green corridor provision in the borough, providing opportunities for walking and cycling;
  - Limited availability of sites within some urban areas to provide opportunities for new open spaces, and
  - There is a need to improve the water quality in many of Knowsley's water bodies<sup>92</sup>.
- 5.84** Evidence relating to the other functions of Green Infrastructure in Knowsley and the wider area (including its contribution to health and wellbeing) is developing through the Liverpool City Region Green Infrastructure Framework<sup>93</sup>. This was finalised during 2014 and informs the approach to the designation of strategic Green Infrastructure within Knowsley, to reflect the increased benefits of an integrated approach, whereby multiple individual locations and sites within existing greenspace typologies offer greater cumulative value when comprehensively considered. In effect, strategic areas within Knowsley are the green links which integrate townships and communities. However any proposed improvements to access and enhanced recreation opportunities should avoid detrimental impact upon the potential for alternative Green Infrastructure functions of important sites, including areas of natural conservation value and/or sites including important species and habitats.

---

<sup>92</sup> The European Union Water Framework Directive (2000/60/EC), available online via [http://ec.europa.eu/environment/water/water-framework/index\\_en.html](http://ec.europa.eu/environment/water/water-framework/index_en.html), requires all surface water bodies to achieve good ecological status or good ecological potential by 2027

<sup>93</sup> Prepared by Mersey Forest in partnership with the constituent local authorities of the Mersey Forest area, see <http://merseyforest.org.uk/> for more details

- 5.85** The Council's Green Space Strategy 2010–2014<sup>94</sup> aims to protect and enhance all types of greenspace. This is supplemented by the Playing Pitch Assessment and Strategy 2012 and the Greenspace Audit 2012 which identify all spaces of public benefit in the borough. These documents highlight the areas of the borough facing the greatest quantitative need for different types of greenspace and the areas where spaces need to be improved in quality and made more accessible. This will inform the local delivery strategy and any subsequent site allocations, which will be identified in the Local Plan: Site Allocations and Development Policies. This will ensure appropriate investment in and management of the diverse range of greenspaces in Knowsley, including formal sports pitches and parks, informal open spaces, children's play areas, allotments, wildlife habitats and corridors.
- 5.86** Further detail on the proposed approach towards greenspaces is set out in [Policy CS21: Greenspaces and Trees](#). This sets minimum standards for the quality, quantity and accessibility of different forms of greenspace in Knowsley's urban areas.

### Natural Assets and Biodiversity

- 5.87** The key priorities for natural assets and geology in the Liverpool City Region are:
- To manage the natural assets better – to protect the integrity of nature sites of international importance, and to protect the city region's nature and geodiversity assets; and
  - To make sure there is no net loss of these natural assets and to extend and enhance the city region's Ecological Network and natural assets.
- 5.88** Many natural assets occur at a landscape scale and cross local authority boundaries. Neighbouring authorities in Lancashire, Greater Manchester and Cheshire are currently preparing Ecological Networks, which will allow a more integrated approach between Knowsley and adjacent areas. The Liverpool City Region authorities are currently preparing evidence relating to their shared Ecological Network which once agreed will identify strategic and district priorities for habitat creation and enhancement at a landscape scale.
- 5.89** Knowsley's natural assets include the designated nature sites and priority habitats which will form part of the Liverpool City Region Ecological Network once agreed. The hierarchy of designated sites is:
- a) Sites of international nature importance;
  - b) Sites of national nature and geological importance; and
  - c) Sites of local nature and geological importance.
- 5.90** The Council will not support schemes that will lead to adverse effects on nationally or internationally important wildlife sites, either alone or in combination with other projects and plans. This includes supporting habitat for species that are

---

<sup>94</sup> Knowsley Green Space Strategy 2010–2014 (Knowsley Council, 2010)

designation features of internationally important sites. Any scheme which would be likely to significantly affect a European site, either alone or in combination with other plans and projects, will be subject to an assessment under Part 6 of the Habitat Regulations at project application stage. If it cannot be assured that there would be no adverse effects on site integrity, permission will be refused unless the proposal satisfies the 'no alternatives' and 'Imperative Reasons of Over-Riding Public Interest' tests of the Conservation of Habitats and Species Regulations 2010 (as amended), under which appropriate compensatory measures will need to be secured.

- 5.91** In some circumstances, adequate mitigation and/or compensation for biodiversity loss may be acceptable but incapable of being provided within the application site. In such cases where appropriate, priority will be given to equivalent off site opportunities for such mitigation or, as a last resort, compensation. Such opportunities shall be prioritised in the following order:
- Firstly sites in the immediate locality of and/or within any Core Biodiversity Area (to be defined as part of the Liverpool City Region Ecological Network) near to the application site;
  - Secondly, sites in a Nature Improvement Area identified within the borough (to be defined as part of the Liverpool City Region Ecological Network); and lastly
  - Sites in a Nature Improvement Area identified outside the borough (to be defined as part of the Liverpool City Region Ecological Network).

#### **Sub-Regional Management Plans, Programmes and Strategies**

- 5.92** Existing programmes and strategies such as the Liverpool City Region Ecological Framework will help maintain and improve the function of Green Infrastructure in Knowsley, including important sites for biodiversity inside and outside the borough. A balanced approach is required to manage recreational impacts relating to sensitive sites and encourage use of the wider Green Infrastructure network where it is less sensitive to recreational pressure. This is because the provision or use of Green Infrastructure which links to internationally important sites and supporting habitat sites outside of Knowsley (such as Natura 2000 sites), could result in disturbance to designated features within these sites if not appropriately managed.
- 5.93** Management plans which support the protection of internationally important sites for biodiversity within the wider Liverpool City Region are those which pertain to Mersey Estuary Special Protection Area (SPA)/Ramsar, Ribble & Alt Estuaries SPA/Ramsar, Liverpool Bay SPA, Mersey Narrows and North Wirral Foreshore SPA/Ramsar, Sefton Coast Special Area of Conservation (SAC), Dee Estuary SPA/SAC/Ramsar and Martin Mere SPA/Ramsar. Strategies and development proposals in Knowsley must mitigate any potential impacts such as: disturbance to qualifying bird species (from recreational pressure and other sources); deterioration in water quality; deterioration in air quality; and loss of supporting habitat.

- 5.94** The types of management plans which will need to be considered and supported by Knowsley (together with surrounding districts) are likely to include European Marine Site Management Schemes, the North West River Basin Management Plan and location specific management plans. These will include those relating to locally important water bodies such as the River Alt, Croxteth/Knowsley Brook and Simonswood Brook, Ditton Brook, Dog Clog Brook, Mill Brook and Prescott (Logwood) Brook.



# Area Policies

---



## 6 Area Priorities

- 6.1** This chapter sets out the spatial priorities and policies for each of Knowsley's communities, reflecting the contribution that each can make to the overall development of the borough. The chapter splits the borough into the same four areas as defined in [Chapter 2: Knowsley – The Place](#). These are:
- Huyton and Stockbridge Village;
  - Kirkby;
  - Prescott, Whiston, Cronton and Knowsley Village; and
  - Halewood.
- 6.2** The priorities, which are not listed in order of preference and are not exhaustive, reflect the steps that are needed to create successful suburban towns and villages. They address the range of issues and opportunities affecting each area, including their linkages with Liverpool and the rest of the Liverpool City Region. They also identify what the Council considers needs to happen in each area to support the vision and objectives for Knowsley as a whole as set out in [Chapter 3: Vision and Objectives](#).
- 6.3** To address the priorities, significant change and development will be needed in specific areas. The areas of greatest need and opportunity for comprehensive change in Knowsley's current urban areas are defined in [Policy CS1: Spatial Strategy for Knowsley](#) as Principal Regeneration Areas. The following policies will guide the nature and scale of change in each of these areas:
- Policy CS9: Principal Regeneration Area – North Huyton and Stockbridge Village
  - Policy CS10: Principal Regeneration Area – Kirkby Town Centre
  - Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks
  - Policy CS12: Principal Regeneration Area – Tower Hill
  - Policy CS13: Principal Regeneration Area – South Prescott
  - Policy CS14: Principal Regeneration Area – Prescott Town Centre
- 6.4** In addition to the Principal Regeneration Areas, [Policy CS1: Spatial Strategy for Knowsley](#) and [Policy CS2: Development Principles](#) encourage appropriate regeneration and improvement initiatives in other areas, particularly where there are significant levels of deprivation. This applies in parts of Kirkby, e.g. Northwood, Westvale and Southdene and in smaller pockets elsewhere in the borough. The Council will support the use of available funding to regenerate and enhance these areas including neighbourhood management initiatives, improvements to public realm, public service provision (such as schooling and health care) and improvements to the housing stock.
- 6.5** The area priorities and associated Principal Regeneration Areas are listed in the subsequent sub-sections and illustrated in four maps (one for each area), which complement Map 5.1: Knowsley Key Diagram and identify how the priorities highlighted will impact on each area. The priorities listed for each area also refer to

the proposed Sustainable Urban Extensions on which further detail is set out in [Chapter 7](#).

### Huyton and Stockbridge Village

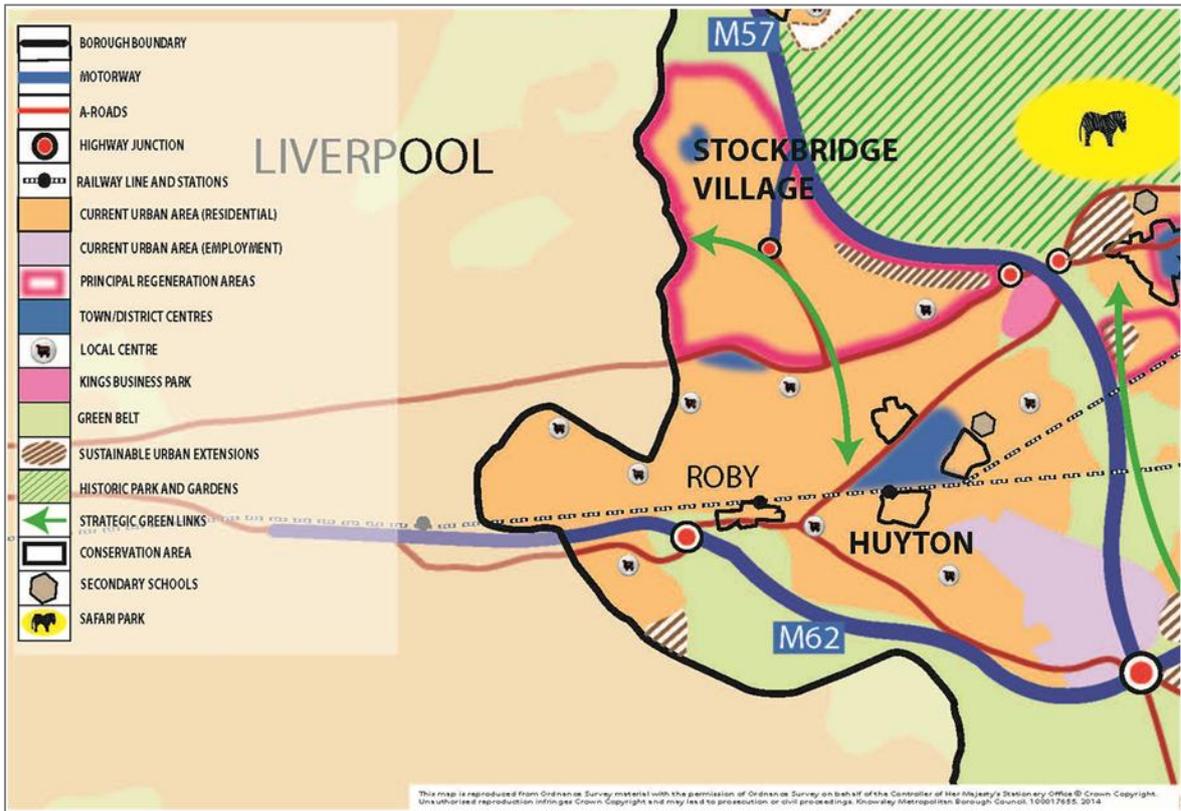
- 6.6** Huyton and Stockbridge Village are located in the centre of the borough and with a combined population of 56,200 comprise the largest of the borough’s urban areas. The built up area of Huyton is suburban in character and contiguous with the suburbs of Liverpool to the west. To the north and south there is countryside, with the M57 to the east.
- 6.7** The existing key issues for Huyton and Stockbridge Village are as follows:
- High levels of deprivation in North Huyton and Stockbridge Village, including health inequalities, low life expectancy, worklessness, low educational attainment, and crime;
  - An unbalanced housing market, with very high proportions of social rented stock in North Huyton and Stockbridge Village, in contrast with affordability issues in South Huyton;
  - Important employment areas such as Huyton and Kings Business Parks provide office and manufacturing accommodation, but have limited available space for new employment development;
  - Huyton Town Centre, the main administration centre for Knowsley, is under performing in terms of its retail function, limited evening economy and requires environmental enhancement;
  - A broader range of retail and services are required to satisfy local needs and address vacancy in Stockbridge Village District Centre and Huyton's local centres;
  - Public transport links require improvement, particularly around Stockbridge Village, together with a broader requirement to develop sustainable transport infrastructure to encourage walking and cycling;
  - The need to protect and enhance environmental and historic assets, such as the 25 Listed Buildings (including the Grade II\* Church of St. Michaels) and the four Conservation Areas; and
  - Large areas of greenspace, particularly in North Huyton and Stockbridge Village, which are considered to be poor quality and offer limited value to local residents.
- 6.8** The area priorities listed below reflect the opportunities related to this area which are addressed by the policies within the Core Strategy.

#### Huyton and Stockbridge Village

- To re-balance the housing market to meet local needs and contribute to those of the wider Liverpool City Region through comprehensive housing-led regeneration in North Huyton and Stockbridge Village and targeted release of sites in South Huyton to provide a diverse range of affordable and market sector housing (in accordance with [Policy CS9: Principal Regeneration Area – North Huyton and Stockbridge Village](#)).

- To strengthen the existing successful employment locations at Huyton and Kings Business Parks including the delivery of further employment development within these areas.
- To review the Green Belt boundary to meet development needs (in accordance with [Policies CS5: Green Belt](#), [SUE1: Sustainable Urban Extensions and Safeguarded Land](#) and [SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton](#)) at:
  - Knowsley Lane, to the north of Huyton (for mixed housing and employment uses); and
  - Edenhurst Avenue, to the south west of Huyton (for housing).
- To enhance Huyton Town Centre, with appropriate retail uses focused within the Derby Road/Cavendish Walk primary shopping area, environmental enhancements and a broader mix of evening, leisure and other service uses encouraged primarily in other parts of the town centre.
- To further improve Stockbridge Village District Centre, in combination with wider regeneration proposals for the Stockbridge area.
- To support shopping and service provision of an appropriate scale relative to the size and function of local centres within Huyton.
- To deliver enhanced and sustainable transport connectivity between residential neighbourhoods and employment uses at Kings and Huyton Business Parks and linking to the wider transport network within the City Region.
- To recognise the role, character and distinctiveness of the area's pockets of historically important townscape through protection and enhancement of historic assets.
- To improve the quality and accessibility of existing local greenspace, and strengthen the role and value of the strategic Green Infrastructure network, including Stadt Moers Park and the Alt Corridor, and improve other areas of environmental importance.

Map 6.1: Huyton and Stockbridge Village



**Policy CS9: Principal Regeneration Area – North Huyton and Stockbridge Village**

6.9 Policy CS9 is intended to deliver significant change and new development to address the high levels of deprivation in two of the most vulnerable areas of Knowsley, with particular focus on addressing the existing unbalanced housing market.

**Policy CS9**  
**Principal Regeneration Area – North Huyton and Stockbridge Village**

- 1) The comprehensive regeneration of North Huyton and Stockbridge Village will be supported, to be carried out in an integrated manner across the two areas. Subject to appropriate master planning exercise(s), new development should provide (in no order of priority):
  - a) New housing development in North Huyton and Stockbridge Village, of a range of types suitable for local needs, which will selectively replace existing unpopular stock and re-balance the housing offer;
  - b) Enhanced design quality and site layout providing improved integration with surrounding areas;
  - c) An improved Stockbridge Village centre, including new leisure, community, education and training facilities, small scale employment and local retail

- provision of a scale and function which meets the needs of the area;
- d) Transport provision, incorporating public transport, walking and cycling, thereby enhancing linkages within the area and with surrounding areas; and
  - e) Public open space within a wider Green Infrastructure network, focused on improvements to quality, accessibility and integration with new development.
- 2) The boundary of the Principal Regeneration Area will be identified in the Local Plan: Site Allocations and Development Policies, with further guidance in a revision to the existing Supplementary Planning Document.

<b>Policy Links for CS9</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS8; CS15–CS17; CS19; CS21; CS22; CS24; CS27; SUE1; SUE2; SUE2a	<b>Strategic Objective Links</b>	SO2–SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs and development briefs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

**6.10** The policy seeks to create sustainable and mixed communities with a wide range of good quality homes which meet local needs, through a cohesive approach covering both North Huyton and Stockbridge Village.

**North Huyton**

**6.11** Under the former Government's National Strategy for Neighbourhood Renewal, North Huyton was designated as a New Deal for Communities (NDC) area. The programme for this area, which ran from 2001 to 2011 included the estates of Hillside, Woolfall Heath, Finch House and Fincham and was delivered by a community based Partnership Board. It combined physical development with social projects and focused on tackling unemployment, poor educational attainment, ill health, inadequate housing stock and high levels of crime.

Milestones completed to date include:

- The demolition of nearly 1,200 unsuitable or unpopular dwellings;
- The adoption of the North Huyton Action Area SPD to guide regeneration of the area by the Council in 2007; and

- Grant of outline planning permission in 2007 for 1,450 new homes, which will be better suited to meeting local needs.

**6.12** Although the period of NDC funding has ended, the scheme is progressing and the continuation of the programme and the wider regeneration of the area remain a commitment for the Council. The Council considers that the gross number of dwelling completions could potentially be increased from 1,450. This reflects the potential to increase the density of the development and ensure that the policy framework is sufficiently flexible to deliver a viable housing development which meets future market needs and which can underpin the necessary investment in community facilities and infrastructure. The master planning of the area should take into account requirements for additional infrastructure, flood management, high quality design and public open space requirement.

### Stockbridge Village

**6.13** Many of the issues which led to the designation of North Huyton as an NDC area, such as concentrations of deprivation and unpopular housing stock can be found in the neighbouring residential area of Stockbridge Village. The district centre for Stockbridge Village, which had become rundown and suffered problems such as high vacancy rates has been comprehensively redeveloped, under a planning permission granted in 2010, to provide:

- a supermarket;
- a swimming pool, gym and leisure facilities;
- a learning resource centre (primary school and community facilities);
- a refurbished health clinic;
- a Police access point; and
- enhanced public realm and open space.

**6.14** Under Policy CS9, the Council will also support new development proposals to regenerate the residential areas which surround Stockbridge Village district centre. Further details will be set out in the Local Plan: Site Allocations and Development Policies document and/or a revision to the North Huyton Action Area SPD.

### Accessibility

**6.15** Close to this Principal Regeneration Area are two successful employment areas at Kings and Huyton Business Parks. Despite the presence of these, the third Merseyside Local Transport Plan (LTP3)<sup>95</sup> highlighted that there are high levels of commuting to surrounding areas and that access to employment from Huyton is one of the borough's key accessibility issues. Although the majority of the regeneration within the Principal Regeneration Area is housing-led, skills and access to employment are key issues which should also be addressed.

---

<sup>95</sup> A New Mobility Culture for Merseyside: the Third Local Transport Plan (Merseyside Integrated Transport Authority, 2011)

- 6.16** Under [Policies CS5: Green Belt](#), [SUE1: Sustainable Urban Extensions and Safeguarded Land](#) and [SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton](#), land immediately adjacent and to the north of the Principal Regeneration Area (next to the M57), is proposed to be released from the Green Belt for mixed (housing and employment) use. Although this location is outside the Principal Regeneration Area, its proposed development could help tackle deprivation, re-balance the housing market and create jobs to serve North Huyton and Stockbridge Village.

## Kirkby

- 6.17** Kirkby is located in the north of the borough and, with a population of 41,200, 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.
- 6.18** The existing key issues for Kirkby are as follows:
- High levels of deprivation exist across most of Kirkby, including health inequalities, low life expectancy, worklessness, low educational attainment, and high levels of crime;
  - An unbalanced housing market, with high concentrations of social housing and a limited choice of housing types;
  - Strategically important employment areas such as Knowsley Industrial and Business Parks provide a range of employment opportunities, but require improvements to enhance economic performance and upgrade accessibility from surrounding areas;
  - Kirkby Town Centre is under performing in terms of its retail function and requires environmental enhancement;
  - An enhanced range of retail and services are required to improve the performance of Kirkby's local centres in providing for local needs;
  - Public transport links require improvement, particularly around Kirkby Town Centre, Kirkby Industrial Park and to health care services (e.g. Whiston Hospital), together with a broader requirement to develop sustainable transport infrastructure to encourage walking and cycling;
  - The need to protect and enhance environmental and historic assets, such as the five Conservation Areas in Kirkby, including South Park Road which is considered to be at risk, together with the 24 Listed Buildings in the area (including the Grade II\* St. Chad's Church); and
  - Large areas of greenspace, particularly in Tower Hill, which are considered to be poor quality and offer limited value to local residents.
- 6.19** The area priorities listed below reflect the opportunities related to this area which are addressed by the policies within the Core Strategy.

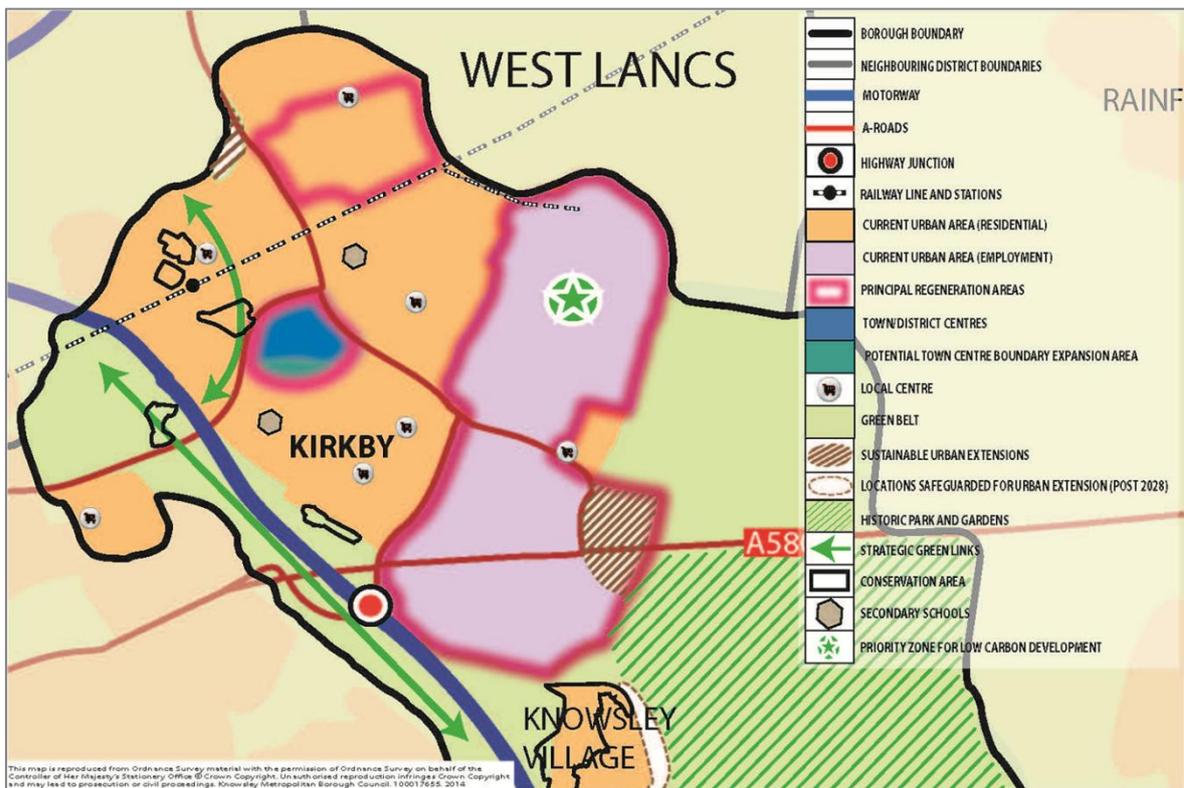
### Kirkby

- To improve the quality, choice and affordability of housing to meet local needs, with priority being given to comprehensive housing-led regeneration in Tower Hill (in accordance with [Policy CS12: Principal Regeneration Area – Tower Hill](#)), and further targeted provision appropriate to needs and opportunities in Northwood, Westvale and Southdene to provide a diverse range of affordable and market sector housing;
- To maximise the role of Knowsley Industrial and Business Parks as a strategic employment location for the Liverpool City Region, including delivery of new employment development prioritising existing employment allocations and previously developed sites with associated access

improvements and linkages to other areas of Kirkby (in accordance with [Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks](#));

- To review the Green Belt boundary to meet development needs (in accordance with [Policy CS5: Green Belt](#) and [SUE1: Sustainable Urban Extensions and Safeguarded Land](#)) at:
  - Land at Bank Lane (for housing); and
  - Land to the east of Knowsley Industrial Park (for employment uses).
- To deliver retail-led regeneration in Kirkby Town Centre, focused around the primary shopping area (St. Chad's Parade) and expansion of the town centre to the south, to ensure it provides the focal point for high quality shopping, recreation, employment, education and leisure facilities (in accordance with [Policy CS10: Principal Regeneration Area – Kirkby Town Centre](#));
- To enhance transport links between residential neighbourhoods and Kirkby Town Centre and Knowsley Industrial Park, and between Kirkby and other places in the Liverpool City Region. This may (subject to funding) include construction of a rail interchange/park and ride at Headbolt Lane;
- To recognise the role and character of the area's heritage value through protection and enhancement of heritage assets; and
- To improve the quality and accessibility of Kirkby's local greenspaces and improve other areas of environmental importance, whilst strengthening the role and value of the strategic Green Infrastructure network, including the Valley Corridor green link, to provide a range of well-used multi-functional areas incorporating attractive walking and cycling provision linking different parts of Kirkby.

Map 6.2: Kirkby



**Policy CS10: Principal Regeneration Area – Kirkby Town Centre**

**6.20** Kirkby town centre is in need of significant intervention and investment if it is to serve its local catchment and compete effectively with neighbouring centres. Addressing existing retail deficiencies and diversifying the uses, services and facilities within Kirkby is vital to halt the steady decline in its overall performance.

**Policy CS10****Principal Regeneration Area – Kirkby Town Centre**

- 1) Comprehensive regeneration will be supported to enhance the viability and vitality of Kirkby Town Centre by (in no order of priority):
  - a) Encouraging a wider mix of town centre uses, services and facilities, including new comparison and convenience retail floorspace, key services, residential, employment uses, cultural and leisure facilities, and enhancements to the evening economy and existing market;
  - b) Directing new retail development and other town centre uses toward the existing town centre, particularly in the primary shopping area comprising St. Chad's Parade and its immediate surroundings; and
  - c) If necessary to create sufficient capacity for retail-led regeneration, designation of land to the south of Cherryfield Drive to permit expansion of the town centre and primary shopping area.
  
- 2) Improved facilities for sustainable transport serving the town centre will be supported, including:
  - a) Improvements to Kirkby bus station and public transport interchange facilities; and
  - b) Public realm enhancements, including creation of new footpaths and cycle routes to improve circulation within Kirkby Town Centre, and link with other areas of Kirkby including via strategic green links.
  
- 3) The boundaries of the expanded town centre and primary shopping area will be defined in the Local Plan: Site Allocations and Development Policies, with further guidance to follow through a Development Brief or Supplementary Planning Document, if appropriate.

**Policy Links for CS10**

<b>Core Strategy Policy Links</b>	SD1; CS1–CS4; CS6–CS8; CS19; CS21; CS22; CS24; CS27	<b>Strategic Objective Links</b>	SO1; SO3–SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs and development briefs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

## Delivery of Town Centre Uses, Services and Facilities

- 6.21** The Knowsley Town Centres and Shopping Study<sup>96</sup> has identified a requirement for further retail development in Kirkby Town Centre, comprising additional comparison floorspace together with a major new superstore during the plan period. This reflects the need for new retail uses in a scheme of sufficient 'critical mass' to ensure confidence amongst investors and potential new operators. Due to restrictions in the amount of land available within the current town centre, the required scale of development necessitates strategic expansion of the town centre, with land immediately to the south of the town centre offering the most appropriate area for expansion.
- 6.22** Future development should follow a balanced approach which maintains footfall levels in the primary shopping area focused in St. Chad's Parade and the existing market. In this regard, an expansion of the primary shopping area is intended to include a section of Cherryfield Drive to integrate the existing town centre with the expansion area to the south and ensure accessibility/linkages which are beneficial to the viability and vitality of the existing town centre. Outline planning permission for a mixed use development to comprehensively regenerate Kirkby Town Centre including retail expansion to the south of Cherryfield Drive was granted in 2011. If this development south of Cherryfield Drive is not built, any future proposal involving town centre expansion will be required to justify such expansion by satisfying the sequential test within [Policy CS4](#) and national policy.
- 6.23** Smaller scale proposals which provide leisure, employment, educational and/or residential components, including above ground floor retail, leisure or other facilities, which complement the overall regeneration priorities of the town centre, will be encouraged in accordance with [Policy CS6: Town Centres and Retail Strategy](#).

### Accessibility

- 6.24** Potential improvements to the transport network in Kirkby (such as those defined in [Policy CS7: Transport Networks](#) will need to be integrated into the design of new development in Kirkby Town Centre. Kirkby Town Centre is also close to strategic green links, particularly the Valley Corridor to the west. There is potential to better integrate these Green infrastructure assets by creating new footpaths and cycle routes to improve accessibility.

---

<sup>96</sup> Knowsley Town Centres and Shopping Study – Volumes 1 to 5 (Roger Tym and Partners 2009 & 2010)

## Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks

- 6.25** Knowsley Industrial and Business Parks comprise the largest mainly industrial area within the Liverpool City Region, and the second largest in the North West region. They have been identified as a key employment location where significant change and new development is required to improve the economic performance of the area.

### Policy CS11

#### Principal Regeneration Area – Knowsley Industrial and Business Parks

- 1) Regeneration of Knowsley Industrial and Business Parks will be supported, which encourages a mix of new high quality employment development<sup>97</sup> with a particular focus on the development of:
  - a) Class B1 ‘business’ uses within ‘gateway’ locations at: A580 West/Moorgate Road; A5208 County Road/South Boundary Road/Moorgate Road/Arbour Lane/Lees Road; and at A580 East/Coopers Lane;
  - b) Class B2 ‘General Industrial’ and B8 ‘Storage and Distribution’ uses north of South Boundary Road;
  - c) Class B1 and B8 uses south of South Boundary Road; and
  - d) A local service centre (or ‘Services Hub’) at South Boundary Road to provide small scale shopping and services to serve the needs of the workforce within the Park.

The references to Class B1 uses in clauses 1)a) and 1)c) above shall be subject to compliance with the sequential test in [Policy CS4: Economy and Employment](#).

- 2) Knowsley Industrial Park is identified as a ‘Priority Zone’ to promote the production of renewable, low carbon and decentralised energy (in accordance with [Policy CS22: Sustainable and Low Carbon Development](#) and [Policy CS23: Renewable and Low Carbon Infrastructure](#)).
- 3) Improved facilities for sustainable transport will be supported, including:
  - a) Road access improvements to open up and improve circulation within the Industrial Park;
  - b) Improved public transport interchange facilities;
  - c) Public realm and Green Infrastructure enhancements, including creation of new footpaths and cycle routes to improve circulation within Knowsley Industrial and Business Parks and to link with other areas of Kirkby, including the town centre; and

<sup>97</sup> Defined as development within Classes B1 (‘Business’); B2 (‘General Industrial’) and B8 (‘Storage and Distribution’) of the Town and Country Planning (Use Classes) Order 1987 (as amended)

- d) Facilities which will enhance the role and/or enable the potential growth of the Knowsley Rail Freight Terminal to maximise access to the national network.
- 4) Land allocations will be defined in the Local Plan: Site Allocations and Development Policies, and additional guidance may be provided in a Supplementary Planning Document covering this area.

<b>Policy Links for CS11</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS4–CS8; CS19; CS22–CS24; CS27; SUE1; SUE2.	<b>Strategic Objective Links</b>	SO1; SO3, SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs and development briefs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Remodelling of Knowsley Industrial and Business Parks

- 6.26** The Joint Employment Land and Premises study<sup>98</sup> identifies scope to remodel parts of Knowsley Industrial Park through new development to maximise job opportunities and contribute to Knowsley's employment land requirement. A strategic framework for the regeneration of the area<sup>99</sup> was completed on behalf the Council and North West Development Agency in 2011. This document:
- Assessed the current physical condition of Knowsley Industrial Park and its infrastructure;
  - Identified the suitability of the Park to meet the future requirements of industrial and business uses;
  - Examined potential for the development of a defined location for renewable and low carbon energy production and storage (Green Energy Park);
  - Assessed issues and opportunities for the Park deriving from key City Region assets e.g. the Liverpool SuperPort (including Liverpool John Lennon Airport);
  - Developed a new vision for Knowsley Industrial Park to meet the needs of regional growth sectors and maximise the Park's potential as a regionally significant employment site;

<sup>98</sup> Joint Employment Land and Premises Study (BE Group, 2010)

<sup>99</sup> Delivering a New Future for Knowsley Industrial Park: Strategic Framework (DTZ, Arup and Taylor Young, 2011)

- Proposed ways to make better use of the space available, maximising the potential for increased business space, including offices; and
- Outlined a 15 year development framework and implementation strategy for the future development and management of the Park.

**6.27** Key conclusions from the study (which form the basis for future intervention) include:

- Current development opportunities within the Parks are limited, but the ageing stock of buildings and obsolete layouts in some areas present opportunities to meet changing economic demands and help meet Knowsley's need for employment land;
- A need to improve the infrastructure of the Parks to meet investor and occupier needs, and enhance their image and branding to attract high value investment, particularly within growth sectors;
- The Parks currently provide 27% of jobs in Knowsley, and this position needs to be maintained and enhanced, to help reduce deprivation particularly in Kirkby;
- Planning policy needs to recognise the sub-regional and regional role of the Parks;
- Intervention is required at existing gateways to the Parks to create a positive 'first impression' and identity, and expand the business park environment northwards; and
- A local service centre of an appropriate scale needs to be developed to serve the needs of the workforce, comprising retail and leisure uses on South Boundary Road, subject to proposals meeting planning policy on such uses (see [Policy CS6: Town Centres and Retail Strategy](#)) with regard to impact on existing centres elsewhere.

**6.28** Further detail, including site allocations and other guidance will be set out in the Local Plan: Site Allocations and Development Policies and/or area specific SPD.

### Gateway Locations

**6.29** Development in 'gateway' locations should have regard to the requirements of [Policy CS19: Design Quality and Accessibility in New Development](#). The provision of Class B1 'business' uses within 'gateway' locations is subject to compliance with the sequential approach in [Policy CS4: Economy and Employment](#).

**6.30** One of the 'gateway locations' identified in Policy CS11 is at A580 (East)/Coopers Lane. This area is being removed from the Green Belt to form a Sustainable Urban Extension. This will enable employment uses to be developed which should complement the regeneration of the remainder of the Industrial and Business Parks. Further details concerning this Sustainable Urban Extension are set out in [Chapter 7: Sustainable Urban Extensions and Safeguarded Land](#).

### Priority Zone for Renewable, Low Carbon and Decentralised Energy

**6.31** The 'Delivering a New Future for Knowsley Industrial Park: Strategic Framework' document also identified potential scope for Knowsley Industrial Park to become a

Green Energy Park/Hub. This would support a strong renewable energy business sector within Knowsley, encourage growth of existing businesses and help attract more businesses from this sector into the borough. In this context, the reference to decentralised energy in Policy CS11 does not imply that this location is suitable for Energy from Waste (EfW) schemes. Any proposals for this type of use would need to comply with specific criteria set out in the Merseyside and Halton Joint Waste Local Plan.

### Accessibility

- 6.32 Strategic infrastructure improvements (such as the Knowsley Rail Freight Terminal) and other potential enhancements to the transport network, including those defined in [Policy CS7: Transport Networks](#) should be integrated into the design of new development in Knowsley and Industrial Business Parks. New development should prioritise improved links with Kirkby Town Centre, together with accessibility to the road and rail network.
- 6.33 Knowsley Industrial Park contains a number of green and open spaces, notably Charley Wood and Acornfield Plantation. There is scope to enhance the use of these and other Green Infrastructure assets through the creation of new footpaths and cycle routes to improve circulation and accessibility. These sites provide opportunities to enhance the amenity of users of the Industrial Park and to contribute to an improved appearance and perception of the Park. This is provided the value for biodiversity associated to the status of Charley Wood and Acornfield Plantation as Local Wildlife Sites is not compromised.

### Policy CS12: Principal Regeneration Area – Tower Hill

- 6.34 To meet the priorities for Kirkby, a specific policy for Tower Hill is required. This is intended to deliver significant change and new development to address the high levels of deprivation in one of the most vulnerable areas of Knowsley, with particular focus on addressing the existing unbalanced housing market.

#### Policy CS12

##### Principal Regeneration Area – Tower Hill

- 1) Comprehensive redevelopment and improvement of the Tower Hill Principal Regeneration Area, will be facilitated, including (in no order of priority):
  - a) New housing development, to provide a wider choice of housing accommodation to meet local housing needs;
  - b) Enhanced design quality and site layout providing improved integration with surrounding areas and Kirkby Town Centre;
  - c) Small scale enhancements to retail, employment, leisure, education, health and community facilities, appropriate to the scale and function of a local centre to complement that of Kirkby Town Centre;
  - d) Public realm enhancements as a key feature of Green Infrastructure focused upon significant improvements to quality, accessibility and

- integration with new development;
- e) Infrastructure improvements, including enhanced public transport provision and maximising opportunities for walking and cycling to create accessible linkages in Tower Hill and linking to surrounding areas; and
  - f) Flexibility to integrate and safeguard the potential delivery of a new transport interchange, including a new rail station and Park and Ride to the south of Headbolt Lane.
- 2) The boundary of the Principal Regeneration Area will be identified in the Local Plan: Site Allocations and Development Policies, with further guidance in a revision to the existing Supplementary Planning Document.

### Policy Links for CS12

<b>Core Strategy Policy Links</b>	SD1; CS1–CS8; CS15–CS17; CS19; CS21; CS22; CS24; CS27; SUE1; SUE2	<b>Strategic Objective Links</b>	SO2; SO3
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs or development briefs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Regeneration of Tower Hill

- 6.35** The comprehensive regeneration of Tower Hill is one of the Council's key commitments comprising at least 300 new dwellings, with potential for uplift subject to a master planning exercise. This reflects the potential to increase the density of the development and ensure that the policy framework is sufficiently flexible to deliver a viable housing development which meets future market demands and which can underpin the necessary investment in community facilities and infrastructure. The master planning of the area should take account of requirements for additional infrastructure, flood management, high quality design and public open space requirements. Policy CS12 seeks to:
- Achieve a wide choice of high quality homes (both affordable and market housing); Widen opportunities for home ownership;
  - Ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need;
  - Improve affordability across the housing market (including by increasing the housing supply); and

- Create sustainable, inclusive, mixed communities.

**6.36** The primary drivers of change will include:

- Improvements to existing urban quality by remodelling and restructuring of the layout of the estate to enhance accessibility and integration with surrounding areas;
- Creation of new Green Infrastructure and improvements to the quality of open spaces to utilise their full potential value as a community resource (particularly the large central open space area); and
- Prioritising opportunities for sustainable transport provision.

**6.37** Revisions to the Tower Hill (Kirkby) Action Area SPD will be prepared, as appropriate.

**6.38** Under the policies in [Chapter 7: Sustainable Urban Extensions and Safeguarded Land](#), land immediately to the west of the Principal Regeneration Area off Bank Lane is being released from the Green Belt. Although this area is outside Tower Hill, its proposed development could help tackle deprivation and re-balance the housing market in the area.

#### **Access to Community Facilities**

**6.39** A comprehensive scheme should include a range of community facilities, as some areas of Tower Hill lack suitable access to local service provision, and key services such as the local shops and health facilities are not currently in the same location. Any retail would need to be of a small scale and designed to only meet the needs of the Tower Hill area, to avoid causing harm to the viability and vitality of higher order centres, particularly Kirkby Town Centre.

#### **Enhancement of Public Realm**

**6.40** The successful and comprehensive regeneration of the area offers the opportunity to address the disjointed nature of existing residential areas and greenspaces, by providing layout and public realm enhancements, infrastructure improvements and new footpaths and cycle routes.

#### **Transport and Accessibility**

**6.41** Land at Headbolt Lane (just to the south of Tower Hill) has previously been allocated as a proposed rail station and park and ride facility. This scheme is retained in the Third Merseyside Local Transport Plan (LTP3), supported by the recommendations of the Network Rail Strategic Development Plan. A new station in this location would significantly enhance the public transport accessibility of Tower Hill and the northern section of Knowsley Industrial Park, whilst the addition of a Park and Ride facility at the station could attract people who usually drive into Liverpool from surrounding communities, thus reducing the impact on the wider highway network during peak hour periods.

- 6.42** Whilst the funding for the new station and park and ride are not currently secured, suitable flexibility should be maintained in the design and layout of any new development to successfully integrate the new station irrespective of its date of implementation. The design and layout of new development should also take account of opportunities for smaller scale improvements to the accessibility of the area.

## Prescot, Whiston, Cronton and Knowsley Village

- 6.43** The Prescot, 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. The town of Prescot is physically linked to Whiston, and both adjoin St. Helens to the east. Knowsley Village and Cronton are attractive rural villages located to the north and south respectively of Prescot/Whiston. The urban areas are tightly constrained by areas designated as Green Belt.
- 6.44** The existing key issues for Prescot, Whiston, Cronton and Knowsley Village are as follows:
- Affordability of housing in the more affluent parts of these towns and villages;
  - The need to improve employment opportunities in South Prescot and enhance accessibility to other nearby employment areas;
  - Prescot Town Centre is under performing in terms of its retail function and requires environmental enhancement to better capitalise upon its unique heritage value and improve linkages to Cables Retail Park located on the edge of the centre;
  - An enhanced range of retail and services are required to improve the performance of local centres in Prescot, Whiston, Cronton and Knowsley Village to provide for local needs; Public transport links require improvement, particularly around Knowsley Village, and there is a broader need to develop sustainable transport infrastructure to encourage walking and cycling;
  - Shortages of good quality greenspace in parts of Prescot and Whiston; and
  - The need to protect and enhance environmental and historic assets, such as the 46 Listed Buildings (including the Grade I St. Mary's Church), the historic Knowsley Hall and Knowsley Park (Grade II\* listed), and the three Conservation Areas within the locality, particularly Prescot Town Centre which is considered to be at risk.
- 6.45** The area priorities listed below reflect the opportunities related to this area which are addressed by the policies within the Core Strategy.

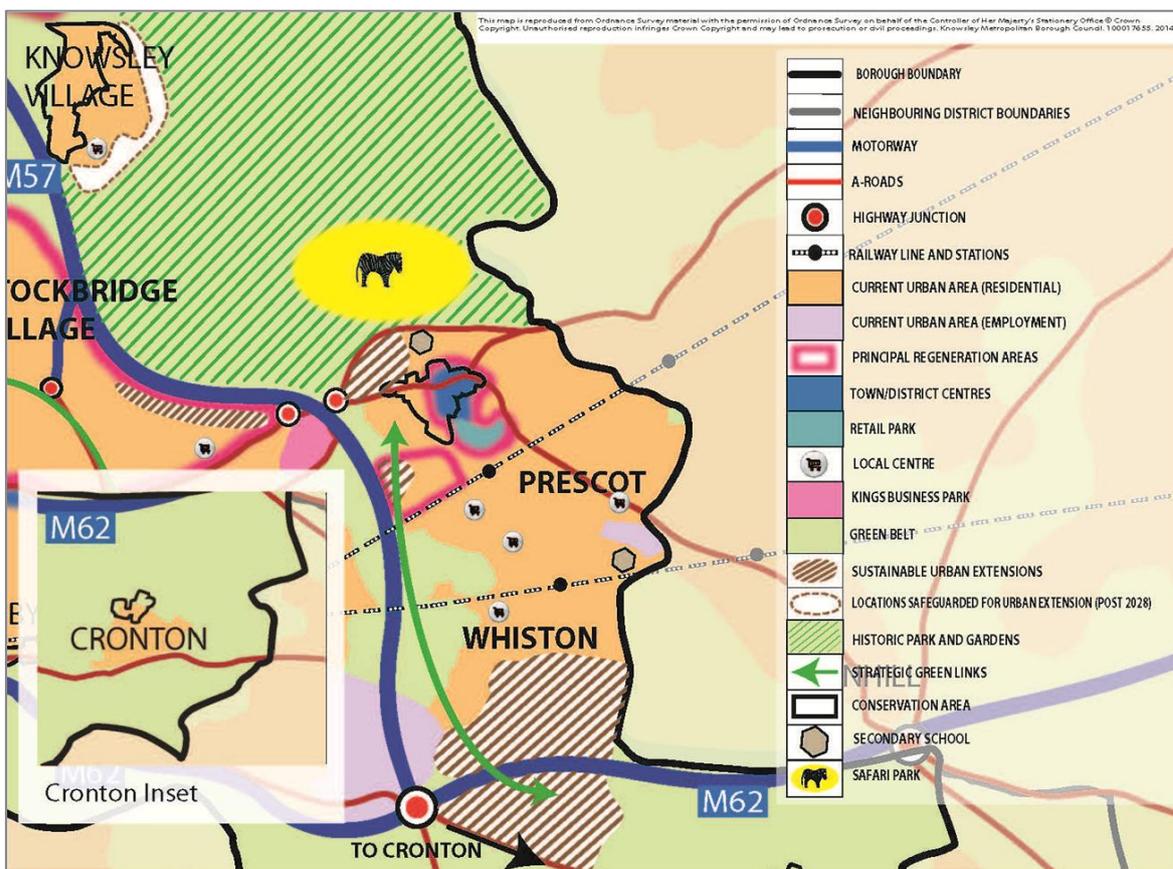
### Prescot, Whiston, Cronton and Knowsley Village

- To regenerate Prescot Town Centre, improving the mix of high quality shopping, recreation, employment, community and leisure facilities, by consolidating the primary shopping area on Eccleston Street and integrating Cables Retail Park more effectively with the town centre, including improved linkages on Sewell Street (in accordance with [Policy CS14: Principal Regeneration Area – Prescot Town Centre](#));
- To capitalise on the area's unique heritage by preserving, protecting and enhancing historic assets, particularly in Prescot Town Centre, Cronton and Knowsley Village;
- To improve the quality, choice and affordability of housing and accessible employment development to meet local needs, with an initial focus on the significant development and regeneration opportunities in South Prescot (in

accordance with [Policy CS13: Principal Regeneration Area – South Prescott](#));

- To review the Green Belt boundary to meet development needs (in accordance with [Policies CS5: Green Belt](#), [SUE1: Sustainable Urban Extensions and Safeguarded Land](#), and [SUE2c: Sustainable Urban Extensions – South Whiston and Land to the South of the M62](#)) at:
  - Land to the north west of Prescott (for housing);
  - Land at Carr Lane, to the west of Prescott (for housing);
  - Land to the south of Whiston (for housing);
  - Land at Knowsley Village (for longer term housing); and
  - Land south of the M62 (for employment uses).
- To enhance links between individual communities and facilities and job opportunities in Prescott Town Centre, Knowsley Safari Park, Whiston Hospital, Huyton Business Park, Kings Business Park and Knowsley Industrial and Business Parks, and in the wider Liverpool City Region;
- To improve the quantity, quality and accessibility of local greenspaces, and improve other environmentally important areas, whilst strengthening the role and value of the Green Infrastructure network, including the Whiston to Cronton Corridor strategic green link and Stadt Moers Park, to provide well-used multi-functional areas incorporating attractive walking and cycling provision; and
- To recognise the historic and recreational significance and contribution of the Knowsley Hall Estate and Knowsley Safari Park at a local and sub-regional level and ensure appropriate support for complementary development of an appropriate scale at this location.

Map 6.3: Prescott, Whiston, Cronton and Knowsley Village



**Policy CS13: Principal Regeneration Area – South Prescott**

**6.46** In accordance with the priorities set out above, Policy CS13 aims to deliver significant change and new development to enhance the economic performance of the employment location at South Prescott. It also aims to provide a range and choice of new housing to meet local needs.

**Policy CS13**

**Principal Regeneration Area – South Prescot**

- 1) The comprehensive redevelopment of the South Prescot Principal Regeneration Area for mixed uses on previously developed land will be supported where it provides (in no order of priority):
  - a) New economic development<sup>100</sup>, including development of high quality Class B1 ‘Business’ uses in gateway sites on Carr Lane and Manchester Road (subject to compliance with the sequential test in [Policy CS4](#));
  - b) New residential development, to provide a wider choice of housing types suitable for identified local needs;
  - c) Public realm enhancements and wider Green Infrastructure improvements, including a sustainable extension of the Whiston to Cronton green link; and
  - d) Infrastructure improvements, including enhanced public transport provision and opportunities for walking and cycling to create accessible linkages within South Prescot and to surrounding areas, including Prescot Town Centre.
  
- 2) The form of development, including the mix of uses, layout and phasing together with the scale of the housing element, shall be subject to a master planning exercise, the outcomes of which will inform the Local Plan: Site Allocations and Development Policies, and may be supported by a location specific Supplementary Planning Document.

**Policy Links for CS13**

<b>Core Strategy Policy Links</b>	SD1; CS1–CS5; CS7; CS8; CS15–CS17; CS19; CS21; CS22; CS24; CS27; SUE1; SUE2	<b>Strategic Objective Links</b>	SO1–SO3
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs and development briefs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

<sup>100</sup> Defined as development in Classes B1 (‘Business’); B2 (‘General Industrial’) and B8 (‘Storage and Distribution’) of the Town and Country Planning (Use Classes) Order 1987 (as amended)

## Comprehensive Redevelopment of South Prescott

- 6.47** The South Prescott Principal Regeneration Area comprises a large area previously occupied for cable manufacturing and related uses, which was allocated for employment uses in the Knowsley Replacement Unitary Development Plan (2006). Part of the area has been recently redeveloped to provide the South Prescott Business Park. However much of the remainder of the area is currently vacant. It is considered appropriate to review the use for which this location is allocated, noting that the Joint Employment Land and Premises study and the Strategic Housing Land Availability Assessment<sup>101</sup> suggest the area could be developed for either housing and/or employment uses.
- 6.48** Although there is need for employment development to meet Knowsley's requirements, the Council is aware of the slow take up of the employment allocation on this site in recent years, and the considerable need which exists for more land for housing development. These factors suggest that continuation of the previous policy approach of solely promoting employment development in this location could undermine the reasonable prospect of the land being redeveloped during the plan period. Therefore, consideration of the role that alternative uses (including residential development) may perform as a catalyst for employment delivery is necessary. This should be progressed via a flexible policy and master planned approach to mixed use development focused on employment and residential development. This is noting that a proportional split of these uses can address identified local and borough-wide needs in both sectors.
- 6.49** Outline planning permission for a mixed use development to comprehensively regenerate South Prescott was granted in 2012.
- 6.50** Land to the south of Carr Lane (adjoining the north western fringes of this Principal Regeneration Area) is identified in [Policy SUE1](#) as having been removed from the Green Belt to meet future needs for development. The development of this area will be expected to integrate effectively with the redevelopment of the adjacent former industrial land off Carr Lane.

## Enhancement of Public Realm and Accessibility

- 6.51** The Council considers there to be a need to improve linkages between existing greenspaces in the area. The successful and comprehensive regeneration of the area should offer opportunities to address this issue for example by enhancing the Whiston to Cronton green link through provision of new footpaths and cycle routes.
- 6.52** Strategic infrastructure improvements and potential enhancements to the transport network (such as those defined in [Policy CS7: Transport Networks](#)) will need to be integrated into the design of any new development in South Prescott. These should

---

<sup>101</sup> Strategic Housing Land Availability Assessment 2011 (Knowsley Council, 2012)

prioritise improved links with Prescott Town Centre, and the wider road and rail network.

### **Policy CS14: Principal Regeneration Area – Prescott Town Centre**

- 6.53** Prescott Town Centre is in need of intervention and investment to ensure it fully utilises the potential of its heritage assets, appropriately serves the needs of its local catchment and competes effectively with neighbouring centres. Policy CS14 seeks to address existing deficiencies in the retail performance of the centre and promote diversification of uses, services and facilities.

#### **Policy CS14**

#### **Principal Regeneration Area – Prescott Town Centre**

- 1) The future viability and vitality of Prescott Town Centre will be supported by (in no order of priority):
  - a) Encouraging a wider mix of town centre uses, services and facilities in areas surrounding Eccleston Street, including key services, residential, employment uses, cultural and leisure facilities to create a distinctive identity and a complementary evening economy;
  - b) Directing new retail development and other town centre uses towards Prescott Town Centre to ensure a healthy and balanced offer, with priority given to intensifying the retail function in a consolidated primary shopping area in the area of Eccleston Street and surrounding streets;
  - c) Improving linkages and integration between Cables Retail Park and the existing town centre, including appropriate new town centre development along Sewell Street, and extending the designated town centre boundary in this direction; and
  - d) Using the historic assets of the town centre and surrounding areas, and the recreational potential of Knowsley Safari Park, to maximise tourism and cultural opportunities.
- 2) Restructuring of retail provision within Cables Retail Park will be supported where this would:
  - a) Improve design quality and layout; and
  - b) Improve linkages to Eccleston Street.
- 3) Improved facilities for sustainable transport will be supported, particularly between Eccleston Street, Cables Retail Park and South Prescott to enhance accessibility and connectivity to the full range of key local services.
- 4) The boundaries of the town centre and primary shopping area will be defined in the Local Plan: Site Allocations and Development Policies.

### Policy Links for CS14

<b>Core Strategy Policy Links</b>	SD1; CS1–CS4; CS6–CS8; CS19 - CS22; CS24; CS27	<b>Strategic Objective Links</b>	SO1; SO3; SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs or development briefs as appropriate; Prescot Conservation Area Management Plan.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Historic Significance and Local Distinctiveness

- 6.54** Prescot Town Centre is Knowsley's oldest and the only centre with a significant number of buildings dating from the 18th and 19th centuries. Prescot Town Centre has a unique character arising from its history and much of the existing town centre, including the main pedestrian shopping area along Eccleston Street, which is designated as a Conservation Area. These historic assets give the potential to create a strong and positive character and image. However, at present, a large number of buildings in the town centre are in a poor state of repair and the Prescot Shopping Centre, completed in 1988, suffers from a high level of vacancy.

### Enhancing the Viability and Vitality of Prescot Town Centre

- 6.55** Policy CS14 aims to focus new retail development in Eccleston Street and its immediate surroundings. The anticipated delivery of new comparison floorspace is slightly below the significant increase in expenditure retention for Prescot Town Centre recommended in the Knowsley Town Centres and Shopping Study, but satisfies the minimum range set out within [Policy CS6: Town Centres and Retail Strategy](#). This is noting a need to be realistic regarding the available site opportunities and ability of the development industry to deliver a significant scale and diverse range of comparison retail floorspace within the historic footprint of Prescot Town Centre. It is therefore beneficial to promote a lower scale of retail growth, to enhance the range of other town centre uses, particularly the food and drink offer (both during the day and in the evenings).
- 6.56** Diversification of uses will be encouraged in the town centre outside the primary shopping area to enhance the range of key services and facilities available. The objective will be to strengthen the distinct identity of the town centre, particularly where units may be less commercially attractive for retail and therefore flexible consideration of alternative uses is required. Other appropriate uses for the town centre may include additional leisure, education, employment, health and residential uses.

### Cables Retail Park

- 6.57** Cables Retail Park, completed in 2000, is located just outside the current southern boundary of the town centre, and is the only retail park in Knowsley. It contains a food superstore and a range of non-food retail warehousing units. Planning permissions for expansion of the retail park were granted in 2006, 2007 and 2008.
- 6.58** The Council considers Cables Retail Park to have scope for appropriate remodelling and renewal of units within the retail park. This could enable units to be provided of a different scale and format than those capable of being provided in the town centre itself. Any future expansion of the retail park is constrained by the barriers provided by the A57, Steley Way and Sewell Street highway network. Therefore, the priority for any future development should be restructuring of retail floorspace with improvements to layout and design quality.

### Improved Linkages between Prescott Town Centre and Cables Retail Park

- 6.59** When considered together, Prescott Town Centre and Cables Retail Park have the highest current expenditure retention of any of Knowsley's three town centres for comparison retail and the second highest for convenience retail (prior to the implementation of current planning consents)<sup>102</sup>. A specific priority is therefore to spread the commercial success of the retail park towards the town centre by improving linkages between the two locations. Extending the town centre boundary towards Cables Retail Park will better reflect the overall retail function of the town centre and retail park. To support this the Council will encourage the development of the Sewell Street corridor for town centre uses to improve linkages between Eccleston Street and Cables Retail Park.
- 6.60** The Sewell Street corridor is the least constrained area in terms of topography, existing land uses and heritage value between the existing town centre and Cables Retail Park. There may however be other opportunities to improve the linkage and accessibility of Prescott Town Centre from Cables Retail Park via Station Road. Although this may not be deliverable during the plan period, flexibility is retained in [Policy CS6](#) to ensure that remodelling incorporating Station Road would not be constrained during the plan period.

### Enhancement of Public Realm and Accessibility

- 6.61** Strategic infrastructure improvements and potential enhancements to the transport network in Prescott (such as those defined in [Policy CS7: Transport Networks](#)) will need to be integrated into the design of any new development in and around Prescott Town Centre. This should include improved accessibility for pedestrians, connectivity between Eccleston Street, Cables Retail Park and South Prescott, and access to the wider road and rail network.

---

<sup>102</sup> Knowsley Town Centres and Shopping Study Volume 1 (Roger Tym & Partners, 2009) (see pages 29 & 31)

## Tourism and Visitor Attractions

- 6.62** The Liverpool City Region Tourism Strategy<sup>103</sup> sets out a strategy for enhancing the tourism offer of the City Region, including use of heritage assets. Policy CS14 promotes these aims in Prescot, by supporting improved connections within the town centre and to surrounding areas such as the visitor attractions at Knowsley Safari Park. Enhancement of these tourism assets and links will enhance the vitality and viability of the centre.

---

<sup>103</sup> The Liverpool City Region Winning Tourism for England's North West - A Vision and Strategy for Tourism to 2015 (The Mersey Partnership, 2003)

## Halewood

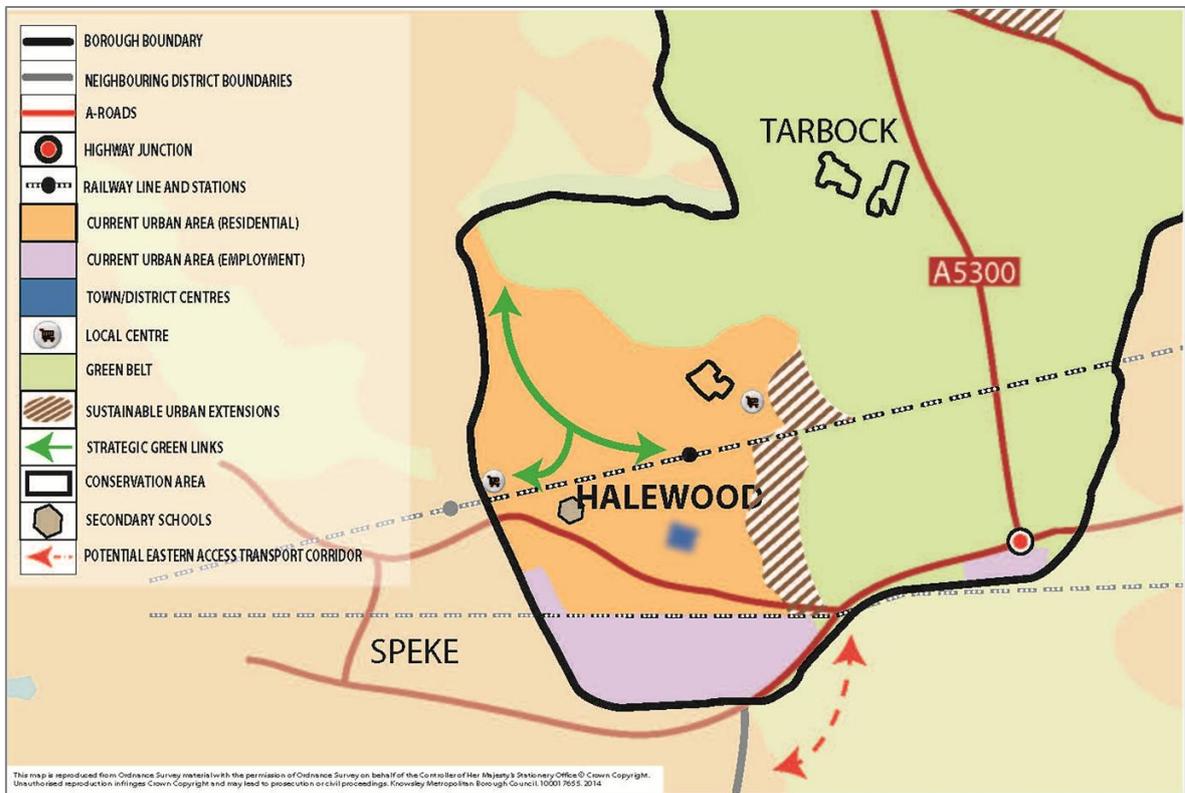
- 6.63** With a population of 20,100, Halewood is the smallest of the borough's township areas. It is located in the south of Knowsley, has a mainly suburban character and is contiguous with the suburbs of Liverpool to the west. To the north and east are areas of countryside, which include the attractive rural village of Tarbock and substantial amounts of rural (mostly agricultural) land.
- 6.64** The existing key issues for Halewood are as follows:
- Localised concentrations of deprivation, particularly in the south of Halewood, and a low life expectancy, particularly for females;
  - A need for a mixed and balanced housing offer to reflect the local needs arising from concentrations of social housing and contrasting issues of affordability particularly in the north of Halewood;
  - A need to improve local employment opportunities for local residents including supporting the existing Jaguar Land Rover employment site in South Halewood and improving accessibility to other nearby employment areas, such as South Liverpool and Liverpool John Lennon Airport;
  - A need to consolidate the vitality and viability of Ravenscourt District Centre, taking account of recently completed regeneration activity, to ensure that its retail function and performance continues to meet the needs of Halewood's residents.
  - A broader range of retail and services are required in Halewood's local centres to provide for local needs;
  - The isolated nature of the settlement relative to other parts of Knowsley necessitates improved public transport links, particularly to employment and health care services, together with a broader requirement to develop sustainable transport infrastructure to encourage walking and cycling;
  - The need to protect and enhance environmental and historic assets, such as the six Listed Buildings (including those within Tarbock) and three Conservation Areas; and
  - Localised shortages of good quality greenspace.
- 6.65** The area priorities listed below reflect the opportunities related to this area which are addressed by the policies within the Core Strategy.

### Halewood

- To provide an appropriate range of new residential development in Halewood, including affordable housing to meet local housing needs;
- To safeguard existing employment areas, including the regionally significant Jaguar Land Rover plant, and to expand this key employment location where appropriate;
- To review the Green Belt boundary to meet development needs for housing development (in accordance with [Policies CS5: Green Belt](#), [SUE1: Sustainable Urban Extensions and Safeguarded Land](#) and [SUE2b: Sustainable Urban Extension – East of Halewood](#)) at two locations to the

- east of Halewood;
- To re-develop and enhance Ravenscourt District Centre as the focal point for Halewood, including appropriate retail facilities, community service provision and a public transport interchange;
  - To enhance connections between Halewood's housing areas and the rest of Knowsley and the wider Liverpool City Region, including to the significant employment opportunities in South Halewood and South Liverpool, and health care facilities such as Whiston Hospital, via an efficient and sustainable local transport system;
  - To support the expansion of Liverpool John Lennon Airport, including the proposed Eastern Access Transport Corridor, subject to appropriate infrastructure improvements and required mitigation measures, including works to the A5300/A562 junction;
  - To protect and enhance the historic character and heritage assets within Halewood, and the rural settlement of Tarbock Village; and
  - To improve the quantity, quality and/or accessibility of existing local greenspace and to maintain and enhance the Green Infrastructure network and areas of environmental importance in Halewood, including the Halewood Triangle strategic green link.

Map 6.4: Halewood



## 7 Sustainable Urban Extensions and Safeguarded Land

- 7.1 This chapter builds on earlier chapters by setting out policies for Sustainable Urban Extensions and Safeguarded Land, which include:
- Policy SUE1: Sustainable Urban Extensions and Safeguarded Land
  - Policy SUE2: Sustainable Urban Extensions – Development Principles
  - Policy SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton
  - Policy SUE2b: Sustainable Urban Extension – East of Halewood
  - Policy SUE2c: Sustainable Urban Extension – South of Whiston and Land South of M62

### Policy SUE1: Sustainable Urban Extensions and Safeguarded Land

- 7.2 As referred to in [Policy CS5](#) and its supporting text, it has been necessary to undertake a review of Green Belt boundaries to identify sufficient land to meet Knowsley's development needs up to and beyond 2028. To meet these requirements a range of Sustainable Urban Extensions have been removed from the Green Belt. This matter is addressed by Policies SUE1, [SUE2](#) and [SUE2a to SUE2c](#).

#### Policy SUE1

#### Sustainable Urban Extensions and Safeguarded Land

- 1) 9 sites (referred to as Sustainable Urban Extensions) have been removed from the Green Belt and are allocated to provide additional land to meet development requirements up to 2028 and beyond. These sites and their proposed primary uses are listed below:
  - a) Bank Lane, Kirkby (residential)
  - b) East of Knowsley Industrial and Business Parks, Kirkby (employment)
  - c) Knowsley Lane, Huyton (residential and employment)
  - d) Edenhurst Avenue, Huyton (residential)
  - e) Land bounded by A58, Prescott (residential)
  - f) Carr Lane, Prescott (residential)
  - g) East of Halewood (residential)
  - h) South of Whiston (residential)
  - i) Land South of M62 (employment and country park)
- 2) Land at Knowsley Village has also been removed from the Green Belt but has been identified as 'safeguarded land'. This site is not allocated for development at the present time.
- 3) Revisions to Green Belt boundaries to accommodate the Sustainable Urban Extensions and safeguarded land referred to in sections 1 and 2 above (and which ensure that the revised boundaries in these locations follow clearly defined physical features) are defined by the Policies Map (see [Sustainable Urban Extension Allocation Profiles at Appendix E](#)). Any detailed Green Belt boundary changes elsewhere in the borough will be defined by the Local Plan:

Site Allocations and Development Policies.

4) Guidance concerning the development of these locations is set out in [Policies SUE2](#) and [SUE2a to SUE2c](#).

5) Proposals for development in areas falling outside the Sustainable Urban Extensions defined above and that will remain in the Green Belt shall be subject to the requirements of [Policy CS5](#).

<b>Policy Links for SUE1</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS9; CS11–CS13; SUE2–SUE2c; CS15–CS27	<b>Strategic Objective Links</b>	SO1–SO3; SO7; SO8
<b>Document Links</b>	North Huyton Action Area SPD; Tower Hill (Kirkby) Action Area SPD; other SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

**7.3** To ensure a consistent approach to identifying sites for release from the Green Belt, Knowsley and Sefton Councils have undertaken a joint Green Belt study<sup>104</sup> while West Lancashire Borough Council has progressed a Green Belt Study with a similar methodology. These studies aim to ensure that the most appropriate locations are chosen to accommodate development needs. This shared approach ensured that the Local Plans for each of the three districts identify sufficient land for development as required by national policy.

**7.4** The Green Belt Study has been supplemented by the Green Belt Technical Report. This report assessed a range of Green Belt locations identified by the Green Belt Study as having potential for development. Based on a breadth of evidence<sup>105</sup> the report recommends that the most sustainable and appropriate of these locations are released to meet development needs. These locations are referred to as either Sustainable Urban Extensions (SUEs) or Safeguarded Land.

---

<sup>104</sup> Knowsley and Sefton Green Belt Study – Final Knowsley Report (Knowsley Council, 2012), available online at [http://www.knowsley.gov.uk/pdf/EB08\\_KnowsleyandSeftonGreenBeltStudy.pdf](http://www.knowsley.gov.uk/pdf/EB08_KnowsleyandSeftonGreenBeltStudy.pdf)

<sup>105</sup> See section 3 of Green Belt Technical Report (Knowsley Council, 2013), available online at [http://www.knowsley.gov.uk/pdf/TR03\\_GreenBelt-Technical%20Report-Submission13.pdf](http://www.knowsley.gov.uk/pdf/TR03_GreenBelt-Technical%20Report-Submission13.pdf)

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

### Development Capacity and Indicative Developable Area

- 7.5** The estimated development capacity of each Sustainable Urban Extension is indicated within their allocation profiles (see [Appendix E](#)).
- 7.6** There are always uncertainties over the rate at which proposed development locations will be delivered and their ultimate development capacity. The Council has therefore identified sufficient locations to cater for current development requirements identified by the evidence base, including 'headroom' to allow a degree of flexibility, which will be subject to ongoing monitoring up to 2028. It also identifies a 'safeguarded location' which is likely to be required for development after that date.
- 7.7** While the locations identified are the most suitable taking account of the five purposes of including land in the Green Belt, some are also subject to varying degrees of other constraint. These include local designations such as Conservation Areas, Local Wildlife Sites (LWS) and Local Geological Sites (LGS) affecting parts of some locations. Most of the land within the sites is unaffected by flood risk. However, the estimated capacity of some of the locations has been adjusted to take account of the extent of Flood Zones 2 and 3 which affect parts of some of the sites. Development outside the indicative developable area and within Flood Zones 2 and 3 will need to satisfy the Exception and/or Sequential Tests depending on the proposed land use for the site in question. Further details on this issue are set out in the Strategic Flood Risk Assessment and in [Policy CS24: Managing Flood Risk](#).
- 7.8** Detailed assessments and capacities for each location are set out in the evidence base, and further information on the Council's approach to Green Belt release is set out in the 'Green Belt' and 'Sustainable Urban Extensions' Technical Reports.

### Safeguarded Land

- 7.9** The safeguarded land at Knowsley Village is not allocated for development before 2028. Planning permission for development in this location will only be granted following a future review of the Local Plan.
- 7.10** The extent of Local Wildlife Site (LWS) 40 Knowsley Park has been amended to reflect updated evidence regarding its ecological value. This LWS lies adjacent to the eastern and southern boundaries of the safeguarded land. This change is reflected on the Policies Map.

### Green Belt Boundaries and Policies Map

- 7.11** The Sustainable Urban Extensions highlighted in Policy SUE1 have been removed from the Green Belt and allocated for development. The boundaries of the sites which are included in updates to the Policies Map are contained within the SUE Allocation Profiles (see [Appendix E](#)).

**7.12** In addition to the Green Belt Study, the Council has completed a Detailed Green Belt Boundary Review<sup>106</sup>, to identify smaller anomalies in the Green Belt boundary. Detailed boundary changes, where they directly relate to a Sustainable Urban Extension, are incorporated into the new Green Belt boundaries for the Sustainable Urban Extensions and Safeguarded Land on the Policies Map. Detailed boundary changes elsewhere in the borough will be identified by the Local Plan: Site Allocations and Development Policies.

---

<sup>106</sup> See Knowsley Detailed Green Belt Boundary Review – Version 3 (Knowsley Council, 2014)

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

### Policy SUE2: Sustainable Urban Extensions – Development Principles

- 7.13** Due to the strategic contribution Sustainable Urban Extensions can make to the Local Plan's objectives it is essential that the release of Sustainable Urban Extensions enables the Council to maintain a consistent rate of housing and employment delivery. It is also important that these areas are developed to a high quality.
- 7.14** Policies SUE2 and [SUE2a–SUE2c](#) inclusive set out the Council's expectations regarding how these Sustainable Urban Extensions will be developed.

#### Policy SUE2

#### Sustainable Urban Extensions – Development Principles

##### Application of the Development Principles

- 1) Development within the Sustainable Urban Extensions must (in no order of priority):
  - a) deliver sustainable development;
  - b) demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision (including, subject to the requirements of [Policy CS27: Planning and Paying for Infrastructure](#), provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the sites);
  - c) be of a high design quality which enhances local distinctiveness and identity (incorporating localised design features where appropriate) and provides high levels of physical and visual integration and connectivity with adjacent urban development (see [Policy CS19: Design Quality and Accessibility in New Development](#));
  - d) be carried out in accordance with the development principles and using any appropriate development assessment tools as required by [Policy CS2: Development Principles](#);
  - e) deliver development (including the principal uses defined in [Policy SUE1: Sustainable Urban Extensions](#)) which will help to meet borough-wide and local needs;
  - f) include appropriate provision for public open space (POS), walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value (see [Policy CS8: Green Infrastructure](#) and [Policy CS21: Greenspaces and Trees](#));
  - g) provide good transport linkages within the relevant Sustainable Urban Extension and with surrounding areas (see [Policy CS7: Transport Networks](#));
  - h) Protect or enhance historic and architectural assets where appropriate (see [Policy CS20: Managing the Borough's Historic Environment](#));
  - i) Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary (see

- [Policy CS24: Flood Risk](#)); and  
 j) Provide a clearly defined edge to the developed area.

**Site-specific Requirements**

- 2) Indicative considerations applicable to the sustainable development of each SUE are listed at [Appendix E: Sustainable Urban Extension Allocation Profiles](#).
- 3) For each of the locations referred to in [Policies SUE2a to SUE2c](#) (Knowsley Lane, Huyton; East of Halewood; and South of Whiston and Land South of M62), the Council will prepare a Supplementary Planning Document, which will provide a proposed spatial development framework for the site together with further details of development and infrastructure requirements.
- 4) Proposals for development within each of these locations will only be granted planning permission where they are consistent with a single detailed master plan for the whole of the Sustainable Urban Extension which is approved by the Council. The master plan should accord with development plan policy and any associated Supplementary Planning Document and may be submitted prior to or with the application. Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, open spaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of all phases of development within the Sustainable Urban Extension in accordance with the single detailed master plan.

**Policy Links for SUE2**

<b>Core Strategy Policy Links</b>	SD1; CS1–CS9; CS11–CS13; SUE1; SUE2a–SUE2c; CS15–CS27	<b>Strategic Objective Links</b>	SO1–SO3; SO7; SO8
<b>Document Links</b>	SPDs and Development Briefs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

**Sustainable Development within Sustainable Urban Extensions**

**7.15** The Sustainable Urban Extensions in conjunction with urban sites have the potential to deliver the required levels of new development up to 2028. These sites present significant development opportunities and it is essential that a

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

comprehensive approach is taken to their delivery, which maximises their contribution to sustainable development, is of a high design quality and enables an efficient use of infrastructure. New development within the Sustainable Urban Extensions should deliver the principal uses defined in [Policy SUE1](#) in a manner which will help meet borough-wide needs and also take account of any local needs (such as in relation to the mix of housing) in the township or community area within which the site is located.

### Release of Sustainable Urban Extensions

- 7.16** To enable housing and employment to be delivered at a consistent rate and to ensure that Knowsley's short term development needs can be met, the Sustainable Urban Extensions are released from the Green Belt on adoption of the Plan. Some employment sites have policy triggers restricting their use to specific target sectors and/or identified needs. The sites are allocated for housing and/or employment development as illustrated on the Policies Map (see [Appendix E: Sustainable Urban Extensions and Safeguarded Land Allocation Profiles](#)).

### Master Planning

- 7.17** To facilitate the development of the three largest and most complex Sustainable Urban Extensions (at Knowsley Lane, Huyton; East Halewood, and South Whiston and land south of M62), further policy guidance is provided within [Policies SUE2a to SUE2c](#). The Council is also preparing Supplementary Planning Documents for these sites which will provide further guidance including a spatial development framework for each site.
- 7.18** All planning applications within these three Sustainable Urban Extensions should be consistent with a single comprehensive master plan for the site which shows how the principles set out in any Supplementary Planning Document which has been adopted by the Council will be delivered. The master plan for each Sustainable Urban Extension should demonstrate appropriate evidence of stakeholder involvement and consultation and provide a comprehensive phased approach to the development of the Sustainable Urban Extension as a whole. The Council will also require a comprehensive approach to the provision of any developer contributions towards infrastructure requirements required to enable the overall development of these Sustainable Urban Extensions.
- 7.19** In the case of the smaller Sustainable Urban Extensions (i.e. those not mentioned in paragraph 7.17 above) the Council does not intend to prepare Supplementary Planning Documents. Planning applications in these locations will however need to demonstrate a comprehensive approach to delivery of development within the site and to the provision of any necessary infrastructure or developer contributions.

### Further Site-specific Guidance

- 7.20** Further guidance for the development of each SUE is contained within their Allocation Profile (see [Appendix E](#)).

## Policy SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton

- 7.21** The Knowsley Lane, Huyton Sustainable Urban Extension is allocated on land between North Huyton and the M57 to the north. The site is approximately 40 hectares in gross area.

### Policy SUE2a

#### Sustainable Urban Extension – Knowsley Lane, Huyton

##### Overall Development Strategy

- 1) The comprehensive development of Land at Knowsley Lane, Huyton will be supported. The site is allocated for:
  - a) New housing development (in the central part of the site) comprising approximately 100 dwellings, to provide a wider choice of housing in conjunction with the wider North Huyton and Stockbridge Village Principal Regeneration Area (see [Policy CS9](#));
  - b) New employment development (in the eastern part of the site) comprising at least 16 hectares of Business Uses (Use Class B1) or other appropriate employment uses within the Liverpool City Region key economic sectors, unless such provision is no longer required based upon evidence of up to date employment land requirements and supply; and
  - c) Public open space comprising outdoor sporting provision and associated amenity space in the western part of the site (see [Policy CS21](#)).
- 2) The employment uses referred to in criterion 1b) must be of a nature which would not cause detriment to the amenity of nearby residents. Any employment uses which fall within the definition of town centre uses as defined in [Policy CS4](#) must be subject to the application of the sequential and impact tests.

##### Specific Development Requirements

- 3) In addition to meeting the generic guidance in [Policy SUE2](#), development within this site should deliver (in no order of priority):
  - a) Appropriate highways access together with a well connected internal road system and traffic mitigation measures;
  - b) Gateway enhancement and associated high quality design at the eastern side of the site adjacent to the M57; and
  - c) Appropriate interface distances between the mix of uses within the site and to existing residential areas at Knowsley Lane and George Hale Avenue to maintain a good standard of amenity.
- 4) Further details of these requirements will be set out in the Supplementary Planning Document for this site referred to in [Policy SUE2](#).

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

## Policy Links for SUE2a

<b>Core Strategy Policy Links</b>	SD1; CS1–CS9; SUE1; SUE2; CS15–CS27	<b>Strategic Objective Links</b>	SO1–SO3; SO8
<b>Document Links</b>	North Huyton Action Area SPD; Other SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

## Developability and Constraints

- 7.22** The Council considers that, based on an assessment of its physical and planning constraints, the land at Knowsley Lane, Huyton, has an indicative development capacity of approximately 100 dwellings and 16 hectares of employment land. The area of the site west of George Hale Avenue has been excluded from the developable area as it is used for outdoor sports provision and is required to meet the Council's standards for this use. This area of the site would otherwise be appropriate for housing development.

## Neighbouring Regeneration Areas

- 7.23** The Knowsley Lane site is on the edge of the North Huyton and Stockbridge Village Principal Regeneration Area, as defined in [Policy CS9](#). Due to the high levels of deprivation in North Huyton and Stockbridge Village and the Council's on going commitment to the regeneration of these areas, the development of the Knowsley Lane site will need to complement and effectively integrate with the re-development of these wider areas.

## Employment Uses

- 7.24** Policy SUE2a specifies that at least 16 hectares of the Knowsley Lane site should be reserved for employment uses to provide a sustainable business park environment to supplement the existing provision nearby at Kings Business Park and meet identified sector needs. Development proposals which would lead to employment land provision being below this amount will not be permitted unless it can be demonstrated that such provision is no longer required having regard to the Council's most up to date Monitoring Report and evidence base. Employment development within the site should be limited to Business uses (within Use Class B1) and other appropriate employment uses within the Liverpool City Region key economic sectors (as listed at paragraph 5.28) provided that these are compatible with nearby residential development. Uses within the LCR key economic sectors that are classified as 'main town centre uses' will be subject to the sequential and impact tests as appropriate.

## Policy SUE2b: Sustainable Urban Extension – East of Halewood

- 7.25** The East of Halewood Sustainable Urban Extension is allocated on two parcels of land to the east of Baileys Lane and Greensbridge Lane. The two sites jointly cover approximately 82 hectares in gross area.

### Policy SUE2b

#### Sustainable Urban Extension – East of Halewood

##### Overall Development Strategy

- 1) The comprehensive development of the land East of Halewood will be supported. The site is allocated for:
  - a) New residential development comprising approximately 1,100 dwellings, to provide a wider choice of housing; and
  - b) Public open space including flood storage and mitigation measures adjacent to Ditton Brook north of the Liverpool–Manchester railway line. Flood mitigation should be delivered in accordance with [Policy CS24: Flood Risk](#) and any future site-specific Flood Risk Assessment.

##### Specific Development Requirements

- 2) In addition to meeting the generic guidance in [Policy SUE2](#), proposals for residential development of the land East of Halewood should deliver (in no order of priority):
  - a) Safe and convenient highways access for the site together with a well connected internal road system and traffic mitigation measures, including any measures needed to address the impact of the development on traffic generation in the wider area;
  - b) Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas including linkages to Halewood District Centre, Sports Centre and Railway Station;
  - c) Key infrastructure and services to meet needs arising from the site and/or appropriate financial contributions for delivery of required infrastructure off-site; and
  - d) Appropriate interface distances within the site and to existing residential areas at Baileys Lane, Greensbridge Lane, Aldersgate Drive, and Lower Road to maintain a good standard of amenity.
- 3) Further details of these requirements will be set out in the Supplementary Planning Document for this site referred to in [Policy SUE2](#).

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

## Policy Links for SUE2b

<b>Core Strategy Policy Links</b>	SD1; CS1–CS8; SUE1; SUE2; CS15–CS27	<b>Strategic Objective Links</b>	SO1–SO3; SO8
<b>Document Links</b>	SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

## Developability and Constraints

- 7.26** The ‘Green Belt’ and ‘Sustainable Urban Extension’ Technical Reports assess the physical and planning constraints relating to the East of Halewood Sustainable Urban Extension and identify an indicative development capacity of approximately 1,100 dwellings to be developed up to 2028.
- 7.27** An existing RSPCA facility and associated area near the south end of the site (off Higher Road) has been excluded from the developable area as it is not available for development. This area would otherwise be suitable for further housing development. An existing school and associated public open space near the centre of the site is also not currently available for development. Any redevelopment of the site will need to consider local requirements for education and public open space provision as well as meet all the other requirements of a high quality development set out in [Policies SUE2](#) and SUE2b). This must also include appropriate flood risk mitigation measures at the north end of the site adjacent to Ditton Brook, and a comprehensive assessment of all other infrastructure requirements needed to serve the site. A key requirement will be to provide good quality linkages by public transport, walking and cycling to the Halewood district centre and sports centre from the site.

## Policy SUE2c: Sustainable Urban Extension – South of Whiston and Land South of M62

- 7.28** The South Whiston and Land South of M62 Sustainable Urban Extension is allocated on land to either side of the M62 and covers approximately 187 hectares in total gross area. This is the largest Sustainable Urban Extension identified in the Core Strategy<sup>107</sup>.

### Policy SUE2c

#### Sustainable Urban Extension – South of Whiston and Land South of M62

##### Overall development strategy

- 1) The comprehensive development of Land South of Whiston and Land South of the M62 will be supported. The sites are allocated for:
  - a) New housing development (north of the M62) comprising approximately 1,500 dwellings, to provide a wider choice of housing;
  - b) New employment development (south of the M62) comprising at least 22.5 hectares of logistics, storage and distribution uses (within Use Class B8) or other appropriate employment uses within the Liverpool City Region key economic sectors subject to application of the sequential and impact tests (where required under [Policy CS4](#)); and
  - c) A country park within the broad extent of the former Cronton Colliery including public open space and the creation of associated footpaths, cycle ways and bridleways.

##### Specific Development Requirements

- 2) In addition to meeting the generic guidance in [Policy SUE2](#), proposals for residential and/or employment development at South Whiston and Land South of the M62 should deliver (in no order of priority):
  - a) Safe and convenient highways access for the sites together with a well connected internal road system and traffic mitigation measures, including any measures needed to address the impact of the development on traffic generation in the wider area;
  - b) Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas including linkages to the former mineral railway line linking Cronton Colliery and Stadt Moers Park and to Whiston railway station;
  - c) Public Open Space (POS) within a wider Green Infrastructure network

---

<sup>107</sup> Although these sites have been removed from the Green Belt as separate allocations by Policy SUE1 (and in Appendix E), their strategic importance to the district combined with the shared infrastructure requirements which will arise from development means that they have been dealt with as a single Sustainable Urban Extension by Policies SUE2 and SUE2c.

## Chapter 7 Sustainable Urban Extensions and Safeguarded Land

- integrating with existing POS, recreational assets, areas of ecological value and the Whiston to Cronton strategic green link (see [Policy CS8: Green Infrastructure](#)); and
- d) Key infrastructure and services, including consideration of requirements for new local retail provision and a primary school of appropriate scale to meet needs arising from the site, and/or appropriate financial contributions to meet these needs off-site.
- 3) Further details of these requirements will be set out in the Supplementary Planning Document for this site referred to in [Policy SUE2](#).

Policy Links for SUE2c			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS8; SUE1; SUE2; CS15–CS27	<b>Strategic Objective Links</b>	SO1–SO3; SO8
<b>Document Links</b>	SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Developability and Constraints

- 7.29** The Green Belt and Sustainable Urban Extensions Technical Reports assess the physical and planning constraints affecting the South Whiston and land south of M62 Sustainable Urban Extension. The reports identify an indicative development capacity of approximately 1,500 dwellings at South of Whiston and 22.5 hectares of employment land at Land South of M62. These capacity estimates take account of constraints within the site allocation including Local Wildlife and Geological Sites. The extent of these designations and the findings of up to date ecological assessments will be considered by the master planning process.
- 7.30** The north eastern part of the land South of Whiston includes Fox’s Bank Lane Cemetery and a wider area with scope for use as expansion land for the cemetery (part of which already has planning permission for this use). All the cemetery expansion land has currently been excluded from the indicative developable area although the extent of the potential future cemetery expansion will be reviewed in the Council’s proposed Supplementary Planning Document. There may be scope for the indicative dwelling capacity to be increased as a result. The detailed master plan for this Sustainable Urban Extension must also take account of the potential need for off site highway and other transport improvements, additional schooling capacity, local shopping needs and other infrastructure needs connected with a development of this scale on this site.

- 7.31** The Council will support proposals for a Country Park within the broad extent of the former Cronton Colliery, proposals for which should integrate effectively with adjacent employment development and provide good quality public access and permeability.

### **Employment Uses**

- 7.32** A small area between Windy Arbor Road and Windy Arbor Brow has been excluded from the indicative developable area although may be suitable for employment development. Further details in relation to this issue will be set out in the proposed Supplementary Planning Document.
- 7.33** Policy SUE2c specifies that at least 22.5 hectares of employment land be provided on land to the South of the M62 as this aligns with the indicative developable area identified as suitable to meet identified sector needs. Delivery of employment land provision above this amount will be supported, where it can be demonstrated that this would contribute to meeting the needs of Liverpool City Region key economic sectors (as identified in paragraph 5.28, subject to the application of sequential and impact tests for 'main town centre uses' as appropriate) and would be compatible with development of a Country Park within the former colliery. The Council's proposed Supplementary Planning Document will consider the implications of mixed uses within this part of the site in further detail.

# **Thematic Policies and Delivery**

---



## 8 Balancing the Housing Market

**8.1** This chapter builds upon earlier chapters by setting out more detailed policies which aim to re-balance Knowsley's housing market so that it better caters for people who live in the borough or who wish to do so. The chapter contains four policies:

- Policy CS15: Delivering Affordable Housing
- Policy CS16: Specialist and Supported Accommodation
- Policy CS17: Housing Sizes and Design Standards
- Policy CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople

### Policy CS15: Delivering Affordable Housing

**8.2** There are established issues regarding the affordability of housing in Knowsley, based on the difficulties faced by many local householders in buying or renting a dwelling which suits their needs. These difficulties are associated with low income levels (relative to the cost of housing) and the difficulty that some householders face in obtaining housing finance. Therefore, there is a need to seek to deliver, as well as a better choice of market housing, additional affordable housing solutions within the borough.

**8.3** The terms 'affordable housing', 'social rented housing' and 'intermediate housing' are defined in [Appendix B: Detailed Definitions](#).

### Policy CS15

#### Delivering Affordable Housing

##### Affordable Housing provision

- 1) Within all proposed market sector housing developments which have a capacity of 15 dwellings or more, a minimum provision of affordable housing will be sought as follows: 10% on sites within the current urban area; and 25% on sites identified as Sustainable Urban Extensions within [Policies SUE1 to SUE2c](#). The application of these requirements will be subject to the following:
  - a) A lower proportion of affordable housing will only be permitted where it is clearly demonstrated that affordable housing provision is being maximised within the development and that achieving provision at the levels set out above would render the development not economically viable (in accordance with [Policy CS27](#));
  - b) Affordable housing should be provided on site and must be fully integrated with and not distinguishable from market housing provided. It must be demonstrated that affordable housing will be secured and delivered alongside the market housing;
  - c) In exceptional circumstances where on-site provision is not suitable or feasible, the Council will accept off site provision or a financial contribution in lieu of provision;

- d) Demonstrable sub-division of adjoining sites, manipulation of site layouts and/or building at lower densities to avoid compliance with the requirement for affordable housing provision will be not be acceptable;
- e) The tenure of affordable housing provided will be informed by evidence regarding local housing needs;
- f) All new affordable housing delivered through this policy should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision; and
- g) The size and design of new affordable housing provided should comply with [Policy CS17: Housing Sizes and Design Standards](#).

**Securing Affordable Housing Contributions**

- 2) The Council will seek in-kind or financial contributions from developers to secure affordable housing provision, through an appropriate legal agreement or other mechanism as appropriate. Further details are set out in [Policy CS27: Planning and Paying for New Infrastructure](#), a proposed Developer Contributions Supplementary Planning Document and/or a Community Infrastructure Levy Charging Schedule.

**Partnership Working with Registered Providers**

- 3) The Council will work with Registered Providers and other agencies to provide new affordable housing developments, using available public sector funding streams. Support will be given to Registered Providers in making the most efficient use of housing stock and land holdings, by supporting renewal initiatives and addressing issues of housing vacancy, under- and over-occupation.

**Policy Links for CS15**

<b>Core Strategy Policy Links</b>	SD1; CS1–CS3; CS16–CS18; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO2
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Developer Contributions SPD; potential Community Infrastructure Levy Charging Schedule.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Housing Affordability

- 8.4** Knowsley's housing market is mixed, and includes a range of both market and affordable housing. However, available evidence clearly demonstrates that the affordability of housing for local people is an issue in the borough, alongside the need for additional homes across all sectors. [Policy CS3: Housing Supply, Delivery and Distribution](#) seeks to secure overall housing growth, and is complemented by Policy CS15, which seeks to ensure that a sufficient component of this housing growth is affordable, through the operation of a developer contribution policy for this purpose.
- 8.5** Policy CS15 has been set with regard to evidence of the scale of affordable housing need<sup>108</sup> and to ensure that the required level of affordable housing is set at an appropriate level so as not to detrimentally affect the economic viability of market housing schemes<sup>109</sup>. This evidence suggests that there is generally a higher level of development viability in the proposed Sustainable Urban Extensions (see [Policies SUE1 to SUE2c](#)) than in existing urban areas. Policy CS15 therefore sets a variable target of 10% or 25% affordable housing provision according to which of these types of site are involved in specific cases.

### Delivery and Viability

- 8.6** The policy also enables the target to be varied in circumstances where the developer can demonstrate, with clear and transparent evidence, that meeting the target would render the specific development economically unviable. The policy has been set with regard to borough-wide economic viability. Any proposals to relax the 25% or 10% requirements set out in the policy will need to be justified having regard to specific and independently verifiable evidence concerning the viability of the development proposal. Similarly, the developer will need to demonstrate exceptional circumstances in the instance that off-site or financial rather than on-site provisions are sought. Such circumstances will need to be set out clearly in relation to development-specific constraints and/or economic viability. This is in order that the affordable housing provided is mixed with the market housing, thereby meeting plan objectives around the provision of balanced and sustainable residential communities. [Policy CS27: Planning and Paying for New Infrastructure](#) sets out in more detail how developer contributions will operate within the borough. This will be supplemented by a Developer Contributions SPD and/or a Community Infrastructure Levy Charging Schedule.
- 8.7** The Council will scrutinise planning applications to ensure that developers have not taken deliberate steps to avoid compliance with Policy CS15. Such steps may

---

<sup>108</sup> See 'Knowsley Housing Needs Assessment Update' (DCA, 2009), available online at [http://www.knowsley.gov.uk/pdf/EB05\\_KnowsleyHousingNeedsAssessment.pdf](http://www.knowsley.gov.uk/pdf/EB05_KnowsleyHousingNeedsAssessment.pdf), and 'Knowsley Strategic Housing Market Assessment' (DCA, 2010)

<sup>109</sup> See Knowsley Economic Viability Assessment (Keppie Massie, 2012), available online at [http://www.knowsley.gov.uk/pdf/EB06\\_KnowsleyEconomicViabilityAssessment-2012.pdf](http://www.knowsley.gov.uk/pdf/EB06_KnowsleyEconomicViabilityAssessment-2012.pdf)

include sub-division of development sites, such that the number of dwellings within each parcel falls below the policy threshold, or manipulation of site layouts to reduce the number of dwellings which would normally have been provided.

### **Affordable Housing Tenure**

- 8.8** The Council's evidence base indicates that the tenures of affordable housing should be mixed in order to meet local housing needs. In general terms the evidence<sup>110</sup> currently shows a need across Knowsley for a tenure split of 75% affordable rent and 25% intermediate housing.
- 8.9** This position will be updated with regard to findings of monitoring processes, newly emerging evidence regarding local housing needs, or to reflect the emergence of new types of affordable housing products. When assessing proposals within which affordable housing is being sought on or off site the Council will apply a tenure split which is based on the latest evidence of need and is consistent with the objective of re-balancing the housing stock. The Council may also consider the extent to which the net amount of affordable housing that can viably be delivered is affected by the tenure mix of housing that is to be provided.
- 8.10** When affordable housing is proposed to be delivered in connection with market housing developments, the Council will normally seek a legal agreement to ensure that the affordable housing provided remains at an affordable price for future eligible households or that any subsidy is recycled for alternative affordable housing provision.
- 8.11** Policy CS15 complies with the Council's Housing Strategy<sup>111</sup>, Empty Homes Strategy and other supporting strategies.

---

<sup>110</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010)

<sup>111</sup> Knowsley Housing Strategy, 2011–2014 (Knowsley Council, 2011)

### Policy CS16: Specialist and Supported Accommodation

- 8.12** In Knowsley, there is an established shortage of housing which is available to meet the needs of those who require specialist or supported accommodation. This is particularly important when considering the likely changing housing needs up to 2028, including the very significant projected increase in the numbers of older people requiring housing in Knowsley.
- 8.13** A definition of what is meant by 'specialist and supported accommodation' is given in [Appendix B: Detailed Definitions](#).

#### Policy CS16

##### Specialist and Supported Accommodation

- 1) To meet the needs of households requiring specialist housing or supported accommodation, the Council will work with partners to:
  - a) Make better use of the current housing stock through improvements to its quality, remodelling or replacing existing accommodation to meet changing needs;
  - b) Support non-accommodation based interventions, intended to achieve sustainable independence for individuals; and
  - c) Develop integrated social well-being, housing and planning strategies which seek to holistically address specialist housing needs and demands.
- 2) The Council will provide or support the provision of new specialist and supported residential accommodation, which will:
  - a) Be located in an appropriate environment, near to highways and public transport links and local amenities;
  - b) Feature ease of access for those with mobility, physical or sensory disabilities;
  - c) Facilitate opportunities to align residential facilities with health and social care services
  - d) Be well-designed and attractive, in compliance with [Policy CS19: Design Quality and Accessibility in New Development](#) and takes account of consultation with relevant community groups and/or potential occupiers; and
  - e) Feature an appropriate mix of tenures, including affordable and market units.

### Policy Links for CS16

<b>Core Strategy Policy Links</b>	SD1; CS1–CS3; CS15; CS17; CS19; CS22; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO2, SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Design Quality in New Development SPD and other SPDs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Delivery of Specialist and Supported Accommodation

- 8.14** National planning policy identifies the need to recognise the specific housing requirements of older people and different groups in creating mixed and sustainable communities.
- 8.15** The Knowsley Strategic Housing Market Assessment identifies that Knowsley's housing market requires re-balancing to better meet the needs and demands of those living in Knowsley. It indicates that the significant anticipated growth in the population aged over 65 in Knowsley will have major impacts on demands for appropriate housing and support services for this age group. As a consequence, there is a need to provide appropriate housing, including bungalows, and specialist housing like sheltered housing and supported or extra care housing.
- 8.16** In some cases, where it is not possible to provide new accommodation, this may mean adopting a flexible approach to altering and/or extending existing properties. In addition, it is recognised that non-accommodation based interventions may present the most favourable solution for those requiring specialist housing, including the potential for joined up activities between the Council and its partners, which may assist those with specialist needs to remain in their existing homes.

## Policy CS17: Housing Sizes and Design Standards

- 8.17** Knowsley has a wide range of existing housing, but this may not always meet the needs of existing or newly forming households, due to the unsuitability of the type or size of housing. In order to better provide for those living in, or seeking to live in Knowsley, there is a need to address existing imbalances.

### Policy CS17

#### Housing Sizes and Design Standards

##### Achieving a Mix of Housing Sizes

- 1) An appropriate mix of dwelling sizes will be sought across the borough, having regard to evidence of local housing needs and the monitoring of housing completions (see Table 8.1: Mix of dwelling sizes for new housing in Knowsley).
- 2) For individual residential developments of 15 dwellings or more, developers must demonstrate how their scheme contributes to the re-balancing of Knowsley's housing market in terms of the size of dwellings provided.
- 3) For smaller residential developments, a mix of housing sizes should be provided which complement the overall mix available in the area.

##### Residential Design Standards

- 4) All new residential development in Knowsley will be encouraged to comply with the following design standards (or equivalent replacement standard):
  - a) Building for Life standards;
  - b) Lifetime Homes design criteria; and
  - c) Specific design and sustainability guidance in [Policy CS19: Design Quality and Accessibility in New Development](#), [Policy CS22: Sustainable and Low Carbon Development](#) and relevant Supplementary Planning Documents<sup>112</sup>.

<sup>112</sup> Including Design Quality in New Development Supplementary Planning Document, Developer Contributions Supplementary Planning Document; Householder Developments Supplementary Planning Document and other SPDs as appropriate.

<b>Policy Links for CS17</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS3; CS15; CS19; CS22; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO2, SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Design Quality in New Development SPD; Monitoring Report; Developer Contributions SPD and other SPDs as appropriate.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

**8.18** Reflecting national planning policy, Policy CS17 seeks to provide balanced and mixed residential communities, with an appropriate mix of housing sizes and types, to better meet a range of housing needs and demands, across different tenures. Policy CS17 also emphasises the need for new residential development to be of a high quality in terms of design standards and sustainability.

### Housing Sizes

**8.19** The Council's evidence base<sup>113</sup> has assessed the existing housing stock in the borough and made recommendations about the types and sizes of housing that need to be delivered across the plan period, in order to re-balance the housing market. The findings of the evidence are set out in Table 8.1.

**Table 8.1: Mix of dwelling sizes for new housing in Knowsley**

<b>Housing Type/Size</b>	<b>1-bedroom</b>	<b>2-bedroom</b>	<b>3-bedroom</b>	<b>4-bedroom plus</b>
Market Housing	10%	30%	40%	20%
Affordable Housing – Social Rented	20%	50%	20%	10%
Affordable Housing – Intermediate	20%	70%	10%	0%
<i>Provision of new bungalows is also required across all housing types and sizes</i>				

<sup>113</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010)

- 8.20** Through the planning application process, new residential developments will need to demonstrate how the size of dwellings provided contributes towards re-balancing the housing market across the borough, and that the mix of sizes is suitable for the locality of the development. This should be undertaken with regard to the available and up-to-date evidence<sup>114</sup>. Policy CS17 seeks to maintain flexibility so that new residential development can respond to the particular characteristics of a development site, and a range of different types of residential development schemes (e.g. family houses, apartments, sheltered housing schemes) can be reasonably accounted for.

### Residential Design

- 8.21** More information regarding the design standards listed in Policy CS17 is given below. These standards may be replaced during the plan period; the Council will take into account any revisions to the standards, and if necessary, adapt its approach by reviewing this policy or providing supplementary guidance in a future Local Plan document or SPD.
- 8.22** Building for Life: Building for Life represents the industry standard for well-designed homes and neighbourhoods, endorsed by Government. In 2013, an updated Building for Life scheme was launched by the Home Builders Federation, Design for Homes and Cabi at the Design Council, known as 'Building for Life 12'. This scheme includes twelve criteria which are rated for each development using a traffic light system. 'Amber' and 'red' outcomes indicate that the scheme will need to be changed, whilst a 'green' outcome indicates that the criteria have been fully met. If it is agreed between the developer, stakeholders and the Council that all criteria have been met the scheme will be eligible for Building for Life 12 'Diamond status'. The Council supports the undertaking of Building for Life 12 and the meeting of all 12 criteria will be encouraged.
- 8.23** Lifetime Homes: The Lifetime Homes design criteria<sup>115</sup> are widely recognised by local authorities, developers and partners and provide a mechanism to ensure that new housing development is suitable for the changing needs of individuals and families over the course of a lifetime. The Lifetime Homes standard is awarded to schemes which meet all sixteen of the Lifetime Homes design criteria. This approach will ensure that accommodation for older people is flexible enough to respond to accessibility needs for the less mobile.

---

<sup>114</sup> For example, an update or review of the Knowsley Strategic Housing Market Assessment or evidence which may emerge from the Council's monitoring processes

<sup>115</sup> Available to view online at the Lifetime Homes website at <http://www.lifetimehomes.org.uk>

## Policy CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople

- 8.24** Available evidence indicates an established need within the Liverpool City Region for additional accommodation for Gypsy and Traveller and Travelling Showpeople communities<sup>116</sup>. In accordance with national policy, the accommodation of these groups should be addressed as part of planning for new residential development.

### Policy CS18

#### Accommodation for Gypsies and Travellers and Travelling Showpeople

##### Development of Sites

- 1) Proposals for the development of sites for the accommodation of Gypsies, Travellers or Travelling Showpeople will need to demonstrate the following, which will apply equally to sites for permanent or transit use:
  - a) An appropriate site design and layout, including sufficient space for marked pitches, parking, on-site facilities, amenity space and internal circulation, in accordance with national guidance<sup>117</sup>;
  - b) Suitability of the site in terms of accessibility, including vehicular and pedestrian access;
  - c) Ease of access to local centres, health services, education facilities, public transport nodes and employment opportunities;
  - d) Availability of a sufficient level of supporting physical infrastructure, including ensuring the site can be served by adequate electricity, water, sewerage and other utilities connections;
  - e) Suitability of physical environmental conditions for site occupation, including ground conditions and minimised flood risk;
  - f) Ability to maintain or improve local environmental quality and character, including landscape character and (where applicable) consistency with the purposes of including land within the Green Belt; and
  - g) Compatibility of site occupation with surrounding land uses.
- 2) The relative attractiveness of locations for travelling communities, including proximity to existing sites and extended family households, the availability of alternative accommodation, and the ability to co-exist with existing settled communities, will be considered. It will also need to be demonstrated that the site can be appropriately managed and maintained throughout the period of its occupation.
- 3) Sites for the accommodation for Travelling Showpeople should also account for

<sup>116</sup> Defined in Annex 1 of DCLG Publication 'Planning policy for traveller sites' (DCLG, 2012, updated version 2015) available online via <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>) and in Appendix B 'Detailed Definitions'

<sup>117</sup> 'Planning for traveller sites' (DCLG, 2012) or supplementary or replacement guidance

their specific requirements for mixed commercial and residential use and the availability of facilities for on-site equipment and vehicle storage and maintenance, including larger plot sizes.

- 4) The Council's approach to planning for Gypsies and Travellers and Travelling Show People will capitalise on opportunities to work with other Council service areas and partners to provide integrated support for such communities.

#### Identifying Sites

- 5) The Council will establish the level of need for a site or sites in Knowsley for the accommodation of Gypsies and Travellers and/or Travelling Showpeople with reference to up-to-date evidence. Due consideration will be given to the size of the site(s) required and the number of pitches which will need to be accommodated, with reference to the available evidence of need and demand for new accommodation, and any appropriate viability issues. In line with national policy, the target for accommodation to be provided, including appropriate five year requirements, and the location of any site(s) required to meet the target will be identified in the Local Plan: Site Allocations and Development Policies, using the criteria in this policy for guidance.

#### Policy Links for CS18

<b>Core Strategy Policy Links</b>	SD1; CS1–CS3; CS15–CS17; CS22–CS26; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO2, SO9
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

#### Accommodation for Gypsies, Travellers or Travelling Showpeople

- 8.25** National planning policy<sup>118</sup> requires local authorities to plan positively for the needs of Gypsy and Traveller and Travelling Showpeople communities. The central aim of Policy CS18 is to ensure that travelling communities occupy sites which are sustainable and meet their needs in terms of access to physical, social and community infrastructure.

<sup>118</sup> 'Planning policy for traveller sites' (DCLG, 2012)

## Identification and Development of Sites

- 8.26** There are currently no authorised sites for Gypsy and Traveller accommodation in Knowsley. The most recent available local evidence<sup>119</sup> concluded that a number of pitches across the Liverpool City Region, including a comparatively small number within Knowsley, would be required to meet longer term needs for Gypsies and Travellers. Policy CS18 recognises that responding to an up-to-date and accurate evidence base which is supported by travelling communities is a critical element of planning to meet such needs.
- 8.27** The Council will therefore maintain an up-to-date evidence base on this matter, accounting for evidence previously collected through the Merseyside GTAA, regionally collated evidence<sup>120</sup>, and also for any newly collected evidence about the need and demand for accommodation in Knowsley. The Council will then finalise its approach to planning for travelling communities, including setting plan period and five year pitch targets, and if appropriate, outline the size of site(s) which will be required, in line with national policy. Should the need for a site or sites be identified, this will be allocated within a subsequent Local Plan document, using the criteria in Policy CS18 to identify an appropriate location(s). Particular emphasis will be placed on ensuring that any proposed site is viable in terms of size and location and that it would be attractive to travelling communities, and hence deliverable in planning terms.
- 8.28** Outside this process, Policy CS18 primarily sets local criteria for consideration of any planning applications for Gypsy and Traveller and Travelling Showpeople accommodation that may be lodged with the Council, to be considered alongside national policy on this matter.

---

<sup>119</sup> Merseyside Gypsy and Traveller Accommodation Needs Assessment (Salford Housing & Urban Studies Unit, 2008)

<sup>120</sup> Collected as part of a proposed Partial Review into the Regional Spatial Strategy in 2010

## 9 Promoting Quality of Place

9.1 This chapter builds upon the vision, objectives and policies presented in earlier chapters and aims to promote a better quality of place to attract and retain residents and businesses and promote the creation of attractive, sustainable neighbourhoods. The chapter contains three policies:

- CS 19: Design Quality and Accessibility in New Development
- CS 20: Managing the Borough's Heritage
- CS 21: Urban Greenspaces

### Policy CS19: Design Quality and Accessibility in New Development

9.2 The Vision (as set out in [Chapter 3: Vision and Objectives](#)) aims to ensure that Knowsley has successful suburban townships which provide a sense of place and community. There is considerable scope for new development to improve the quality of place and character within Knowsley, by promoting attractive design of new buildings and spaces.

#### Policy CS19

##### Design Quality and Accessibility in New Development

- 1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:
  - a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;
  - b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;
  - c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;
  - d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate); and landscaping which promotes biodiversity and integrates existing local habitats;
  - e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
  - f) Integrate effectively with existing development and link to existing shopping and service provision; and
  - g) Demonstrate community engagement during the design phase of major development proposals.
- 2) To maintain a good standard of amenity for all existing and future occupants of

- land and buildings, development proposals will be required to:
- a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers;
  - b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security; and
  - c) Accommodate future maintenance and long term management requirements.
- 3) To address the challenges of climate change and future changes in social, economic and environmental priorities, new development should integrate:
    - a) Sustainable design principles, with regard to [Policy CS17: Housing Sizes and Design Standards](#) and [Policy CS22: Sustainable and Low Carbon Development](#) as appropriate;
    - b) Biodiversity (in accordance with [Policy CS8](#));
    - c) Flood risk mitigation (in accordance with [Policy CS24](#));
    - d) Waste recycling; and
    - e) Energy and resource efficiency.
  - 4) Further guidance on these issues will be provided in the Local Plan: Site Allocations and Development Policies document and Supplementary Planning Documents as appropriate.

<b>Policy Links for CS19</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1–CS6; CS8; CS17; CS20–CS23; CS24; CS27; SUE1–SUE2c	<b>Strategic Objective Links</b>	SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Design Quality in New Development SPD; Ensuring a Choice of Travel SPD; other SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Enhancing Local Distinctiveness, Identity and Accessibility

- 9.3** In order to enhance Knowsley's existing built and natural environment, improve local distinctiveness and make areas more attractive, sustainable, safer and better connected, it is necessary to establish high standards of design and accessibility. A positive image for Knowsley is vital to encourage investment and to improve

quality of life for residents. Image is strongly influenced by buildings, spaces and cultural landmarks with the approach seeking to reflect positive characteristics of immediate surroundings including the importance of responding to, complementing and integrating views and scenery, particularly of natural landscapes.

- 9.4** The general principles within the policy seek to ensure that new development enhances the ‘quality of place’ in Knowsley. Identifying specific priority areas will allow the Council to encourage the most innovative and creative designs in areas that have the greatest impact in raising the image of Knowsley and attracting new residents and investment. Raising the design quality of key gateways, town centres and transport corridors will improve the area for residents, visitors and potential investors by providing a more positive and welcoming impression.
- 9.5** National planning policy also seeks to ensure that new development is easily accessible by a choice of walking, cycling and public transport, appropriate to the scale and type of development proposed. This can be managed either through choice of location for new development or developers agreeing to manage transport for their scheme in the most efficient way, including appropriate funding contributions towards improvements to the transport network. Transport Assessments and Green Travel plans are examples of information that may be required as part of a planning application to achieve this objective.

#### Protecting Local Amenity

- 9.6** The design of new development should avoid unacceptable impacts which affect the amenity and living conditions of occupiers of buildings. Such effects can include generation of noise, light and air pollution and harmful overbearing and loss of privacy through overlooking.
- 9.7** Good quality design helps to reduce crime and the fear of crime and thereby promote vibrant, safe and cohesive communities in which people will want to live. The requirements of Policy CS19 complement principles in ‘Secured by Design’ – a police initiative to encourage the building industry to create a safer and more secure environment by appropriate design of new development<sup>121</sup>.
- 9.8** The effective internal and external design of buildings, including orientation, layout of rooms, appropriate drainage, position of windows and use of appropriate materials can reduce the need for future maintenance and the burden of long term management.

#### Addressing the Challenges of Climate Change and Social, Economic and Environmental Priorities

- 9.9** The policy approach to design quality and accessibility in new development is supported by Government policy and guidance. As part of this, the Council

---

<sup>121</sup> For more details see <http://www.securedbydesign.com/>

encourages the use of national accredited standards, including 'Building for Life'<sup>122</sup> and the 'Lifetime Homes Standard'<sup>123</sup>, (see also [Policy CS17: Housing Sizes and Design Standards](#) and [Policy CS22: Sustainable and Low Carbon Development](#)). Separate sustainable design standards are encouraged for non-residential buildings through BREEAM<sup>124</sup>.

- 9.10** In addition, the design of development will be expected to support and integrate biodiversity enhancements, flood risk mitigation, energy/resource efficiency and waste recycling requirements, to accord with [Policy CS8: Green Infrastructure](#), [Policy CS24: Managing Flood Risk](#) and [Policy CS26: Waste Management](#).

#### **Additional Guidance**

- 9.11** The Council will set out further guidance on design issues in proposed SPDs including that on Design Quality in New Development and through a review of the current 'Ensuring a Choice of Travel' SPD (adopted in 2010). These will define gateways and movement corridors, which are not identified specifically in the Local Plan Core Strategy. Maintaining a strategic design policy and then establishing more detailed design criteria for local character areas via SPDs ensures flexibility for innovative solutions to adapt to local characteristics and varying circumstances.

---

<sup>122</sup> Building for Life 12 (Design Council, 2012), available online at [http://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012\\_0.pdf](http://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012_0.pdf)

<sup>123</sup> Lifetime Homes - Revised Criteria (Habinteg, 2010), available online via <http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>

<sup>124</sup> Building Research Establishment Environment Assessment Methodology – see <http://www.breeam.org>

## Policy CS20: Managing the Borough's Historic Environment

- 9.12** Effective protection of Knowsley's historic buildings and conservation areas is important, as these contribute to quality of place, local distinctiveness, and a greater understanding of the past and provide an opportunity to promote Knowsley's historic environment.

### Policy CS20

#### Managing the Borough's Historic Environment

- 1) Development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including Listed Buildings, Conservation Areas, Historic Parks and Gardens and archaeological remains, together with other local areas, buildings and structures of historic importance. The Council will:
  - a) Require preservation of the local distinctiveness and character of historic assets through sensitive design of new development, including appropriate integration with their setting and immediate landscape;
  - b) Prevent demolition and/or development which would result in substantial harm or the loss of a designated historic asset or its setting, unless the proposal would result in substantial public benefits which clearly outweigh the harm or loss;
  - c) Where a development proposal will result in less than substantial harm to a designated heritage asset or its setting, assess such harm against the benefits of the proposal;
  - d) Facilitate long term conservation and enhancement of local assets and areas of historic importance, including through the preparation of Conservation Area Management Plans.
- 2) The re-use of vacant and underused historic assets will be encouraged, with favourable consideration given, where appropriate, to proposals which will:
  - a) Enable a use for a purpose sympathetic to its conservation;
  - b) Retain or introduce public access; and
  - c) Enhance the importance of the asset for local tourism, leisure or the economy.
- 3) Development proposals on sites which include, or are considered to have the potential to include, heritage assets or comprising archaeological interest, should be accompanied by a heritage impact statement.
- 4) Locally important historic assets which are not subject to statutory designation will be identified in a local list and will be afforded consideration in the decision making process.

## Policy Links for CS20

<b>Core Strategy Policy Links</b>	SD1; CS1–CS6; CS8; CS14; CS19; CS21; CS22; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO5
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Design Quality in New Development SPD; other SPDs as appropriate; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Preserving and Enhancing the Historic Environment

- 9.13** In dealing with new development proposals, the Council frequently needs to strike a balance between the protection of the built heritage and the need to allow original architecture and buildings that meet the needs of modern businesses and residents. National planning policy establishes a presumption in favour of conserving designated heritage assets (such as Listed Buildings, Conservation Areas, Historic Parks and Gardens) and that the more significant the designated heritage asset is, the greater the presumption in favour of its conservation should be.
- 9.14** Policy CS20 intends to secure appropriate integration of development with Knowsley's heritage assets and provide a positive approach to their future management to safeguard their preservation. This approach will support the area priorities identified for: 'Huyton and Stockbridge Village'; 'Kirkby'; 'Prescot, Whiston, Cronton and Knowsley Village'; and 'Halewood' and supplement the more general guidance in [Policy CS19: Design Quality and Accessibility in New Development](#) (which applies to all developments).

### Conservation Areas

- 9.15** The designation of an area as a Conservation Area ensures that important local buildings are protected from unauthorised demolition and that new development is expected to integrate appropriately with the special character of the area, even if previous unsympathetic developments exist. The general presumption is always in favour of the preservation of buildings or structures that make a positive contribution to the character and appearance of a Conservation Area. This approach is not intended to prevent change or development, but to ensure that where change does take place, it helps to preserve or enhance the special character of the area. The Council's 15 Conservation Area Appraisals undertaken in 2005 (identified in [Chapter 2: Knowsley – The Place](#)) are subject to potential

review<sup>125</sup>. These will be used to develop more detailed Conservation Area Management Plans and proposals for a five year period within a Historic Environment Strategy. This approach would define different types of intervention and management for each area and thereby strengthen their local distinctiveness. It will also help address the issues which have led to two of the areas (Prescot Town Centre and South Park Road, Kirkby) being considered to be 'at risk' and provide a review of statutory listings and designations. This will include a review of existing Conservation Area boundaries.

### Listed Buildings

- 9.16** Designation of a building or other structure as a Listed Building means that consent is required for its demolition, or for any works of alteration or extension, either internal or external which would affect its special interest. The Council will take positive action to secure the retention, repair, maintenance and continued use of Listed Buildings and ensure new buildings within the curtilage of, or close to, a Listed Building respect its setting and immediate landscape. Listed Buildings are important to Knowsley's historic and cultural heritage and once lost, cannot be replaced. Knowsley's Listed Buildings (see [Chapter 2: Knowsley – The Place](#) and [Chapter 6: Area Priorities](#)) are considered to have a special architectural and/or historical character that is worthy of preservation. Although none of the Listed Buildings in Knowsley are on the national buildings at risk register and there are currently no designated ancient monuments, the intention of Policy CS20 is to ensure that provisions are in place to manage any change in circumstance of existing heritage assets, together with any additional designations which may be identified during the plan period.

### Historic Parks and Gardens

- 9.17** Parts of the Knowsley Hall Estate and Croxteth Park also form an important part of Knowsley's heritage, being included on the English Heritage Register of Parks and Gardens, and are covered by Policy CS20. All development within or close to these areas will be expected to be carefully designed and sited so as to avoid harm to their special character.

### Historic Environment Strategy, Local Listing and Archaeology

- 9.18** The Historic Environment Strategy is intended to include a comprehensive assessment of historic and architectural assets in the area and their settings including their historical significance, physical status, opportunities for enhancement and expansion, and contribution to the delivery of other sustainable development objectives. This includes consideration of the potential to identify new sites of historic or archaeological interest to which Policy CS20 will apply, with the

---

<sup>125</sup> At the time of adoption, Conservation Area Appraisals and Management Plans had been updated for Prescot Town Centre (2012), The Orchard (2014), Victoria Road and Huyton Church Road, and Roby (both 2015).

process intended to inform designations within the Local Plan: Site Allocations and Development Policies.

- 9.19** Other important areas and historic buildings and structures in Knowsley are also valuable to local distinctiveness and character, despite falling outside of national statutory designations, and therefore the policy ensures an appropriate approach with an expectation that their character will be integrated with new development. The Council will support this approach by producing a local list of buildings which are important in a local context because of their contribution to the area's character, with supplementary policy guidance provided via the Design Quality and New Development SPD.
- 9.20** Knowsley contains a number of important archaeological remains which are important historical assets. New development should take into account the need to preserve or record archaeological remains. Where evidence suggests that development could affect archaeological remains, the developer will be required to arrange investigations to assess their character, condition and extent. In the event, that remains are identified as of specific importance, the developer may be required to design the development to enable preservation in-situ, or if appropriate arrange for the excavation, recording, analysis and reporting of the remains.

## Policy CS21: Greenspaces and Trees

- 9.21** Knowsley's Green Space Strategy<sup>126</sup> provides the following vision for greenspaces:

*'A linked, preserved and enhanced network of good quality greenspaces that excite and inspire communities and contribute towards the creation of vibrant, healthy and sustainable neighbourhoods across Knowsley.'*

- 9.22** An appropriate quantity of diverse, accessible and high quality open and greenspaces can contribute significantly to people's quality of life, the overall achievement of prosperous, vibrant and sustainable neighbourhoods and enhancement of Knowsley's image. Open and greenspaces have a key role in the protection of the environment, providing habitats for flora and fauna, and enhancing the health and wellbeing of communities by encouraging physical activity and exercise.

### Policy CS21 Greenspaces and Trees

#### Greenspace protection

- 1) In supporting the wider Green Infrastructure functions of urban greenspace in accordance with [Policy CS8](#), the Council will provide and maintain quantitative, qualitative and accessibility standards for different types of public open space.
- 2) New development which would result in the loss of urban greenspace, will not be permitted unless at least one of the following criteria are met:
  - a) A surplus of provision for all types of greenspace would be maintained relative to local standards;
  - b) The land is considered unsuitable in terms of size, location or character to prevent or address individual deficiencies of different types of greenspace relative to local standards;
  - c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility;
  - d) The development is required to improve greenspace provision or for ancillary facilities to support sport or recreation; or
  - e) Where the proposal relates to the loss of indoor or outdoor sports provision, and there is no evidence of future or continuing need for sports use, or alternatively only land incapable of forming a playing pitch or sporting facility is affected and its release accords with either clause 2)a) or 2)b).
- 3) Irrespective of whether criteria in 2) are met, unless the benefits of a proposal clearly outweigh the loss of urban greenspace, development will be resisted where it would significantly harm any existing or potential special qualities of

<sup>126</sup> The Knowsley Green Space Strategy 2010–2014 (Knowsley Council, 2010)

greenspace in the area in terms of:

- a) Visual amenity;
- b) Residential amenity;
- c) Biodiversity and environmental benefits;
- d) Historical, cultural or community value;
- e) Recreational benefits; or
- f) Physical and/or visual linkages between adjoining urban greenspaces.

### **Local Greenspace Standards**

- 4) The quantitative and accessibility standards for the provision of public open spaces within Substantial Residential Areas are set out in Table 9.1: Substantial Residential Area (SRA) Standards for Greenspace Quantity and Accessibility for the following greenspace typologies:
  - a) Park and Garden;
  - b) Amenity Greenspace;
  - c) Provision for Children and Young People; and
  - d) Allotments.
- 5) The Council's quantitative standards for Outdoor Sports Provision are set out in Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility and seek to maintain an appropriate range of sites and address quantitative needs for individual sports at a Community Area level.
- 6) The Council will keep the standards of provision referred to above under review and if necessary publish revised standards in a future Local Plan document or Supplementary Planning Document.

### **Accessible and Quality Greenspaces**

- 7) The Council will support improvements to existing and new areas of greenspace in accordance with best practice standards<sup>127</sup>, to achieve the following requirements:
  - a) Accessible, safe and secure locations for all members of the community to use;
  - b) Clean and well maintained facilities, equipment and open spaces; and
  - c) Conservation of natural features, wildlife, fauna, landscapes, buildings and other structural features, as appropriate.
- 8) When considering proposals for new residential development, the Council will seek enhancements to greenspaces via on-site provision, new off site provision or enhancement of existing off site provision through developer contributions secured by legal agreement in accordance with [Policy CS27: Planning and Paying for New Infrastructure](#), the Developer Contributions Supplementary

---

<sup>127</sup> Including 'Green Flag' or equivalent standards

Planning Document and/or a Community Infrastructure Levy Charging Schedule, as appropriate.

**Local Green Spaces**

- 9) Any Local Green Spaces Designations which are formally designated will be identified in the Local Plan: Site Allocations and Development Policies or future Neighbourhood Plans (if applicable). This designation will only be used where the greenspace concerned is:
- a) Reasonably close to the community it serves;
  - b) Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
  - c) Local in character and not an extensive tract of land.

**Enhancement of Natural and Semi-Natural Greenspace and Tree Protection**

- 10) The Council will encourage proposals for new development to incorporate:
- a) Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest;
  - b) Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and
  - c) Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.

**Policy Links for CS21**

<b>Core Strategy Policy Links</b>	SD1; CS1–CS3; CS8; CS19; CS20; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO7, SO8
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Developer Contributions SPD; other SPDs as appropriate; potential Community Infrastructure Levy Charging Schedule; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

## Greenspace Protection

- 9.23** Policy CS21 reflects the importance of protecting and conserving greenspaces to meet local requirements for quantity, quality and accessibility which satisfy both current and future needs for residents and visitors. Greenspaces vary widely in type, size and value to the community, and smaller sites may not be identified specifically on the Council's Policies Map. All sites (irrespective of size) are identified in the Council's Greenspaces Audit, which is updated on a regular basis to assist in decision making. Policy CS21 applies to all greenspaces identified in the Audit. However the Council will not seek to impose a definitive presumption against the development of urban greenspace. This is noting that there are areas of surplus provision relative to current standards where there could be opportunities for new development to address other regeneration development priorities.
- 9.24** The location and nature of any replacement facilities which are required under Policy CS21 should be informed by existing performance against local standards. This assessment will inform whether they should be of the same nature as those that may be lost. Replacement facilities should always be of the same value to the community and 'fit for purpose'. For example, the replacement of playing pitches with artificial turf pitches may provide more games to be played per year/season, but may not be as adaptable for league play by the same number of sports.

## Local Greenspace Standards

- 9.25** Councils are required by national policy to identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in their areas, to inform an effective strategy at a local level. In accordance with available evidence (see below), Policy CS21 focuses resources towards upgrades to the quality and accessibility of provision (including public rights of way) to meet local needs and the identification of any surplus land that may be suitable to meet other development needs.
- 9.26** The calculation and assessment methodology which the Council will use to implement Policy CS21 is based on Substantial Residential Areas (SRAs) and Community Areas (CAs), as identified in the proposed Developer Contributions SPD. The Council's Greenspaces Audit<sup>128</sup> and Playing Pitch Assessment and Strategy<sup>129</sup> highlight the areas in the borough facing the greatest quantitative need for different types of greenspaces and outdoor sports provision, together with those areas where the spaces need to be improved in quality or made more accessible. These studies informed the revisions to existing standards within Table 9.1: Substantial Residential Area (SRA) Standards for Greenspace Quantity and Accessibility and Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility below. They also informed updated priorities

---

<sup>128</sup> Knowsley Greenspace Audit (Knowsley Council, 2012)

<sup>129</sup> Playing Pitch Assessment and Strategy 2012 (Knowsley Council, 2012)

in the Council's Green Space Strategy and will be supplemented by further detail in the proposed Developer Contributions SPD.

**Table 9.1: Substantial Residential Area (SRA) Standards for Greenspace Quantity and Accessibility**

Typology	Description	Quantity Standard (hectares per 1,000 residents)	Accessibility Standard (maximum recommended distance)
Park and Garden	Formal and urban parks and gardens	0.8	1.2km (15 minute walk)
Amenity Greenspace	Areas of informal greenspaces in and around housing areas	0.5	800m (10 minute walk)
Provision for Children and Young People	Play spaces and provision for young people, e.g. skate parks and play areas.	0.1	800m (10 minute walk)
Allotments	Areas for growing fruit and vegetables	0.05	1.6km (20 minute walk)

**9.27** The variation between different Community Areas relative to the local standards for outdoor sports provision in Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility reflects the cumulative land requirement to support identified local needs for playing pitches for a number of sports (cricket, football, hockey, rugby league and union) and individual age groups (adult, junior and mini) based upon potential growth in local participation rates up to 2028, as identified by the Knowsley Playing Pitch Assessment and Strategy 2012.

**Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility**

<b>Community Area</b>	<b>Playing Pitch Site Standard</b> (hectares per 1,000 residents)*	<b>Non Pitch Site Standard</b> (hectares per 1,000 residents)*	<b>Cumulative Standard</b> (hectares per 1,000 residents)*	<b>Accessibility Standard</b> (maximum distance to nearest facility)
Kirkby	1.07	0.08	1.15	2.4km (30 minute walk/5 minute drive)
Huyton	1.03	0.08	1.11	2.4km (30 minute walk/5 minute drive)
Prescot, Whiston, Cronton and Knowsley Village	1.10	0.08	1.21	2.4km (30 minute walk/5 minute drive)
Halewood	1.14	0.08	1.22	2.4km (30 minute walk/5 minute drive)
<i>* excludes sites not available for Community Use and Golf Courses</i>				

### Local Green Spaces

**9.28** Under the NPPF, Councils and local communities may formally designate areas as Local Green Spaces. To be designated, areas must be regarded as being of special importance. Following designation, Local Green Spaces will be protected from development, other than in very special circumstances. Any designations of this type would need to be identified in the Local Plan: Site Allocations and Development Policies or any future Neighbourhood Plans which are proposed (as appropriate). The Local Green Space designation will not be appropriate for most green areas or open space, as any proposed designation for this purpose should only be made if:

- the greenspace is in reasonably close proximity to the community that it serves;
- the green area is demonstrably special to a local community and holds a particularly local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- the green area concerned is local in character and is not an extensive tract of land.

## Natural and Semi-Natural Greenspace

- 9.29** Natural England advises in their Accessible Natural Green Space Standard (ANGSt)<sup>130</sup> that no person should live more than 300m from their nearest area of natural green space of at least two hectares in size. However the Council has no quantity, quality and accessibility standards for this typology, as a significant amount of natural greenspace in the urban areas of the borough serves a dual purpose with other existing typologies of greenspace (particularly parks and gardens) reflecting the multiple functions of greenspace. Adequate provision for the protection and enhancement of natural and semi-natural greenspace is encompassed within [Policy CS8](#), which covers the wider concept of Green Infrastructure.

## Tree Protection

- 9.30** Trees and woodland are important to the quality of Knowsley's environment and can provide a natural measure to assist the mitigation of air pollution, noise pollution and the risk of flooding. Some trees and woodlands are afforded statutory protection by Tree Preservation Orders (TPOs) issued under the Town and Country Planning (Tree Preservation)(England) Regulations 2012. Policy CS21, in conjunction with [Policy CS8: Green Infrastructure](#) will ensure that appropriate consideration is given to the protection or enhancement of tree coverage on development sites, irrespective of whether the trees are statutorily protected.
- 9.31** Consultation with the Forestry Commission is required where development proposals contain or are likely to affect Ancient Semi Natural woodlands or Plantations on Ancient Woodland sites. This includes proposals where any part of the development site is within 500 metres of an ancient semi-natural woodland or ancient replanted woodland, and where the development involves erecting new buildings, or extending the footprint of existing buildings.

---

<sup>130</sup> Archived version available online at <http://webarchive.nationalarchives.gov.uk/20151118000001/http://publications.naturalengland.org.uk/publication/40004>



## 10 Caring for Knowsley

**10.1** This chapter aims to ensure that Knowsley develops in a way which promotes a low carbon future, makes efficient use of the borough's natural and minerals resources, and enables sustainable management of waste. The chapter contains five policies as follows:

- Policy CS22: Sustainable and Low Carbon Development
- Policy CS23: Renewable and Low Carbon Infrastructure
- Policy CS24: Managing Flood Risk
- Policy CS25: Management of Mineral Resources
- Policy CS26: Waste Management

### Policy CS22: Sustainable and Low Carbon Development

**10.2** It is important that Knowsley's development needs up to 2028 are delivered in a sustainable manner, so that the link between carbon emissions and growth is broken and the borough's vulnerable communities are protected from fuel poverty. Policy CS22 aims to achieve this by encouraging provision of appropriate renewable and low carbon energy infrastructure, and increasing energy efficiency through sustainable construction techniques.

#### Policy CS22

#### Sustainable and Low Carbon Development

##### Sustainable Construction Principles

- 1) New development will be required to meet high standards of sustainable design and construction and minimise carbon emissions. This should be achieved by:
  - a) Designing new buildings for flexible uses throughout their lifetime;
  - b) Avoiding the creation of adverse local climate conditions by using natural systems to avoid internal overheating and excessive heat generation;
  - c) Ensuring developments are comfortable and safe for users;
  - d) Making the most effective and sustainable use of water, aggregates and other resources;
  - e) Limiting energy use by incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques;
  - f) Landscaping (including measures such as green walls or roofs) to create shelter and reduce any heat island effect;
  - g) Using sustainable materials from local suppliers where possible;
  - h) Supplying energy efficiently and incorporating decentralised energy systems, using renewable and low carbon energy where feasible;
  - i) Managing flood risk, including through the use of Sustainable Drainage Systems (SuDS) and flood resilient design for infrastructure and property; and
  - j) Promoting sustainable waste practices in new and existing developments.

### **Low Carbon Development, Community Energy Fund and Allowable Solutions**

- 2) Government targets for carbon reduction in new development are expected to be implemented through updates to the Building Regulations. Where it is not technically feasible or economically viable to meet the requirements on site, contributions to the Council's Community Energy Fund may be accepted as one of a range of options under the Government's proposed 'Allowable Solutions' mechanism. The Fund will be used to support carbon reduction initiatives in Knowsley and potentially the wider Liverpool City Region.

### **Sustainable Construction Targets**

- 3) Local targets for sustainability in relation to specific development areas or sites may be outlined in the Local Plan: Site Allocations and Development Policies.

### **Priority Zones and Decentralised Energy Networks**

- 4) Knowsley Industrial Park and Knowsley Business Park are identified as a 'Priority Zone'. Within this area the Council and its partners will facilitate renewable and low carbon infrastructure by (subject to feasibility) requiring new development to:
  - a) Make provision for connection to an existing or planned decentralised energy network; and
  - b) Be designed to enable future connectivity in terms of proposed site layout, infrastructure and heating provision, including consideration of connections at a later date or phase.
- 5) Subject to opportunity and need, additional 'Priority Zones' may be identified in the Local Plan: Site Allocations and Development Policies.

### Policy Links for CS22

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS8; CS17; CS19; CS23; CS24; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO6–SO8
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Merseyside and Halton Joint Waste Local Plan; Infrastructure Delivery Plan; Developer Contributions SPD; other SPDs as appropriate; potential Community Infrastructure Levy Charging Schedule.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

#### The Need to Reduce Carbon Emissions

- 10.3** The Planning Act 2008 emphasises the need for diversity in the nation's energy supply and the key role to be played in this by generation of renewable and low carbon energy. The Act also requires Local Plans to include policies that contribute to climate change adaptation and mitigation. Policy CS22 also supports policies for sustainable development and carbon reduction set down in the NPPF.
- 10.4** The Liverpool City Region local authorities aim to reduce carbon emissions and recognise the economic opportunities presented by the transition toward a low carbon economy. This is demonstrated by the commitment of the Local Enterprise Partnership (LEP) which highlights developing a low carbon economy as a key element of achieving sustained economic growth. Policy CS22 supports these aspirations.

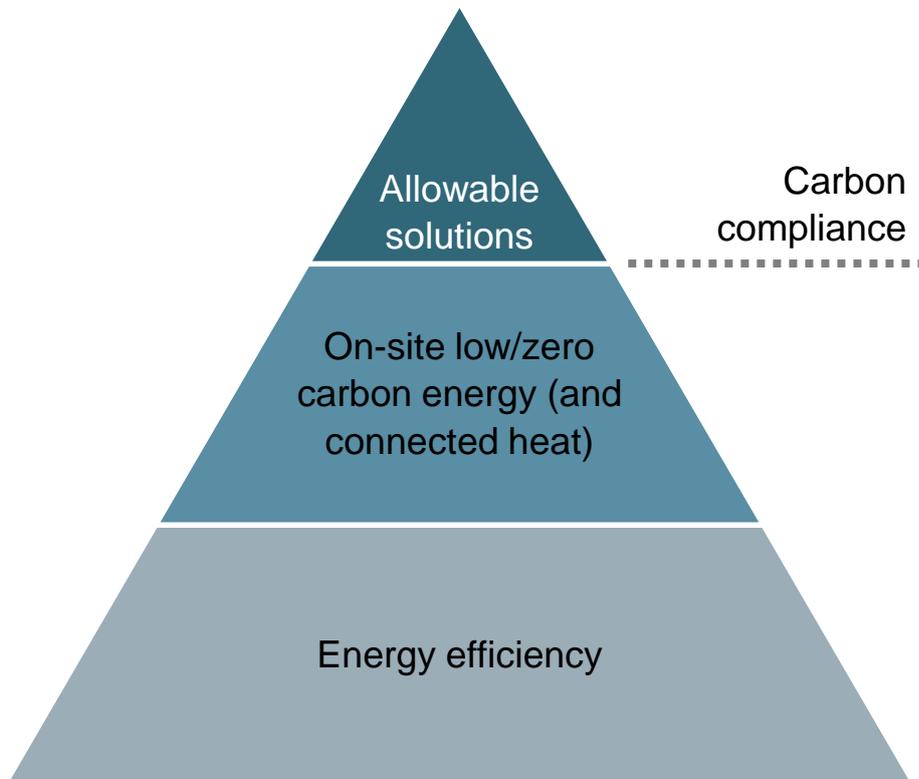
#### Low Carbon Development and Carbon Compliance

- 10.5** The Government document 'Plan for Growth'<sup>131</sup> sets out a timetable for the delivery of zero carbon development via a series of incremental changes to the national Building Regulations. Building Regulations (Part L) cover carbon emissions from energy use through heating, fixed lighting and hot water (known as regulated energy). The regulations do not cover energy use from cooking or other plug-in electrical appliances (known as unregulated energy).
- 10.6** Policy CS22 is consistent with the Government's planned programme for ensuring that new development is zero carbon. The policy adheres to the principles of

<sup>131</sup> The Plan for Growth (HM Treasury and Department for Business and Innovation and Skills, 2011)

carbon compliance, which are viewed by the Government as being key to reducing carbon emissions. Under the Carbon Compliance Pyramid, carbon emissions will be reduced as a first priority by minimising energy demand through an energy efficient approach to building design. This is followed by the use of low or zero carbon technologies for on-site energy generation and connected heat systems. These first two steps together are referred to as Carbon Compliance. Any remaining carbon emissions which cannot be managed on-site are likely to be capable of being mitigated through the Government's proposed Allowable Solutions mechanism, under which developers would contribute towards off site delivery of carbon reduction measures.

**Figure 10.1: Carbon Compliance Pyramid**



**Sustainable Construction**

**10.7** The Government launched a ‘Housing Standards Review’ consultation in August 2013 which sought views on ways to reduce the degree of variation in housing design guidance, codes and standards at the local level. Many of these design aspects are expected to be covered by future updates to Building Regulations. Depending on the detail of these changes the Council will either completely rely on Building Regulations to deliver sustainable design or (where compatible with the Government’s approach) consider the need for some aspects to be defined by local policies in the Local Plan: Site Allocations and Development Policies. Any local policies which are developed are likely to relate to aspects of design which are not covered by the Building Regulations.

- 10.8** The Merseyside and Halton Joint Waste Local Plan<sup>132</sup> proposes that specific BREEAM targets will apply to proposals for waste management facilities.

### Renewable and Low Carbon Energy

- 10.9** Policy CS22 has been informed by evidence base studies prepared for the Liverpool City Region<sup>133</sup> and for Knowsley<sup>134</sup>. These studies assess opportunities for new renewable and local carbon infrastructure, and identify the potential for Energy Networks, focused on existing and proposed high users of energy and/or heat within Knowsley Industrial and Business Parks.
- 10.10** In certain circumstances, Energy from Waste (EfW) plants can provide waste heat and/or electricity to the wholesale or retail markets and form a part of a decentralised energy network. Policy CS22 does not highlight EfW as a potential solution for decentralised networks within the 'Priority Zone' at Knowsley Industrial and Business Parks. This is in line with the evidence base and because the Merseyside and Halton Joint Waste Local Plan (see [Policy CS26: Waste Management](#)) has highlighted a surplus provision of consented EfW facilities within the Liverpool City Region against evidenced needs. Proposals for EfW facilities will be assessed against the criteria based policies in the Merseyside and Halton Waste Local Plan.
- 10.11** The approach in Policy CS22 will facilitate delivery of low carbon infrastructure and of wider regeneration in Knowsley Industrial and Business Parks (see [Policy CS11: Principal Regeneration Area – Knowsley Industrial and Business Parks](#) for further details). Additional 'Priority Zones' may be identified by a subsequent planning document as appropriate.

### Community Energy Fund

- 10.12** The Council's 'Community Energy Fund' may be used to deliver a range of carbon reduction projects. Developers who are unable to meet the proposed targets for 'zero carbon' development through on site measures in line with the Building Regulations will have the option to make contributions to the fund as one of a range of options under the Government's proposed 'Allowable Solutions' mechanism. The scale of contributions to the Fund will have regard to the

---

<sup>132</sup> For further details, see [Policy CS26: Waste Management](#)

<sup>133</sup> Renewable Energy Capacity Study Liverpool City Region Stage 1 and 2 (Arup, 2010), available online at [http://www.knowsley.gov.uk/pdf/LC01\\_LiverpoolCityRegionRenewableEnergyCapacityStudy\(Stage%201\).pdf](http://www.knowsley.gov.uk/pdf/LC01_LiverpoolCityRegionRenewableEnergyCapacityStudy(Stage%201).pdf) and [http://www.knowsley.gov.uk/pdf/LC02\\_LiverpoolCityRegionRenewableEnergyCapacityStudy\(Stage%202\).pdf](http://www.knowsley.gov.uk/pdf/LC02_LiverpoolCityRegionRenewableEnergyCapacityStudy(Stage%202).pdf)

<sup>134</sup> Knowsley Renewable and Low Carbon Energy Options Study (Arup, 2009) available online at [http://www.knowsley.gov.uk/pdf/EB19\\_KnowsleyRenewable-and-LowCarbonEnergyOptions.pdf](http://www.knowsley.gov.uk/pdf/EB19_KnowsleyRenewable-and-LowCarbonEnergyOptions.pdf), Delivering a New Future of Knowsley Industrial Park - Strategic Framework (DTZ, 2010) and Knowsley Industrial Park Energy Network Feasibility Study (Arup, 2012)

economic viability of the development proposed, in accordance within [Policy CS27: Planning and Paying for New Infrastructure](#).

### Policy CS23: Renewable and Low Carbon Infrastructure

- 10.13** It is important that the borough positively encourages and accommodates renewable energy generation. However, some renewable energy installations may conflict with planning policies such as those aiming to protect the openness and use of the land in the Green Belt and the character and setting of urban neighbourhoods. Policy CS23 will balance these considerations and help Knowsley to contribute to national targets for renewable energy generation.

#### Policy CS23

#### Renewable and Low Carbon Infrastructure

- 1) The Council will support proposals that will produce and distribute decentralised, low carbon and renewable energy, provided that they do not cause significant harm (in terms of their number, scale, siting or cumulative impacts) to:
  - a) Natural resources, biodiversity, geodiversity, water and air quality and, landscape character;
  - b) Aviation and transport safety;
  - c) Historical and cultural assets;
  - d) Public amenity and living conditions; or
  - e) Openness and amenity of the Green Belt, except in very special circumstances.
- 2) Proposals must be accompanied by information that shows how the local environment will be protected, and how the site will be restored when energy production ends. Proposals resulting in an unacceptable impact must be mitigated by appropriate measures agreed by the Council.

#### Policy Links for CS23

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS5; CS7; CS8; CS11; CS19; CS20; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO6–SO8
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs as appropriate; Infrastructure Delivery Plan.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

## Delivery of Renewable and Low Carbon Infrastructure

- 10.14** As stated in [Policy CS22: Sustainable and Low Carbon Development](#), Knowsley Industrial and Business Parks are proposed to form a 'Priority Zone' for renewable and low carbon infrastructure, including decentralised energy networks. Government policy states that where areas of potential are identified, this should not stifle proposals coming forward outside these areas taking into account environmental, social and economic constraints. Therefore, Policy CS23 identifies criteria which will be applied to proposals for renewable and low carbon infrastructure throughout the borough, irrespective of whether they fall within the 'Priority Zone'.
- 10.15** Policy CS23 will apply to all types of renewable and low carbon technology, with the exception of wind turbines. Policies relating to the development of wind turbines will be included within the Local Plan: Site Allocations and Development Policies document. Before adoption of that document, wind turbine proposals will be considered against relevant national policy including the Government's Written Ministerial Statement on this issue, made on 18 June 2015<sup>135</sup>. The Written Ministerial Statement advises that local planning authorities should only grant planning permission for proposals including one or more wind turbines if: the proposed development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and, following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

---

<sup>135</sup> Available online at <http://www.parliament.uk/documents/commons-vote-office/June%202015/18%20June/1-DCLG-Planning.pdf>

## Policy CS24: Managing Flood Risk

- 10.16** Climate change has the potential to increase flood risk by raising sea levels and leading to a greater occurrence of extreme rainfall events. The Local Plan is required to take account of these risks and set out policies for managing surface water and promoting the use of Sustainable Drainage Systems (SuDS).

### Policy CS24

#### Managing Flood Risk

- 1) New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.
- 2) New development should preferably be located in areas of low probability of flooding. New development in areas of medium or high flood risk will only be permitted if evidence has been submitted demonstrating that the development could not be practicably located in an area of lower flood risk and if applicable the 'exception test' has been complied with, in accordance with national guidance.
- 3) All development which is within or otherwise affects an area of flood risk or is larger than one hectare in size shall be accompanied by a site-specific Flood Risk Assessment (FRA).
- 4) New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development. These measures shall be derived from the Strategic Flood Risk Assessment (SFRA), relevant FRA(s) or a local strategy for flood risk management, and:
  - a) Be designed to contribute to the biodiversity of the borough unless it can be demonstrated that this would not be technically feasible;
  - b) Incorporate a Sustainable Drainage System;
  - c) Be fully described in the planning application; and
  - d) Be funded by the developer, including long term maintenance.
- 5) The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source. The chosen method of implementation should take account of site size, ground contamination or conditions, and potential damage to adjacent buildings or sites.
- 6) Further guidance on these issues will be provided in a proposed Supplementary Planning Document.

<b>Policy Links for CS24</b>			
<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS8; CS19; CS22; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO7
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Design Quality in New Development SPD; other SPDs as appropriate; Infrastructure Delivery Plan.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Addressing Flood Risk

- 10.17** National legislation, including the Flood and Water Management Act (2010) seeks to address the risk of flooding and water scarcity, both of which are expected to increase as a result of climate change. The Act will help local authorities to tackle flood risk in partnership with the Environment Agency and other stakeholders. This will build on earlier legislation, including the Flood Risk Regulations 2009 under which Councils must develop Preliminary Flood Risk Assessments (PFRAs). The Council's PFRA report was approved by the Environment Agency in October 2011.
- 10.18** According to the guidelines set by the Environment Agency and DEFRA, Knowsley does not have a nationally significant flood risk. The Council is developing a local flood risk strategy that will assess the risks of flooding so that investment in risk management can be prioritised and communities can be helped to recover more quickly and effectively after incidents. The Flood and Water Management Act also requires the use of Sustainable Drainage Systems (SuDS) by removing the automatic right to connect new development to sewers and providing for Local Authorities to adopt SuDS.

### Sustainability and Adaptation to Climate Change

- 10.19** European policies, the NPPF and other Government guidance<sup>136</sup> encourage new development to be sustainable, taking into account the impacts of climate change. National planning guidance also advises local authorities to take likely changes to the climate into account when selecting land for development, using a partnership approach which appraises the level of risk, and manages and reduces any risks which are identified.

---

<sup>136</sup> For further details see the Department for Environment, Food and Rural Affairs website at <http://www.defra.gov.uk>

- 10.20** To appraise flood risks, national policy requires Councils to undertake Strategic Flood Risk Assessments (SFRAs), which provide information at the local (but not site specific) level regarding flooding issues which affect the area. Knowsley and Sefton Councils undertook a joint SFRA<sup>137</sup> in 2009 which identified areas of flood risk from all sources across the two boroughs. The study, and subsequently published Environment Agency Flood Maps, suggest that relatively small areas of Knowsley are at risk of fluvial flooding. The most significant risks are alongside Ditton Brook and the River Alt. These and the other main locations at risk are listed in Table 10.1.

**Table 10.1: Broad Areas Identified at Risk of Fluvial Flooding**

The River Alt
Croxteth Brook
Watercourse at Bowring Park
Knowsley Brook
Kirkby Brook
Logwood Mill Brook

- 10.21** The majority of the land at greatest risk of flooding (Flood Zone 3) is within the Green Belt and is therefore unlikely to be developed unless identified as a Sustainable Urban Extension in [Policies SUE1 to SUE2c](#). Although some of these locations for Green Belt release are partially within or adjacent to areas of flood risk, the indicative development capacities required to develop these sites in accordance with [Policies SUE1 to SUE2c](#) assume no development takes place within Flood Zones 2 and 3. Further detail regarding this issue is provided in [Policies SUE1 to SUE2c](#) and their supporting text.
- 10.22** The Knowsley and Sefton SFRA also highlights the risks posed by surface water in Knowsley. All development can contribute to problems though surface water 'run-off' into the sewer system.
- 10.23** The Knowsley and Sefton SFRA is a hybrid of a 'Level 1' assessment, providing a broad assessment of flood risk across the study area, and a 'Level 2' assessment providing further detail in relation to specific development locations which were identified at the time. A further 'Level 2' SFRA<sup>138</sup> has been undertaken to assess sites which are proposed to be brought forward for new development up to 2028. It examined sites in greater detail, and recommended whether the 'exception test' should be applied to justify sites being allocated for development. For sites which are only partly covered by higher flood risk, the study identified the development

<sup>137</sup> Knowsley Council and Sefton Council Strategic Flood Risk Assessment - Final Report (Atkins, June 2009)

<sup>138</sup> Knowsley Metropolitan Borough Council Level 2 Strategic Flood Risk Assessment (Capita Symonds, 2012)

capacity for the remainder of the site. For sites within Flood Zone 3 it identified whether the site is in Flood Zone 3a or Flood Zone 3b (Functional Floodplain).

### **Sustainable Drainage Systems**

- 10.24** Sustainable Drainage Systems ('SuDS') are now the expected way to manage surface water and can be used on any site. These features include green roofs, soft landscaping, permeable surfaces and/or water storage ponds. Policy CS24 will complement Part H of the Building Regulations 2010 and national legislation by requiring the use of SuDS on all sites. Further guidance on the Council's requirements concerning the use of SuDS will be set out in the 'Design Quality in New Development' or other SPD as appropriate.

## Policy CS25: Management of Mineral Resources

- 10.25** There has been a long history of minerals extraction in Knowsley. Although many of these operations have ceased, some resources remain, including clay used in brick manufacture and coal. As a Minerals Planning Authority (MPA), the Council is required by national policy to assess the potential for future extraction of minerals within its area, and to plan for the management of minerals resources.

### Policy CS25

#### Management of Mineral Resources

##### Ensuring a Supply of Minerals

- 1) The Council will facilitate a steady and adequate supply of minerals to ensure that the borough contributes to meeting sub-regional needs<sup>139</sup>.
- 2) Minerals Safeguarding Areas ('MSAs') for mineral resources of national and local importance will be identified in the Local Plan: Site Allocations and Development Policies and shown on the Policies Map. The purpose of such MSAs will be to ensure that such resources are not needlessly sterilised by non-mineral development whilst not creating a presumption that resources defined will be worked.

##### Minimising the Need for Mineral Extraction

- 3) In considering planning applications for new development<sup>140</sup>, the Council will seek to ensure that:
  - a) A proportion of construction aggregates are from recycled or secondary sources;
  - b) Resource efficient design and construction methods are used;
  - c) Construction and demolition wastes are managed sustainably in accordance with the waste hierarchy; and
  - d) Minerals are transported in a sustainable way and treated on-site where possible.

<sup>139</sup> For mineral apportionment purposes, Knowsley forms part of a sub-region with Greater Manchester, Halton, Warrington and the other Merseyside authorities.

<sup>140</sup> E.g. major development comprising residential, industrial and commercial uses, together with engineering schemes such as new roads.

### Proposals for Minerals Extraction

- 4) Proposals for extraction of minerals and recycling of aggregates will be required to comply with criteria to be set out within the Local Plan: Site Allocations and Development Policies, which will ensure that the impacts of such developments are controlled and managed effectively. In considering such proposals the Council will give positive weight to any evidenced need for the mineral at a national or regional level.

### Policy Links for CS25

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS27; SUE1– SUE2c.	<b>Strategic Objective Links</b>	SO7
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; SPDs as appropriate; Infrastructure Delivery Plan; Monitoring Report.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

### Efficient Use of Natural Resources

**10.26** National planning policy recognises the important role minerals play in the context of economic prosperity and quality of life. A central component of this is the creation of sustainable communities which use natural resources prudently, through efficient use of non-renewable resources and the use or re-use of existing resources.

**10.27** A Local Aggregates Assessment (2013) has been prepared for the Greater Manchester, Merseyside, Halton and Warrington area. The LAA indicates that land banks for crushed rock (15.9 yrs) and sand and gravel (12.4 yrs) in the sub-region are sufficient to satisfy policy requirements (10 yrs and seven yrs respectively). The main findings for Knowsley are that:

- Knowsley has no active or dormant aggregate extraction sites and no resources of primary aggregate material;
- Knowsley is a net importer of aggregate material (as is the sub-region as a whole); and
- Knowsley’s main means of contributing to the supply of aggregate is by promoting resource efficiency and the use of secondary and recycled materials.

The Local Aggregates Assessment will be updated periodically and any changes to the above will be reported in the Council’s Monitoring Reports.

### Mineral Safeguarding

- 10.28** The NPPF advises that Councils should identify potentially viable mineral deposits and suitable policy mechanisms to support minerals planning. In order to protect important mineral deposits, the Council may define Mineral Safeguarding Areas (MSAs). The purpose of an MSA is not to automatically prevent other forms of development, but to ensure that mineral resources are adequately and effectively considered in planning decisions which could affect their potential future extraction.
- 10.29** Guidance on how to identify MSAs has been produced by the British Geological Survey<sup>141</sup>. In order to identify potential MSAs in Knowsley, the Council will use evidence including the Merseyside Mineral Resource Study<sup>142</sup>, British Geological Survey (BGS) mapping and the Coal Authority's surface coal resource maps.
- 10.30** The Merseyside Minerals Study (2008) identified and assessed the current minerals resources across Merseyside. The study recommended that an area including Cronton Clay Pit, where clay extraction is currently taking place, and adjacent land should be safeguarded by the identification of a MSA. Planning consent was granted for this operation in 1991. Cronton Clay Pit has also been highlighted by the Merseyside and Halton Joint Waste Local Plan as a proposed location for continued landfill with inert waste, which is dependant on the prior extraction of the clay resource.
- 10.31** There are also un-worked coal resources in parts of Knowsley, although there is little evidence at present about the viability of future extraction of these.

### Mineral Extraction

- 10.32** Proposals for minerals extraction can have a significant effect on the environment of the surrounding area and the amenity levels of nearby residents. Criteria to determine planning applications for such uses (which are currently set in Policy MW2 of the UDP) will be reviewed and potentially revised in the proposed Local Plan: Site Allocations and Development Policies.

---

<sup>141</sup> Mineral Safeguarding in England: Good Practice Advice (BGS, 2011), available online at <https://www.bgs.ac.uk/downloads/start.cfm?id=2069>

<sup>142</sup> The Evidence Base for Minerals Planning in Merseyside (Urban Vision, 2008)

## Policy CS26: Waste Management

- 10.33** European legislation and Government targets, increasing levels of waste generation, and public pressure for improved levels of environmental protection all drive the need for changes in the approach to managing waste. In particular, the local authorities in the Liverpool City Region have identified a need to reduce their reliance on land-filling of waste, by providing alternative facilities for recycling, reprocessing, treatment and disposal.

### Policy CS26

#### Waste Management

- 1) The Council will promote sustainable forms of waste management in accordance with the waste hierarchy. As set out in the Merseyside and Halton Joint Waste Local Plan, it will work to:
  - a) Identify and safeguard (where appropriate) waste management sites in appropriate locations;
  - b) Ensure that the borough contributes to meeting the identified sub-regional waste management needs;
  - c) Encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the collection and recycling of waste;
  - d) Encourage the sustainable transport of waste and promote use of site waste management plans; and
  - e) Ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the borough.

#### Policy Links for CS26

<b>Core Strategy Policy Links</b>	SD1; CS1; CS2; CS22; CS23; CS27; SUE1–SUE2c.	<b>Strategic Objective Links</b>	SO7
<b>Document Links</b>	Local Plan: Site Allocations and Development Policies; Merseyside and Halton Joint Waste Local Plan; SPDs as appropriate; Infrastructure Delivery Plan.		
<b>Delivery Mechanisms</b>	Further detail on policy delivery mechanisms is included at Appendix D.		

#### Merseyside and Halton Joint Waste Local Plan

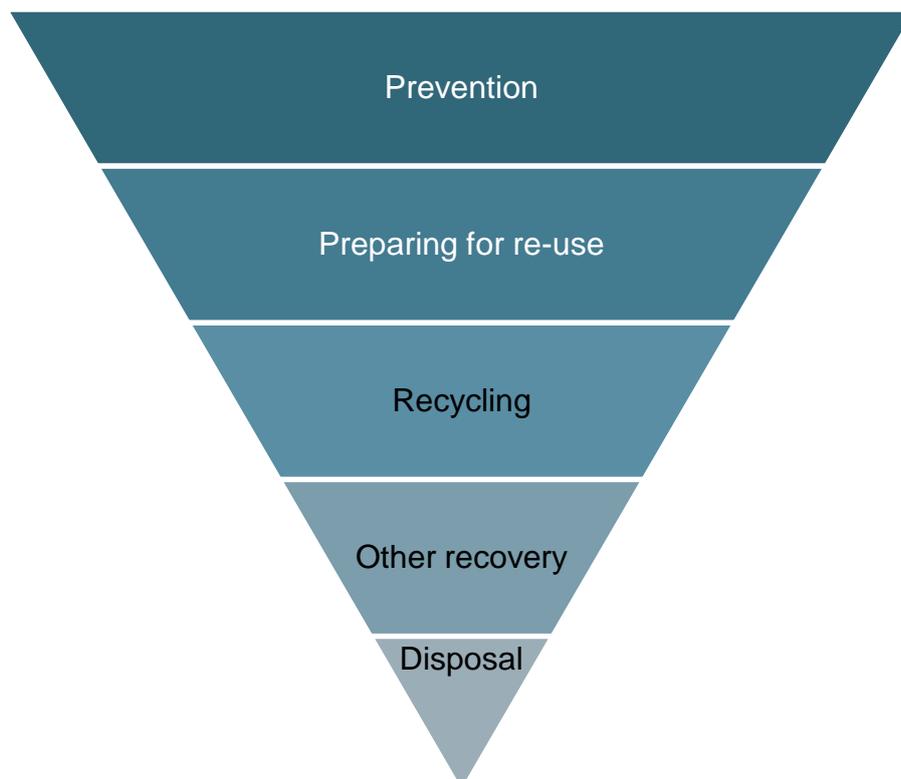
- 10.34** Government policy and EU legislation advises that, given the nature of the waste management industry, Councils (particularly those within City regions or

metropolitan areas) should work jointly where possible to prepare joint waste related planning documents, including evidence gathering and policy development. Agreement was reached in 2005 between Knowsley Council, the other Merseyside Councils and Halton Council to prepare a joint Waste Local Plan (formerly known as the 'Waste DPD') for the Liverpool City Region area. The Merseyside and Halton Joint Waste Local Plan has been prepared by Merseyside Environmental Advisory Service (MEAS), and promotes sustainable waste management for all waste streams across the six constituent districts. Decisions regarding planning for new waste management facilities should comply with policies in the Waste Local Plan and Policy CS26.

### The Waste Hierarchy

- 10.35** The Merseyside and Halton Joint Waste Local Plan allocates an appropriate mix of sites across the sub-region, to maximise the potential to drive waste management up the hierarchy. It also facilitates the development of a sustainable and modern waste management network, which supports mitigates and adapts to climate change, in line with Figure 10.2.

**Figure 10.2: Waste Hierarchy**



## Sub-Regional Waste Management

- 10.36** A central aim of the Merseyside and Halton Joint Waste Local Plan is to support net self-sufficiency of waste management within the sub-region. Based on a robust needs assessment and new facility forecasts, the Waste Local Plan identifies:
- 19 proposed site allocations for built waste management facilities, four of which are in Knowsley. These include one sub-regional site (of more than 8 hectares) at the northern end of Knowsley Industrial Park and three smaller sites; and
  - Proposed sites for landfill of which one (to be used for inert waste only) is in Knowsley, at Cronton Clay Pit.
- 10.37** The location of these site allocations and the waste management uses they have been identified as suitable to accommodate, are outlined in the Waste Local Plan and its supporting documents. Merseyside and Halton has more consented capacity for Energy for Waste (EfW) facilities than the identified need of the sub-region. Whilst a proportion of this capacity has been allocated to other sub-regions via commercial contract, much of it can be used to treat waste arising within the Merseyside sub-region. Therefore the Joint Waste Local Plan does not allocate sites for EfW uses, relying instead on existing consents and operational facilities and a criteria-based policy to meet the needs of the sub-region.

## 11 Delivering Infrastructure

**11.1** The provision of high quality infrastructure to support existing and future development is a key element in delivering successful, sustainable communities.

### Definition of 'Infrastructure'

**11.2** 'Infrastructure' in this context includes:

- Physical infrastructure such as roads, railways, sewers and water supplies;
- Social infrastructure, such as education establishments and community centres;
- 'Green Infrastructure', such as parks and playing fields; and
- 'Digital infrastructure', such as telephone and internet facilities.

**11.3** Further information about the range of items that the Council considers can be categorised as infrastructure is given in Table 11.1: Infrastructure Categories<sup>143</sup>.

**Table 11.1: Infrastructure Categories**

Category	Sub-category
Transport	Road; rail; bus; taxis; travel management; airports; ports/harbours; cycle/pedestrian facilities; car parking; fuel connectors; vehicle testing stations; driving tests; canals (commercial); ports; freight interchanges.
Energy	Centralised power generation; transmission and distribution systems for electricity; decentralised and renewable or low-carbon energy; wind power.
Water Supply and Drainage	Water mains; sewers; waste water treatment; drainage facilities; flood defences; Sustainable Drainage systems.
Water Bodies	Rivers; streams; ditches; ponds; lakes; canals; reservoirs.
Waste	Collection and disposal; recycling; treatment; transfer stations; landfill.
Information Technology	Broadband and wireless; public phones.
Public Realm	Footways; street furniture; planting.

<sup>143</sup> Adapted from A Steps Approach to Infrastructure Planning (PAS, 2009)

Category	Sub-category
Historic Legacy	Listed buildings; conservation areas; historic parks and gardens; historic landscapes.
Open Space	Parks; sports pitches and courts; country parks; green public realm; National Parks and other area management; open space forests and woodland; allotments; footpaths; Local Wildlife Sites or other identified wildlife habitats.
Coast	Littoral zone.
Affordable Housing*	Social rented; intermediate.
Education	Nursery and pre-school; primary; secondary; further education; higher education; adult education.
Employment	Job Centre Plus; Connexions offices.
Benefits and Tax	Local offices.
Children's Services	Children's centres; special needs and disability.
Health	Hospitals; health centres; GP surgeries; public health and prevention.
Gypsies and Travellers	Sites and facilities.
Post Offices	Main post offices; sub-post offices; sorting offices; post boxes.
Community Services	Libraries; community centres; youth; social services and over-50s support; police; fire; ambulance; coastguard; cemeteries and crematoria; courts; prisons; hostels; places of worship.
Culture	Museums and galleries; theatres; cinemas.
Leisure	Sports and leisure centres; swimming pools; festivals and town centre programmes; markets.

- 11.4** For the purposes of this policy, affordable housing is considered to be outside of the scope of the definition of 'infrastructure'. Affordable housing is considered in more detail in [Policy CS15: Delivering Affordable Housing](#).

### Policy CS27: Planning for and Paying for New Infrastructure

- 11.5** In Knowsley there is a wide network of existing infrastructure, which it is important to safeguard, maintain and, where appropriate, improve. This will ensure that residents, businesses and visitors are served by sufficient infrastructure to meet their needs. New infrastructure will also be required to support new development, particularly within parts of the borough which will undergo major change during the plan period. This can include the provision of new infrastructure, and/or investment in existing infrastructure to cope with additional demand.
- 11.6** Infrastructure may also need to be replaced or repaired during its operational lifetime, and the need to provide new or replacement infrastructure may also result in innovation in infrastructure provision; this is particularly relevant for energy production and digital infrastructure provision. It will be necessary for local delivery partners to work closely together in ensuring that a sufficient level of infrastructure provision is available.
- 11.7** Since almost all development has some impact on the need for infrastructure, services and amenities, or benefits from it, such development should contribute towards the cost of its provision. Hence, it is appropriate for the Council to set out the mechanisms by which developer contributions will be sought to help meet the costs of new infrastructure.

### Policy CS27

#### Planning and Paying for New Infrastructure

##### Infrastructure Provision Principles

- 1) Knowsley's communities will be supported by an appropriate range of infrastructure, including any additional infrastructure which is required as a result of new development. New development will be required to support, as appropriate:
  - a) Safeguarding of existing infrastructure;
  - b) Maintenance and improvement of existing infrastructure;
  - c) Replacement of inadequate infrastructure; and
  - d) Provision of new infrastructure.
- 2) Proposals for new development will be required to demonstrate that any negative impacts that the development may have on the improvement, replacement or provision of new infrastructure will be avoided and/or appropriately mitigated as part of the planning process.
- 3) Proposals for new development must have regard to the Knowsley Infrastructure Delivery Plan, insofar as this is appropriate to the scale and nature of the development.

### **Developer Contributions**

- 4) New development will be expected (where necessary given the scale and nature of the proposal) to:
  - a) Demonstrate compliance with Local Plan policies which specifically require developer contributions;
  - b) Provide additional on-site or directly ancillary infrastructure as required to make the development acceptable in planning terms. This may include in-kind provision of infrastructure and/or financial contributions; and
  - c) Provide financial contributions towards the provision of strategic infrastructure to support local communities together with borough-wide and other strategic development requirements. Such contributions may be secured through set charges or infrastructure tariffs to be introduced by the Council in other Local Plan documents and/or a Community Infrastructure Levy Charging Schedule, as appropriate.

### **Economic Viability**

- 5) Plan-level evidence regarding the economic viability of new development in Knowsley will be used to support the setting of any infrastructure charging or tariffs introduced by the Council.
- 6) Where legal agreements are to be used to secure developer contributions in accordance with clause 4) of this policy, these could be subject to site specific negotiations regarding the impacts of the contributions on the economic viability of new development, where the policy permits this as an option. Where a developer believes that meeting policy requirements in relation to developer contributions would place development at risk, the developer will be required to submit development-specific economic viability evidence to support this position. Such evidence must clearly account for site-specific circumstances and costs and must be undertaken objectively and transparently, in order that it can be scrutinised by the Council.
- 7) Where the Council is satisfied that viability evidence demonstrates that a developer is unable to fully fund all of the developer contributions sought, the Council will make a balanced assessment of whether planning permission should be granted notwithstanding that not all the contributions sought can be fully provided. In such cases contributions sought will be prioritised in the following order having regard to the advice in Table 11.2:
  - a) Firstly, contributions which are essential for public safety or to achieve a minimum acceptable level of design quality;
  - b) Secondly, developer contributions which are necessary to address a local infrastructure requirement or deficiency that would be caused or exacerbated by the development;
  - c) Thirdly, any remaining developer contributions except those in clause d) below;

- d) Finally, those contributions which have the status of being ‘encouraged’ by the Council’s planning policies.
- 8) Further guidance about the Council’s approach will be provided in the Local Plan: Site Allocations and Development Policies document and a Supplementary Planning Document.

### Policy Links for CS27

Core Strategy Policy Links	All CS and SUE Policies.	Strategic Objective Links	SO1–SO9
Document Links	Local Plan: Site Allocations and Development Policies; Developer Contributions SPD and/or potential Community Infrastructure Levy Charging Schedule; Merseyside and Halton Joint Waste Local Plan; Infrastructure Delivery Plan; Monitoring Report.		
Delivery Mechanisms	Further detail on policy delivery mechanisms is included at Appendix D.		

### Infrastructure Delivery Plan

- 11.8** Core Strategies must consider the importance of infrastructure planning in relation to the delivery of the overall spatial strategy. National policy indicates that infrastructure planning should allow for a reflexive relationship between plan preparation and the preparation of the investment plans and strategies of infrastructure providers, including across the public and private sector. Infrastructure planning should also include consideration of funding and phasing of infrastructure delivery, together with contingency planning where appropriate. The Council has engaged with this process through Policy CS27 and through the preparation of the Knowsley Infrastructure Delivery Plan (IDP).
- 11.9** The Core Strategy plan period is to 2028, and it is appropriate to account for a similar time period within the IDP. While it is possible to identify clear short to medium term infrastructure priorities, long term infrastructure planning is likely to be lacking in detail, due to uncertainty around future project planning and funding. Therefore, the Knowsley IDP will be subject to regular review and will be updated with new projects and priorities, as appropriate, throughout the plan period. Such updates will be carried out in consultation with stakeholders and proposed revision

will be made subject to public consultation. The latest version of the Knowsley IDP is available on the Council's website<sup>144</sup>.

- 11.10** The Knowsley IDP has also been prepared with regard to the context of sub-regional infrastructure planning, in consultation with key partners. This recognises that some items of strategic infrastructure are significant to the development of more than one district, including where infrastructure crosses local authority boundaries or where infrastructure enables or supports development across a wide area.
- 11.11** Where appropriate to the scale and nature of development, the Council will expect proposals for new development to have regard to the content of the IDP. This will include developments which require substantial infrastructure investment to come forward, or those which substantially affect existing or planned infrastructure featured in the IDP.

### Developer Contributions

- 11.12** To support new development, developers must provide in-kind or financial contributions towards local and strategic infrastructure. The Local Plan Core Strategy contains a number of policies which specifically require developer contributions. These are:
- Policy CS7: Transport Networks
  - Policy CS15: Delivering Affordable Housing
  - Policy CS17: Housing Sizes and Design Standards
  - Policy CS19: Design Quality and Accessibility in New Development
  - Policy CS21: Greenspaces and Trees
  - Policy CS22: Sustainable and Low Carbon Development
  - Policy CS27: Planning and Paying for New Infrastructure
- 11.13** Each of these policies sets out the requirements which must be met to secure appropriate infrastructure provision over the plan period. Sufficient flexibility is provided by Policy CS27 so that any additional infrastructure requirements, not covered by the above policies, but integral to ensuring that development remains acceptable in planning terms relative to site specific circumstances, can be delivered through developer contributions. The Council expects that these requirements will be negotiated between the Council and the developer through the planning application process, having regard to the relevant legal and regulatory tests (see paragraphs 11.20 to 11.22).
- 11.14** Policy CS27 also ensures that during the plan period, recognition is given to the cumulative impact of development on a range of infrastructure. This includes strategic infrastructure which serves more than one development. The option is maintained for the Council to use infrastructure tariffs to achieve developer

---

<sup>144</sup> Available online via <http://www.knowsley.gov.uk/localplan>

contributions towards this, to be determined through subsequent Local Plan or other documents.

- 11.15** Legislation and national policy enables developer contributions to be collected through a variety of methods, including:
- Formal legal agreements between the developer and the Council (such as Section 106 Agreements or Unilateral Undertakings, under the Town and Country Planning Act 1990) and;
  - Infrastructure tariffs (such as the Community Infrastructure Levy, also known as 'CIL', introduced through the Planning Act 2008).
- 11.16** Legal agreements can be used only for development-specific infrastructure requirements, as linked to the appropriate legal tests. Legal agreements also have the option for case-by-case negotiation, between the Council and the developer. Conversely, the CIL system creates the option for a standard infrastructure tariff system, centred upon an adopted Charging Schedule.

### Community Infrastructure Levy

- 11.17** The introduction of a CIL Charging Schedule must be based on a sound and up-to-date adopted Local Plan and on robust economic viability evidence, which dictates the level at which a charge could be set without prejudicing the financial viability of development. The introduction of a CIL charge must also be clearly linked to the IDP, which needs to demonstrate an 'infrastructure funding gap' towards which a CIL charge could contribute. In accordance with this, the Council has collated evidence<sup>145</sup> which indicates that there may be scope in terms of economic viability to feasibly introduce a CIL Charging Schedule in Knowsley. However, this evidence indicates that the application of the CIL in Knowsley would need to be carefully and sensitively set in order that it would not harm the deliverability of some categories of development in selected locations. The collation of evidence has accounted for the range of other policy requirements and developer contributions sought within the Local Plan Core Strategy, which could apply outside of the scope of the CIL (i.e. delivered through legal agreements), ensuring a comprehensive view of the impact of all developer contributions attributable to Local Plan policies.
- 11.18** The approach of Policy CS27 reflects this commitment, whilst recognising the need for contingency arrangements while the Council develops its detailed approach to the mechanisms of collecting developer contributions, including whether to pursue the adoption of a CIL Charging Schedule. The policy wording recognises that legal agreements are likely to still have a role in securing provision of development-specific infrastructure. If a CIL is adopted in Knowsley, it would be a standard, non-negotiable schedule of tariffs, and would work alongside the other

---

<sup>145</sup> Knowsley Economic Viability Assessment (Keppie Massie, 2012)

policy requirements within the Core Strategy, as set out above. It would also be reviewed on a regular basis.

### Legal Agreements & Economic Viability

- 11.19** Evidence within the Knowsley Economic Viability Assessment indicates that the development viability in Knowsley can be challenging across different development types and different locations. The Council has sought to maintain flexibility within the plan, and recognises that seeking the full range of developer contributions may render development unviable in some circumstances. The Council therefore recognises that where developer obligations are sought through legal agreements, there is often scope for negotiation between the Council and the developer.
- 11.20** In such cases, the Council considers that the onus should be on developers to prove that meeting set policy requirements would place development at risk, and that exceptional circumstances exist for the developer contribution requirements to be varied. The developer will therefore be required to submit development-specific viability evidence to support their position, accounting for site-specific circumstances and costs, which the Council will then scrutinise. If the Council is satisfied that this evidence clearly demonstrates that not all the contributions sought by the Council can be fully met, it will undertake a balanced assessment of whether planning permission should still be granted. This process will take account of the presumption in favour of sustainable development set by national policy. Where the Council is minded to grant permission in these circumstances any reduction in the specific categories of developer contribution sought will take account of the priorities in clause 7) of Policy CS27. Table 11.2 below shows how the Council has categorised developer contributions to guide this prioritisation process.

**Table 11.2: Prioritisation of developer contributions where the circumstances in paragraph 11.20 apply**

Clause of CS27 part 7	Examples of types of developer contributions applicable <i>(numbering refers to policy numbers in this document)</i>	Priority order and commentary
<p>a) Firstly, contributions which are essential for public safety or to achieve a minimum acceptable level of design quality;</p>	<ul style="list-style-type: none"> <li>• Essential highways works (CS7)</li> <li>• Minimum design standards (CS19/CS22)</li> <li>• Flood risk mitigation (CS24)</li> <li>• Essential/enabling ad-hoc requirements where these are needed for safety reasons or to achieve a satisfactory form of development (CS27)</li> </ul>	<p>1 (no negotiation)</p>
<p>b) Secondly, developer contributions which are necessary to address a local infrastructure requirement or deficiency that would be caused or exacerbated by the development;</p>	<ul style="list-style-type: none"> <li>• Strategic transport schemes and programmes (CS7)</li> <li>• Public transport, walking or cycling (CS7)</li> <li>• Greenspace provision and qualitative improvements in areas of deficit (CS21)</li> <li>• Decentralised energy in Knowsley Business and Industrial Parks (CS11, CS22)</li> <li>• Educational needs</li> <li>• Health, leisure or community services</li> <li>• Public realm enhancements</li> <li>• Other forms of infrastructure as defined in Table 11.1 where a local need/deficiency would exist (CS27)</li> </ul>	<p>2 (prioritised in any negotiation which applies)</p>

Clause of CS27 part 7	Examples of types of developer contributions applicable <i>(numbering refers to policy numbers in this document)</i>	Priority order and commentary
c) Thirdly, any remaining developer contributions except for those in category d) below	<ul style="list-style-type: none"> <li>• Affordable housing provision (CS15)</li> <li>• Qualitative improvements to greenspace provision in areas of surplus (CS21)</li> <li>• Any other ad-hoc requirements (CS27)</li> </ul>	3 (considered after a) and b) met in negotiation)
d) Finally, those contributions which have the status of being ‘encouraged’ by the Council’s planning policies	<ul style="list-style-type: none"> <li>• ‘Encouraged’ design standards (CS19/CS22)</li> <li>• Decentralised energy outside of priority zones (CS22)</li> </ul>	4 (not necessary to make development acceptable but may be considered in planning balance)

**11.21** The Council intends to publish further guidance regarding this process, including what information will be required, and the detailed procedure for negotiating contributions which will apply. This will be set out within a subsequent Local Plan or Supplementary Planning Document.

**11.22** The Council will respond to any additional changes to the developer contributions system which may be introduced during the Core Strategy plan period, and will review its approach to developer contributions as and when appropriate.

# Appendices

---



## A Glossary

This glossary of terms should be read in conjunction with Annex 2 of the [National Planning Policy Framework](#). Further detailed definitions are given in [Appendix B: Detailed Definitions](#).

### **Adoption**

Confirmation, usually by a legal notice in a newspaper, stating the final adoption of a planning policy document by a Local Planning Authority.

### **Affordable Housing**

Social rented, affordable rented and intermediate housing for specified eligible households whose needs are not met by the market and which seeks to meet the needs of current and future eligible households at a cost low enough for them to afford. Full definitions are given in [Appendix B: Detailed Definitions](#).

### **Allocated Site/Site Allocation**

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

### **Allowable Solutions**

The measures permitted for dealing with residual emissions remaining after taking account of carbon compliance measures in the Government's proposed changes to the Building Regulations.

### **Biodiversity**

The variety of life in all forms (e.g. wildlife, plants etc).

### **Biodiversity Action Plan (BAP)**

An overarching framework for habitat and species conservation, which works on the basis of partnership to identify local priorities and targets.

### **Building Research Establishment Environmental Assessment Method (BREEAM)**

A group of assessment methods and tools used to assess the environmental performance of different types of building development (new and existing). Further information is available from the BREEAM website<sup>146</sup>.

---

<sup>146</sup> <http://www.breeam.org/>

## **Brownfield Land/Previously Developed Land (PDL)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

## **Carbon Compliance**

The minimum level of carbon reductions compared to current levels, to be required under the Building Regulations on development sites (through a combination of energy efficiency and low or zero carbon energy generation) and through direct connection to the building from on-site or off-site sources of low and zero carbon heat.

## **Code for Sustainable Homes (CSH)**

An environmental assessment method for new homes which promote higher standards of sustainable design above the current minimum standards set out by the building regulations in nine key areas. Further information about the Code is available from the DCLG website<sup>147</sup>.

## **Combined Heat and Power (CHP)**

The use of a heat engine/power station to simultaneously generate both electricity and useful heat.

## **Community Area (CA)**

A collection of Substantial Residential Areas (SRA) which relate to the largest settlements in Knowsley (Huyton, Kirkby, Prescott/Whiston and Halewood) which is used to calculate the surplus and deficits for outdoor sports facilities relative to adopted standards under [Policy CS21](#). The size of the Community Areas reflects the fact that residents of the borough travel beyond SRA boundaries to visit such facilities. A map indicating boundaries of the CAs can be viewed in the Developer Contributions SPD.

---

<sup>147</sup> <http://www.communities.gov.uk/planningandbuilding/sustainability/codesustainablehomes/>

**Community Energy Fund (CEF)**

A fund which will be able to accept payments under the Government's Allowable Solutions mechanism to provide carbon emission reductions that cannot be achieved on-site in line with contemporary Building Regulations (Part L). Contributions to the Community Energy Fund are used to deliver low carbon and/or energy efficiency programmes.

**Community Infrastructure Levy (CIL)**

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. The CIL must be collected through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence.

**Communities and Local Government, Department for (DCLG or CLG)**

The government department which sets policy on local government, housing, urban regeneration, planning and fire and rescue. DCLG also has responsibility for all race equality and community cohesion related issues in England, and for building regulations, fire safety and some housing issues in England and Wales.

**Comparison Goods/Convenience Goods**

Comparison goods include clothing, shoes, household appliances, books, etc, where the customer can make a comparison between different retailers. This differs from convenience goods, which include everyday items such as food and drink.

**Conservation Area**

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

**Core Strategy**

See entry for 'Local Plan Core Strategy'.

**Deliverable Site**

To be considered deliverable for housing development, sites should:

- Be available now;
- Offer a suitable location for development now and contribute to the creation of sustainable, mixed communities; and

- Have a reasonable prospect that housing will be delivered on the site within five years.

### **Density**

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

### **Design and Access Statement**

A document that explains the design concepts, implications and justification associated with a planning application. This includes how an applicant has carefully considered how everyone, including disabled people, older people and young children, will be able to use the development.

### **Developer Contribution**

In-kind or financial contributions provided by developers to contribute to the cost of infrastructure and other items, in order that the development is acceptable in planning terms and accords with the policies in the Local Plan. This can take the form of a legal agreement or the operation of a tariff-based system for contributions. Legal agreements may take the form of a 'planning obligation', which is a legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Development Brief**

A document that sets out detailed development principles for a development site.

### **Development Plan**

Local Plans and Neighbourhood Plans, which have been adopted or made under powers in the Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011.

### **Development Plan Document (DPD)**

Planning policy documents which carry the most weight in a Local Plan. Once they have been prepared they have to be submitted to the Secretary of State at the Department of Communities and Local Government. They are then examined by an independent planning inspector to make sure that they meet legislative, regulatory and national policy requirements.

The Knowsley Local Plan will include three Development Plan Documents, namely the Local Plan: Core Strategy, the Local Plan: Site Allocations and Development Policies; and the Merseyside and Halton Joint Waste Local Plan.

**Development Management**

The process by which proposals for new development are assessed by the Local Planning Authority. This is undertaken primarily through the determination of planning applications.

**District Centre**

A group of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

**District Heating (DH)**

A system for distributing heat generated in a centralised location for residential or commercial heating requirements. DH systems can promote higher efficiencies and better levels of pollution control.

**Economic Viability Assessment**

The assessment of a development scheme, in order that the level of financial viability can be established. Such assessments are undertaken by developers in advance of pursuing a scheme. This can be calculated from development costs, profit and land value, all of which are deducted from scheme value to work out a residual value (positive or negative) which indicates the viability of the scheme. A variety of methods are available. It can be used to inform policy positions, and on a scheme-by-scheme basis when planning applications are being assessed.

**Enterprise Zone**

A designated geographic area in which commercial businesses and developers enjoy favourable tax credits, financing and other potential incentives to economic growth, such as simplified planning regulation.

**Equality and Diversity Impact Assessment (EqIA)**

A method of assessing whether a plan, policy or project will have a foreseeable and disproportionate impact on specific sectors of society. It can help to ensure that policies and projects reflect the needs of different groups that it will affect.

**Evidence Base**

The range of reports, studies, data and surveys specifically collected and used to inform Local Plan preparation.

### **Examination in Public**

The examination of a Development Plan Document or other relevant document, carried out by an independent examiner (usually appointed from the Planning Inspectorate), which can be observed by members of the public.

### **Extra Care Accommodation**

Housing which offers self-contained accommodation together with communal facilities and where care and support services are provided from a team based on site.

### **Green Belt Land**

Designated land – primarily open land – around built-up areas designed to limit urban sprawl and to define town and country areas. It is generally protected land with a strong presumption against development.

### **Green Belt Study**

A study of Knowsley's Green Belt land, undertaken jointly with Sefton Council and independently validated by consultants, Envision. The assessment sought to identify a robust and defensible Green Belt boundary and identify locations for long term development requirements.

### **Green Infrastructure (GI)**

A concept recognising the environmental, social and economic, often multi-functional value of the network of natural environmental components and green and blue spaces that lies within and between towns and villages. In the same way that the transport infrastructure is made up of a network of roads, railways and airports, etc. Green Infrastructure has its own physical components, including parks, rivers, street trees and moorland.

### **Greenfield Sites**

Greenfield sites are land which is not previously developed and can include agricultural land in rural areas, but also undeveloped land within the urban area.

### **Habitats Regulation Assessment (HRA)**

An assessment of the potential effects of a policy contained within a plan or programme on one or more sites designated as important at the European Level, namely Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Ramsar sites and candidate areas are also often assessed alongside these sites. Assessment takes place in distinct phases: screening; ascertaining effects; and identification of mitigation measures.

**Health Impact Assessment (HIA)**

A recognised method of assessing the potential health impacts, positive or negative, of a policy, programme or project. Outcomes are in the form of recommendations to minimise possible negative health impacts and enhance predicted positive impacts.

**Homes and Communities Agency (HCA)**

The national housing and regeneration agency. The HCA has enabling and investment roles, including the provision of funding for affordable housing, bringing land back into productive use and enabling local authorities to achieve housing and regeneration ambitions for their own areas.

**Index of Multiple Deprivation (IMD)**

Published by the Government, and provides an overall measure of 'deprivation' across a range of indicators, against which social and economic conditions in one area can be compared to other areas in England.

**Infrastructure Delivery Plan (IDP)**

Supporting the Core Strategy and the wider Local Plan, this will set out the range of existing, planned and required infrastructure within the local authority area. This will identify standards of provision which should be adhered to, and set out the key infrastructure projects which will be critical to the successful delivery of the Local Plan.

**Issues and Options Paper (I&O)**

The first formal stage of consultation undertaken on the Knowsley Core Strategy. The Paper set out a range of key issues for the future of Knowsley, identified using available evidence, followed by a range of policy options for tackling the identified issues.

**Internationally Important Sites for Biodiversity**

The Natura 2000 network of protected sites established under the EU Habitats Directive (92/43/EEC), comprising Special Areas of Conservation (SAC) designated in the UK and also incorporating Special Protection Areas (SPA) designated under the Birds Directive (2009/147/EC codified from 79/409/EEC). Ramsar sites are also included with European Sites within UK legislation.

**Joint Employment Land and Premises Study (JELPS)**

A study commissioned by Halton, Knowsley, Sefton and West Lancashire districts to consider the supply and demand for land and premises for business and employment purposes. It forms a key part of the Local Plan evidence base.

## **Key Diagram**

A diagrammatic interpretation of the vision and policies within a spatial planning policy document such as a Core Strategy.

## **Landscape Character Assessment (LCA)**

A technique that has been developed to help the analysis, description and classification of the landscape.

## **Listed Buildings**

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

## **Liverpool City Region (LCR)**

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

## **Local Development Document (LDD)**

A collective term for planning policy documents, including all parts of the Local Plan, Neighbourhood Plans and Supplementary Planning Documents.

## **Local Development Framework (LDF)**

The term previously used to refer to the portfolio of Local Development Documents, including Development Plan Documents, Supplementary Planning Documents and various process documents. This term has been replaced with the term Local Plan, although this refers only to the portfolio of Development Plan Documents.

## **Local Development Orders (LDOs)**

An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

## **Local Development Scheme (LDS)**

The business plan for production of the Local Plan. It identifies and describes the Development Plan Documents and when they will be produced. It covers a three-year period and is subject to updating following production of Monitoring Reports to check progress.

**Local Enterprise Partnership (LEP)**

A body designated by the Secretary of State for Communities and Local Government to create or improve the conditions for economic growth in an area. The Liverpool City Region LEP includes representatives from key private and public sector partners, including Knowsley Council. Its core activities focus on strategic economic development, business growth, key growth sectors and marketing. Further information can be found at the LEP website<sup>148</sup>.

**Local Investment Plan (LIP)**

A document which sets out the investment required for an area in order to inform funding discussions. The investments identified are those required to meet identified economic, housing and environmental priorities and needs, in association with the Sustainable Community Strategy and the Local Plan.

**Local Nature Partnership (LNP)**

A body designated by the Secretary of State for Environment, Food and Rural Affairs to protect and improve the natural environment in an area and the benefits derived from it.

**Local Nature Reserve (LNR)**

A statutory designation made by local authorities (under the National Parks and Access to the Countryside Act 1949) relating to places with wildlife or geological features that are of special interest locally. LNRs are designated to support biodiversity and geodiversity, and offer opportunities for people to learn about and enjoy the natural environment.

**Local Plan (LP)**

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. The Local Plan includes 'Development Plan Documents' adopted under the Planning and Compulsory Purchase Act 2004.

In Knowsley, this will include the Local Plan Core Strategy, Local Plan Site Allocations and Development Policies and Merseyside and Halton Joint Waste Local Plan, accompanied by a Local Plan Policies Map. While these documents are being finalised, the Local Plan also includes the Saved Policies of the Knowsley Replacement Unitary Development Plan (2006).

---

<sup>148</sup> <http://liverpoollep.org>

## **Local Plan: Core Strategy (sometimes Knowsley Local Plan: Core Strategy) (LPCS or KLPCS)**

A document which forms the central part of the Knowsley Local Plan and sets out the long term spatial vision, objectives and strategic policies for the borough. The Local Plan Core Strategy has the formal status of a Development Plan Document, and will be joined by further Local Plan documents. Further information about the role and status of the Core Strategy is available in [Chapter 1: Introduction](#).

## **Local Plan Policies Map**

An Ordnance Survey based map, which shows specific land allocations for the Local Plan area. The Policies Map can be updated or revised only by Local Plan documents. Previously known as a Proposals Map.

## **Local Plan Site Allocations and Development Policies**

Sets out a range of detailed planning policies which will assist in the development management process. The document will also include a range of site allocations (e.g. for housing or employment uses), which will be used to update the adopted Local Plan Proposals Map. The document will form a constituent part of the Knowsley Local Plan and will have the formal status of a Development Plan Document.

## **Local Strategic Partnership (LSP)**

A non-statutory body that brings together the different parts of the public, private, voluntary and community sectors, working at a local level. The LSP is called the Knowsley Partnership, the lead member of which is the Council.

## **Local Transport Plan (LTP)**

A plan which sets out sub-regional objectives, strategies and policies for transport, detailing the schemes and initiatives that will be delivered, together with the performance indicators and targets used to monitor progress. The LTP covering Knowsley is that for the Merseyside area, which is prepared by the Integrated Transport Authority.

## **Local Wildlife Site (LWS)/Local Geological Site (LGS)**

Previously known as Sites of Importance for Nature Conservation (SINC), or alternatively Site of Biological Interest (SBI)/Site of Geological Interest (SGI), these are areas of land with significant wildlife or geological value. Typically they can comprise an area of woodland, grassland meadows or a local water body.

## **Localism Act**

Enacted in late 2011, the Act contains a wide range of legislative changes, including many affecting local authorities and local spatial planning. The Act introduced the legislative basis for: the abolition of Regional Strategies; a new 'duty to co-operate'; changes to the Community Infrastructure Levy (CIL) system; and neighbourhood planning. Further details are available on the DCLG website<sup>149</sup>.

## **Locally Listed Buildings**

Buildings designated by the local planning authority to be of local significance and included in a local list. Although they are not statutorily protected, close scrutiny will be given to any development affecting them.

## **Main Town Centre Uses**

Retail development (including warehouse clubs and factory outlet centres), leisure, entertainment facilities, intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls), offices, and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

## **Master Plan**

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

## **Mersey Forest**

Covering Merseyside and North Cheshire, this is the largest of 12 community forests which have been designated nationally, and which are dedicated to increasing tree cover and habitat creation for the long term benefit of the economy, people and nature. Further details are available on the Mersey Forest website<sup>150</sup>.

## **Merseyside and Halton Joint Waste Local Plan**

Prepared jointly on behalf of six local authorities, this plan sets out waste management policies for the sub-region. The policies include site allocations and development management policies. This document is adopted and forms part of the Local Plan for each local authority in Merseyside and Halton.

---

<sup>149</sup> A plain English guide to the Localism Act (DCLG, 2011), available online at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/5959/1896534.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5959/1896534.pdf)

<sup>150</sup> <http://www.merseyforest.org.uk/>

### **Mineral Safeguarding Area**

An area designated by Minerals Planning Authorities which covers known deposits of minerals which are proposed to be safeguarded from unnecessary sterilisation by non-mineral development.

### **Monitoring Report (MR)**

Previously known as the Annual Monitoring Report, this assesses the implementation of the Local Development Scheme and the extent to which planning policies are being implemented. It includes contextual information relating to a variety of factors, which help to measure the effectiveness of the planning policies adopted by the Council, with reference to the Local Plan Monitoring Framework. Knowsley Council expects to publish a Monitoring Report at least annually, every December, covering the previous financial year.

### **National Planning Policy Framework (NPPF)**

Introduced by the Government in 2012, this replaced the majority of adopted national planning policy, including most Planning Policy Statements and Planning Policy Guidance notes. The NPPF is supplemented by remaining guidance, and a number of other policy statements. The NPPF sets out national priorities for delivering sustainable development and economic growth, including a very wide range of policies and guidance, relating to themes such as housing, environment and economy, and procedural matters (such as plan-making and decision-taking). The policies of the NPPF will be applied alongside those in Knowsley's Local Plan. Further information is available on the DCLG website<sup>151</sup>.

### **Nationally Important Sites for Biodiversity**

These include protected site designations such as Areas of Outstanding Natural Beauty (AONBs), Local Nature Reserves (LNRs), Marine Conservation Zones (MCZs), National Nature Reserves (NNRs), Ramsar sites and Sites of Special Scientific Interest (SSSIs).

### **Neighbourhood Plan/Neighbourhood Development Plan**

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood (made under the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011). A neighbourhood plan would, once brought into effect, comprise part of the statutory Development Plan for the area. It would therefore, alongside any adopted Local Plan documents, need to be considered when assessing any development proposals affecting the area.

---

<sup>151</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

**New Deal for Communities (NDC)**

An area-based initiative launched in England in 1998 as part of the Government's National Strategy for Neighbourhood Renewal (NSNR). The programme's primary aim was to reduce the gap between the poorest neighbourhoods and the rest of the country. The North Huyton area of Knowsley was designated as an NDC area in 2003.

**Outdoor Sports Provision**

A term which includes: grass playing pitches (public and privately owned), artificial playing pitches, golf courses, bowling greens, tennis courts, and any land which may be currently vacant but that has been in sports use within the previous five years.

**Plan Period**

Refers to the time period of operation for a Local Plan. For the Knowsley Local Plan, this is up to 2028.

**Planning and Compulsory Purchase Act 2004**

This Act made provision relating to spatial development and town and country planning, and the compulsory acquisition of land. It introduced the Local Development Framework (LDF) system for planning policy, and remains the main legislative basis for production of Local Plans.

**Planning Condition**

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Preferred Options Report**

Refers to a stage in the preparation of a Local Plan document, involving consultation on a set of preferred policy options. For the Knowsley Core Strategy, the Preferred Options Report set out a number of preferred policies and alternatives considered, including an overall preferred spatial strategy for the development of the borough over a 15 year period. The Report was subject to consultation in summer 2011.

**Previously Developed Land (PDL)**

See entry for 'Brownfield Land'.

### **Principal Regeneration Area (PRA)**

A location identified by the Council as having the greatest need and opportunity for comprehensive change through major new development during the period of the Local Plan.

### **Public Realm**

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

### **Regional Economic Strategy (RES)**

Prepared by the former Regional Development Agencies, these set out each region's economic plans, with frameworks for regional, sub-regional and local action, and relied on public and private partners for delivery.

### **Regional Spatial Strategy (RSS)**

The Regional Spatial Strategy<sup>152</sup> was the regional planning strategy for the North West, from its publication in 2008 until May 2013, when it was formally revoked by the Government. The RSS informed the preparation of Local Development Documents, Local Transport Plans and regional and sub-regional strategies and programmes.

### **Regional Strategy (RS)**

The document which was due to replace the Regional Spatial Strategy and the Regional Economic Strategy, forming the overarching development strategy for the region. The emerging Regional Strategy for the Northwest was called RS2010, however, work on this document was cancelled in mid-2010. The resulting evidence and framework has been made available, including 'Future Northwest', a document containing agreed shared priorities for the region.

### **Registered Provider (of Social Housing)**

Independent, not-for-profit private sector organisations providing social housing. They are the UK's major provider of homes for rent, as well as providing opportunities for shared ownership. They were previously also known as 'Registered Social Landlords' or 'Housing Associations'.

### **Renewable and low carbon energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly

---

<sup>152</sup> The North West Plan: Regional Spatial Strategy to 2021 (GONW, 2008)

in the environment – from the wind, the fall of water, the movement of the oceans, the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

### **Safeguarded Land**

Comprises areas and sites which may be required to serve development needs in the longer term, i.e. beyond the end of the plan period (post 2028). Safeguarded land should be genuinely capable of development when needed and be where future development would be an efficient use of land, well integrated with existing development.

### **Scheduled Monument**

A nationally important historic building or structure or archaeological site, given protection against detrimental and unauthorised change. When designated, Scheduled Monuments are added to the schedule (which has been kept since 1882) of monuments whose preservation is given priority over other land uses. Scheduled Monuments are also sometimes referred to as 'Scheduled Ancient Monuments'.

### **Shared Ownership**

An arrangement where the ownership of a property is shared, usually between a Registered Social Landlord (RSL) and a private purchaser.

### **Spatial Planning**

Planning which goes beyond traditional land uses to integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.

### **Special Areas of Conservation (SAC)**

Protected sites designated in the UK under the EU Habitats Directive (92/43/EEC).

### **Special Protection Areas (SPA)**

Protected sites designated in the UK under the Birds Directive (2009/147/EC codified from 79/409/EEC).

### **Statement of Community Involvement (SCI)**

Sets out how the Council will consult and engage with the community and other stakeholders in the production of all documents within the Local Plan, and when determining planning applications.

### **Strategic Environmental Assessment (SEA)**

European Directive 2001/42/EC (the SEA Directive) requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment, known as Strategic Environmental Assessment. To meet the requirements of the directive, a body must prepare an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. For the Knowsley Local Plan, this is incorporated in the Sustainability Appraisal.

### **Strategic Flood Risk Assessment (SFRA)**

A document which is normally produced by a local planning authority in consultation with the Environment Agency, and which forms the basis for preparing appropriate policies for flood risk management at the local level.

### **Strategic Housing Land Availability Assessment (SHLAA)**

A systematic assessment of the availability of land which is developable and deliverable for new housing within an area. The assessment includes a 'Call for Sites' where the public can promote sites as being suitable for housing development and an appraisal of deliverability by a panel of developers and Registered Social Landlords active in the local market.

### **Strategic Housing Market Assessment (SHMA)**

A study across an identified largely 'self contained' housing market to assess how the market operates and is likely to operate in the future. A SHMA assesses past, current and future trends in housing type and tenure, household size, and housing need, and of the housing needs of specific groups with particular requirements. It is important to engage sub-regional partners and other key stakeholders involved in the local housing market when preparing a SHMA.

### **Strategic Objective (SO)**

Within the Local Plan: Core Strategy, there are a range of Strategic Objectives, which set the overall aims and goals of the plan. The Local Plan aims to deliver these objectives.

### **Substantial Residential Area (SRA)**

A residential area that should, in order to provide a satisfactory residential environment, be self-sufficient in public open space. The overall proportion of open space within these areas is measured as a surplus or deficit relative to population in accordance with adopted standards. Maps defining the existing boundaries of the SRAs will be set out in the Developer Contributions SPD.

**Supplementary Planning Document (SPD)**

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

**Sustainability Appraisal (SA)**

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

**Sustainable Communities**

Places where people want to live and work, now and in the future. They meet the needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

**Sustainable Community Strategy (SCS)**

Local Strategic Partnerships were required to produce a Sustainable Community Strategy for their area, to create a long-term vision to tackle local needs. Knowsley's Local Plan Core Strategy has been drafted to assist in delivery of the vision set out in the Knowsley Sustainable Community Strategy 2008–2023, known as 'the Borough of Choice'.

**Sustainable Drainage Systems (SuDS)**

These systems provide an alternative to the traditional methods of dealing with water drainage, aiming to mimic the natural movement of water from a development, slowing run-off, reducing flood risk, improving water quality and potentially providing attractive features.

**Sustainable Urban Extensions (SUEs)**

Areas which are being removed from the Green Belt to accommodate Knowsley's needs for new housing and employment development up to 2028 and beyond. Sustainable Urban Extensions are areas which are capable of development when needed and to provide for an efficient use of infrastructure and land which is well integrated with existing development.

**Transport Assessment (TA)**

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve

accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

### **Travel Plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action which is articulated in a document that is regularly reviewed.

### **Unitary Development Plan (UDP)**

A statutory planning policy document which unitary authorities had to prepare under the Planning Act 1990. The Knowsley Replacement Unitary Development Plan<sup>153</sup> was adopted in 2006, and the majority of its policies were saved in 2009. The UDP set out a wide range of strategic and detailed policies, and included a Proposals Map identifying site allocations and designations for various land uses. The policies within the Replacement Unitary Development Plan will be replaced by policies within Local Plan documents.

### **Use Classes Order**

The Town and Country Planning (Use Classes) Order 1987 and subsequent amendments, group a number of land uses into categories or 'Use Classes'. Changes of use within the same Use Class or between certain different Use Classes as set out in the General Permitted Development Order (GPDO) are normally deemed to have consent and do not in most cases require specific planning permission.

### **Vitality and Viability (Town Centres)**

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

### **Waste Hierarchy**

A framework that has become a cornerstone of sustainable waste management, setting out the order in which options for waste management should be considered based on environmental impact.

### **Zero Carbon**

Meaning no net increase in carbon dioxide emissions resulting from the energy used in occupying building, including space heating, hot water, cooking, lights and

---

<sup>153</sup> Knowsley Replacement Unitary Development Plan (Knowsley Council, 2006)

appliances. The Government, with assistance from the Zero Carbon Hub, is currently developing a new definition of zero carbon development.



## B Detailed Definitions

### Housing Definitions

Definitions of housing tenures are adapted from Annex 2 of the NPPF<sup>154</sup> and from the Homes and Communities Agency website<sup>155</sup>.

#### Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered as affordable housing for planning purposes.

#### Windfall housing

Sites which have not been specifically identified as available in the Local Plan process (i.e. In Monitoring Reports or evidence base documents such as the Strategic Housing Land Availability Assessment).

---

<sup>154</sup> National Planning Policy Framework (DCLG, 2012)

<sup>155</sup> see <http://www.homesandcommunities.co.uk/ourwork/vulnerable-and-older-people>

## Specialist and Supported Accommodation

Accommodation designed or designated specifically to meet the needs of older and/or vulnerable people, as follows:

Older people are defined as people over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs. Accommodation for older people includes all housing which is specially designed or designated for older people; for example, sheltered housing, extra care housing, registered care homes, retirement housing or clusters of bungalows solely let to older people.

Vulnerable people are defined as homeless families with support needs; offenders and people at risk of offending; people with alcohol problems; people with drug problem; people with HIV or AIDS; people with learning disabilities; people with physical or sensory disabilities; people with mental health problems; refugees; rough sleepers; single homeless people with support needs; teenage parents; people at risk of domestic violence; young people at risk; and young people leaving care. This vulnerability covers a wide range and levels of need and not all vulnerable people need supported housing - for many, remaining in their own or their family home with support may be the best solution. Some people may require on-going support and care in permanent supported housing accommodation, whereas for others the need for support may be for a limited period requiring tailored services that may be only for a few months or perhaps up to two years in order to support residents into more independent living, a settled lifestyle, education, training and employment. Accommodation for vulnerable people includes all housing which is specially designed or designated to meet the particular requirements of these groups.

## Travellers Definitions

Definitions of travelling communities are taken from Annex 1 of the government's planning guidance for traveller sites<sup>156</sup>, as referred to in [Policy CS18](#).

## Gypsies and Travellers

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

---

<sup>156</sup> Planning policy for traveller sites (DCLG, 2012)

## Travelling Show People

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

## Pitch/plot

A pitch on a 'gypsy and traveller' site and 'plot' means a pitch on a 'travelling showpeople' site (often called a 'yard'). This terminology differentiates between residential pitches for 'gypsies and travellers' and mixed-use plots for 'travelling showpeople', which may/will need to incorporate space or to be split to allow for the storage of equipment.

## Retail Definitions

### Town Centres

Town Centres as identified in [Policy CS6](#) are centres which can achieve or maintain the following thresholds to meet local needs during the plan period:

- a main centre within Knowsley offering in excess of 50 occupied retail units and/or service sector operators offering a range of non-retail services such as banks, building societies and restaurants and local public facilities such as a library, together with;
- a minimum of 10 convenience units with at least one being a supermarket or superstore.

### District Centres

District Centres as identified in [Policy CS6](#) are centres which can achieve or maintain the following thresholds to meet local needs within the catchment area of the centre during the plan period:

- between 20–50 occupied retail units, including a minimum of 10 local service operators offering non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library, together with;
- around five convenience units, at least one of which being a supermarket or superstore.

### Local Centres

Local Centres are categorised below taking into account the realistic ability of each centre to achieve or maintain the following thresholds to meet local needs within the catchment area of the centre during the plan period:

- Major local centre; minimum of 12 occupied units, with at least six local service operators and two convenience stores.

- Medium local centres; minimum of eight occupied units, with at least four local service operators and one convenience store.

**Major local centres:**

- Bewley Drive/Broad Lane, Kirkby;
- Greenes Road, Whiston;
- Hillside Road, Huyton;
- Kingsway/Gentwood Parades, Huyton;
- Pilch Lane, Huyton;
- Tarbock Road, Huyton.

**Medium local centres;**

- Admin Road/South Boundary Road, Kirkby;
- Baileys Lane, Halewood;
- Copple House Lane, Fazakerley;
- Page Moss/Dinas Lane, Huyton;
- Dragon Drive, Whiston;
- Glovers Brow, Kirkby;
- Hampton Drive, Cronton;
- Longview Drive, Huyton;
- Mackets Lane, Halewood;
- Manor Farm Road, Huyton;
- Molyneux Drive, Prescott;
- Moorfield, Kirkby;
- Old Rough Lane, Kirkby;
- Park Brow Drive, Kirkby;
- Rimmer Avenue, Huyton;
- Sugar Lane, Knowsley Village;
- Swanside Parade, Huyton;
- Warrington Road, Whiston.

**Minor Parades**

The following existing centres fail to meet the requirement of the hierarchy of higher order centres in [Policy CS6](#), but remain locally important for local service provision:

- Acacia Avenue, Huyton;
- Byron Avenue/Milton Avenue, Whiston;
- Camberley Way, Halewood;
- Church Road/Hollies Road, Halewood;
- Greystone Road, Huyton;
- James Holt Avenue, Kirkby;
- Kennelwood Avenue, Kirkby;

- Kingsway/Crosswood Crescent, Huyton;
- Longview Drive/Wallace Drive, Huyton;
- Loweswater Way, Kirkby;
- Merrivale Road, Halewood;
- Old Farm Road, Kirkby;
- Richard Hesketh Drive, Kirkby;
- Scotchbarn Lane, Prescot;
- Shop Road, Knowsley Village;
- Wood Road, Halewood.

### **Edge of centre**

For retail purposes, a location that is well connected and up to 300 metres from the primary shopping area. For all other main town centre uses, a location within 300 metres of a centre boundary. For office development, this includes locations outside the centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

### **Out of centre**

A location which is not in or on the edge of a centre but not necessarily outside of the urban area.

### **Primary shopping area**

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

### **Primary and secondary frontages**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

### **Comparison units**

Retail units providing comparison goods include the following: Arts and Crafts, Booksellers, Car and Motorcycle, Carpets and Textiles, Charity, Chemists and Toiletries, Clothing, Department Stores, DIY and Hardware, Footwear, Florists, Furniture, Electrical, Garden, Gift, Homeware, Jewellers, Pets and Sportswear.

### **Convenience units**

Retail units considered to provide convenience goods include the following: Bakers, Butchers, Confectioners, Greengrocers, Grocery (including Hypermarkets,

Supermarkets and Superstores), Fishmongers, Frozen Foods, Newsagents, Off Licences and Tobacconists.

## Appendix C Schedule of UDP Policies to be Replaced

### C Schedule of UDP Policies to be Replaced

This appendix lists the policies of the Knowsley Replacement Unitary Development Plan (UDP) currently 'saved' under transitional arrangements, which are deleted on adoption of this Local Plan Core Strategy document and those which will continue to be 'saved' beyond that point.

#### Background

The UDP was adopted in June 2006, and its policies were automatically 'saved' for an initial three year period under transitional arrangements to the revised planning system. In 2009, the Secretary of State issued a 'saving direction' under which 78 (i.e. all but four) of the UDP policies continued to be 'saved'. In 2013, three of the remaining UDP policies were replaced by the Merseyside and Halton Joint Waste Local Plan.

75 UDP policies therefore remain in place as part of the adopted development plan prior to the adoption of the Knowsley Local Plan: Core Strategy.

#### The Schedules

Table C.1 lists the UDP policies, their titles and (for those that will lapse on adoption of this Core Strategy) the Local Plan Core Strategy policies which will replace them. Table C.2 shows the same information, but organised by Core Strategy policy number. For all UDP Policies to be deleted on adoption of the Core Strategy, the supporting text accompanying these policies in the UDP is also deleted.

In Table C.1, where a UDP policy has been struck through, this indicates that the policy was not 'saved' beyond the initial three year period and therefore lapsed in 2009. These policies include UDP Policies H1: Strategic Housing Land Requirements and Supply; S3: Huyton Town Centre; S8: Location of Development of Town Centre Uses; and T4: Major Transport Schemes.

#### Proposals Map/Policies Map

The adopted UDP is accompanied by a Proposals Map. Under the Town and Country Planning (Local Planning) (England) Regulations 2012 the term 'Proposals Map' has been replaced by 'Policies Map'. Revisions to the adopted Policies Map were formally agreed when the Merseyside and Halton Joint Waste Local Plan was adopted in July 2013. Further revisions to the Policies Map are being made on adoption of the Core Strategy, to reflect new site allocations and revisions to the Green Belt boundary within the Sustainable Urban Extensions (see details in [Policies SUE1 to SUE2c](#) and [Appendix E](#)).

In instances where the Policies Map links to a deleted UDP policy, then the Core Strategy policy which will replace the UDP policy will apply to the related allocation or designation on the Policies Map once the Core Strategy is adopted.

When the Council prepares the Local Plan: Site Allocations and Development Policies document in the future it will publish a new Policies Map covering the whole borough. This is likely to include the revisions to the Map introduced by the Merseyside and Halton Joint Waste Local Plan and this Local Plan: Core Strategy as well as the review and where necessary updating of the land use designations and site allocations in other areas. At this stage it is considered unlikely that this will contain further significant changes to Green Belt boundaries beyond a tidying up of existing boundaries as referred to in [Policy SUE1](#).

**Table C.1: Schedule of UDP Policies Deleted and Replaced (in UDP Policy Order)**

UDP Policy		Save or Delete?	Replaced by Local Plan Core Strategy Policy
<b>Core Policies</b>			
CP1	Regeneration and Development Priority Areas	Delete	CS1, CS2, CS4, CS6
CP2	Environmental Assets	Delete	CS1, CS8, CS20, CS21
CP3	Development Quality	Delete	CS2, CS19
<b>Housing</b>			
H1	<del>Strategic Housing Land Requirements and Supply</del>	n/a	
H2	Sites Allocated for Housing Development	Save	
H3	North Huyton and Tower Hill (Kirkby) Action Areas	Delete	CS9, CS12
H4	Development Opportunity Site (Valley Road, Kirkby)	Save	
H5	Development within Primarily Residential Areas	Save	
H6	Treatment and Redevelopment of Housing Clearance Sites	Save	
H7	Provision of Flats, Nursing and Residential Homes, Hostels, and Housing in Multiple Occupation (HMOs)	Save	
H8	Extensions and Alterations to Residential Properties	Save	

## Appendix C Schedule of UDP Policies to be Replaced

UDP Policy		Save or Delete?	Replaced by Local Plan Core Strategy Policy
H9	Sites for Gypsies, Travelling Show People, and Other Itinerants	Delete	CS18
<b>Economic Development</b>			
EC1	Strategy for Provision of Employment Land	Delete	CS4
EC2	Sites Allocated for Employment Development	Save	
EC3	Primarily Industrial Areas	Save	
EC4	Regional Investment Site: Kings Business Park	Save	
EC5	South Prescott Action Area	Delete	CS13
EC6	Tourism and Cultural Development	Save	
<b>Town Centres and Shopping</b>			
S1	Retail and Town Centre Development Strategy	Delete	CS6
S2	Diversification of Uses within existing Centres	Save	
<del>S3</del>	<del>Huyton Town Centre</del>	n/a	
S4	Kirkby Town Centre Action Area	Delete	CS10
S5	Prescot Town Centre	Delete	CS14
S6	The Ravenscourt (Halewood) Action Area	Delete	
S7	Local Centres and Parades	Save	
<del>S8</del>	<del>Location of Development for Town Centre Uses</del>	n/a	
S9	Shop Fronts and Security Shutters	Save	
S10	Advertisements	Save	
<b>Transport</b>			
T1	An Integrated Transport System	Delete	CS7
T2	Merseytram System	Delete	CS7
T3	Other Public Transport Schemes	Delete	CS7, CS12
<del>T4</del>	<del>Major Highway Schemes</del>	n/a	

UDP Policy		Save or Delete?	Replaced by Local Plan Core Strategy Policy
T5	Location of Major Traffic Generating New Development	Save	
T6	Ensuring Choice of Travel to Serve New Developments	Delete	CS7
T7	New Development and Walking & Cycling Routes	Save	
T8	Transport Assessments	Save	
T9	Travel Plans	Save	
T10	Access for the Less Mobile	Save	
T11	Taxi Facilities	Save	
T12	Aerodrome Safeguarding	Delete	CS7
<b>Green Belt and the Rural Economy</b>			
G1	Development within the Green Belt	Delete	CS5
G2	Landscape Character and Amenities of the Green Belt	Delete	CS5
G3	Agricultural Land	Save	
G4	Rural Diversification	Save	
G5	Existing Major Developed Sites in the Green Belt	Save	
G6	Conversion or Change of Use of Existing Buildings in the Green Belt	Save	
G7	Alteration, Extension or Replacement of Existing Dwellings in the Green Belt	Save	
G8	Agricultural or Equestrian Development	Save	
<b>Urban Greenspace, Sport and Recreation</b>			
OS1	Strategy for Urban Greenspace, Sport and Recreation	Delete	CS21
OS2	Urban Greenspace	Delete	CS21
OS3	Quantitative Standards - Public Open Space for General Amenity Use, Allotments and Children's Play	Delete	CS21

## Appendix C Schedule of UDP Policies to be Replaced

UDP Policy		Save or Delete?	Replaced by Local Plan Core Strategy Policy
OS4	Protection of Playing Pitches and Other Formal Sporting Facilities	Delete	CS21
OS5	Public Open Space and Recreational Facilities to Meet the Needs of New Development	Delete	CS21
OS6	Location of Major New Sporting and Recreational Facilities	Delete	CS2
OS7	Educational Uses and Sites	Save	
<b>Development Quality and the Built Environment</b>			
DQ1	Design Quality in New Development	Delete	CS2, CS19
DQ2	Security in the Built Environment	Save	
DQ3	Gateway Sites and Corridors	Save	
DQ4	Trees and Development	Save	
DQ5	Development in Conservation Areas	Save	
DQ6	Demolition of Buildings and Structures in Conservation Areas	Delete	CS20
DQ7	Listed Buildings	Delete	CS20
DQ8	Historic Parks and Gardens	Delete	CS20
DQ9	Sites and Areas of Archaeological Importance	Delete	CS20
<b>Minerals, Waste and Energy</b>			
MW1	Protection, Winning and Working of Minerals Resources	Delete	CS25
MW2	Proposals for Mineral Developments	Save	
MW3	Onshore Oil, Gas and Coal Bed Methane	Save	
MW4	Waste Management Strategy	Deleted by Waste Local Plan	
MW5	Waste Management and Treatment Facilities	Deleted by Waste Local Plan	

UDP Policy		Save or Delete?	Replaced by Local Plan Core Strategy Policy
MW6	Landfill or Landraising	Deleted by Waste Local Plan	
MW7	Renewable Energy	Delete	CS23
<b>Environmental Protection and Nature Conservation</b>			
ENV1	Control of Pollution in New Development	Delete	CS2
ENV2	Noise and Vibration	Save	
ENV3	Light Pollution	Save	
ENV4	Hazardous Substances	Save	
ENV5	Contaminated Land	Save	
ENV6	Landfill Gas	Save	
ENV7	Flood Risk and Drainage	Delete	CS24
ENV8	Telecommunications Developments	Save	
ENV9	Protection of Habitats and Designated Sites	Delete	CS8
ENV10	Protection of Species	Delete	CS8
<b>Community Benefits and Planning Agreements</b>			
PA1	Planning Agreements	Delete	CS27

## Appendix C Schedule of UDP Policies to be Replaced

Table C.2: Schedule of UDP Policies Deleted and Replaced (in Core Strategy policy order)

Local Plan Core Strategy Policies		Replaces UDP Policy
SD1	Sustainable Development	
<b>Spatial Strategy Policies</b>		
CS1	Spatial Strategy for Knowsley	CP1, CP2
CS2	Development Principles	CP1, CP3, OS6, DQ1, ENV1
CS3	Housing Supply, Delivery and Distribution	
CS4	Economy and Employment	CP1, EC1
CS5	Green Belts	G1, G2
CS6	Hierarchy of Centres and Retail Strategy	CP1, S1
CS7	Transport Networks	T1, T2, T3, T6, T12
CS8	Green Infrastructure	CP2, ENV9, ENV10
<b>Principal Regeneration Areas</b>		
CS9	Principal Regeneration Area - North Huyton and Stockbridge Village	
CS10	Principal Regeneration Area - Kirkby Town Centre	S4
CS11	Principal Regeneration Area - Knowsley Industrial & Business Parks	
CS12	Principal Regeneration Area - Tower Hill	
CS13	Principal Regeneration Area - South Prescott	EC5
CS14	Principal Regeneration Area - Prescott Town Centre	S5
<b>Sustainable Urban Extensions</b>		
SUE1	Sustainable Urban Extensions and Safeguarded Land	
SUE2	Sustainable Urban Extensions - Development Principles	
SUE2a	Sustainable Urban Extensions - Knowsley Lane	
SUE2b	Sustainable Urban Extensions - East of Halewood	
SUE2c	Sustainable Urban Extensions - South of Whiston and Land South of M62	

<b>Local Plan Core Strategy Policies</b>		<b>Replaces UDP Policy</b>
<b>Balancing the Housing Market</b>		
CS15	Delivering Affordable Housing	
CS16	Specialist and Supported Accommodation	
CS17	Housing Sizes and Design Standards	
CS18	Accommodation for Gypsies and Travellers and Travelling Showpeople	H9
<b>Promoting Quality of Place</b>		
CS19	Design Quality and Accessibility in New Development	CP3, DQ1
CS20	Managing Heritage	CP2, DQ6, DQ7, DQ8, DQ9
CS21	Urban Greenspaces	CP2, OS1, OS2, OS3, OS4, OS5
<b>Caring for Knowsley</b>		
CS22	Sustainable and Low Carbon Development	
CS23	Renewable and Low Carbon Infrastructure	MW1
CS24	Managing Flood Risk	EN7
CS25	Management of Mineral Resources	MW1
CS26	Waste Management	
<b>Infrastructure Planning and Development Requirements</b>		
CS27	Planning and Paying for New Infrastructure	PA1

## Appendix D Core Strategy Policy Delivery Mechanisms

**D Core Strategy Policy Delivery Mechanisms**

This appendix sets out how each policy of the Core Strategy will be delivered, key risks to delivery and how these have been addressed, together with key targets and mechanisms that may trigger remedial measures if a specific policy is not being achieved. Appraisal of the performance of each policy relative to their key targets will be reported annually within the Council's Monitoring Report.

<b>POLICY OF KLPCS</b>	<b>SD1: Sustainable Development</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management process</li> <li>• Influence on other policies, plans and procedures</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	111, 112
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• National and local targets for applications determined in 8/13 weeks (MI111)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Decision making risks on planning applications</li> <li>• Policy not reflected in other plans and policies</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Transparent policy approach to inform decision making</li> <li>• Account for all Local Plan policies in subsequently prepared documents</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant decision making delays and/or high rates of appeals being upheld</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review of development management processes and resources</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS1: Spatial Strategy for Knowsley</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Cross-cutting policy – see other CS policies</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>1, 4, 18, 21, 23, 38, 39, 41, 44, 49, 54, 64, 65, 67, 69, 70, 97, 106, 113</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Cross-cutting policy – see targets for other CS policies</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• The rate of development delivery continues to be lower than targeted due to a slow recovery from recession (see <a href="#">Policies CS3</a>, <a href="#">CS4</a> and <a href="#">CS6</a>)</li> <li>• Regeneration of the Principal Regeneration Areas is not delivered or only partially delivered (see <a href="#">Policies CS9–CS14</a>)</li> <li>• Delays in provision of strategic infrastructure</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• See policies stated in key risks for specific triggers.</li> <li>• Engagement with key infrastructure providers in the development of the KLPCS and the Infrastructure Delivery Plan.</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• See information on policies stated in ‘key risks’ section above for specific triggers.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support.</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS2: Development Principles</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>Site allocation and development management processes.</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	7, 8, 9, 14, 38, 39, <b>64</b> , 65, 66, 67, 68, 69, <b>70</b> , 73, 74, 78, 82, 83, 86, 93, 94, 97, 98, 99, 100, 101, 102, 103, 104, 106, 107, 108, 109, 110, 112, <b>115</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>Cross-cutting policy – see targets for other CS policies</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>Site allocations and development management decisions need to be based on a balanced assessment of the principles set out in this policy</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>Site allocations process will be carefully evidenced to ensure that it takes account of the principles set out here</li> <li>Development management decisions will take account of any of the principles which are relevant to the specific decision</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>High rates of appeals being upheld based on specific principles which are set out.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>Review of development management processes including weight given to specific principles in decisions.</li> </ul>

POLICY OF KLPCS	<b>CS3: Housing Supply, Delivery and Distribution</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Delivery of sufficient quantum will be managed in accordance with <a href="#">Policy CS3 (clause 3)</a> and reported in the Monitoring Reports and SHLAA updates</li> <li>• Investment in private sector and Registered Provider housing (e.g. current Affordable Housing Programme)</li> <li>• Site allocation and development management processes.</li> <li>• Partnership working on residential-led regeneration programmes e.g. North Huyton, Tower Hill</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 70, 106</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• An average of 450 net dwelling completions per annum between 2010/11 and 2027/28 (MI19 and MI20)</li> <li>• At least 2,250 dwellings deliverable within five years (with NPPF buffer) (MI30 and MI31)</li> <li>• Decreases in empty homes, choice based letting demands, persons registered as homeless and households in fuel poverty (MI26, 34, 35 and 37)</li> <li>• Increase in empty homes brought back into use (MI27)</li> <li>• % new dwellings accessible by public transport, cycle and walking etc. in accordance with the 'Ensuring a Choice of Travel' SPD/LTP (MI70)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Land availability assessment</li> <li>• Completion rates not meeting required levels over a sustained period, resulting in an overall housing shortfall, and housing need (including affordable housing need) increasing to unsustainable levels</li> <li>• Residents moving out of Knowsley to access appropriate housing elsewhere with knock-on effects such as longer commuting patterns and more traffic, decline in the local economy, and in extreme cases homelessness</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Buffer or 'headroom' of housing development opportunities provided</li> <li>• Appropriate risk assessment applied to SHLAA sites</li> <li>• Engagement with landowners e.g. call for sites exercises</li> <li>• Comprehensive assessment of viability of housing land supply – see Housing Position Statement</li> <li>• Viability caveats included in <a href="#">Policies CS15</a> and <a href="#">CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Persistent and significant under delivery e.g. over a five year period</li> <li>• Failure to provide deliverable supply at any one time for 2,250 dwellings plus flexibility as required by NPPF para. 47</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li> <li>• Review of viability evidence</li> <li>• Potential review of Plan</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS4: Economy and Employment</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Delivery of sufficient quantum of land will be managed in accordance with <a href="#">Policy CS4 (clause 4)</a></li> <li>• Employment-led Regeneration programmes e.g. Knowsley Industrial and Business Parks</li> <li>• Economic Regeneration Strategy implementation</li> <li>• Education, employment and skills programmes</li> <li>• Access to work assisted by transport schemes e.g. Local Sustainable Transport Fund</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 32, 54, 55, 102, 103, 104, 106
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• 9.1 hectares land developed for employment uses per annum (MI1 and MI3)</li> <li>• Appropriate quantitative and qualitative land supply deliverable in five years at any one time (MI4 and MI5)</li> <li>• Increase in numbers and density of businesses, jobs, residents in employment, household income, educational attainment (MI7, 8, 9, 12, 14, 102 and 103)</li> <li>• Decrease in numbers of residents on out of work benefits, poverty levels, 16–18 year olds not in education, employment or training (MI15, 16, 101, 104 and 105)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Land/premises availability assessment</li> <li>• NPPF paragraphs 22 and 51 pose a risk to this policy if development does not come forward in the short/medium term or if an over-riding local need for housing arises</li> <li>• Completion rates do not meet required levels, resulting in an overall employment shortfall reducing the economic growth and competitiveness of Knowsley</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Buffer of employment sites being provided within supply</li> <li>• Engagement with landowners, e.g. call for sites exercises</li> <li>• Spatial distribution of land supply for employment purposes located in areas of proven developer interest for these purposes or accords with evidenced requirements</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Persistent and significant under delivery e.g. over a five year period</li> <li>• Failure to provide a quantitative and qualitative deliverable land supply or adequate range of sites as defined in <a href="#">Policy CS4 (clause 4)</a></li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support.</li> <li>• Potential review of Plan</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS5: Green Belt</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Identification of requirement for Sustainable Urban Extensions (SUEs) to be released from Green Belt linked to requirements of <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• Development management process</li> <li>• Monitoring and evidence collation</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	4, 5, 6, <b>30, 31, 32</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Appropriate quantitative and qualitative land supply deliverable in five years at any one time (MI4 and MI5)</li> <li>• At least 2,250 dwellings deliverable within five years (with NPPF buffer) (MI30 and MI31)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Pressure for development within unsustainable Green Belt locations to meet identified requirements in <a href="#">Policies CS3</a> and <a href="#">CS4</a>.</li> <li>• Risks identified in relation to housing/employment land availability – see above</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Specification of policy criteria which identifies the restrictions on development within the Green Belt</li> <li>• Identification of specific land supply requirements – <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• Allocations of sites for release which address development requirements via SUE policies</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Under performance of delivery against requirements and inability to identify a deliverable five year land supply assessed according to triggers in <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• High rates of appeals being upheld for proposed development in Green Belt locations (excluding those identified as SUEs)</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

POLICY OF KLPCS	<b>CS6: Town Centres and Retail Strategy</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation and development management processes</li> <li>• Current planning permission and proven developer interest for major development in Kirkby town centre</li> <li>• Lower levels of investment in other centres to be delivered via mainly private sector led investment</li> <li>• Monitoring and review of evidence</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>49, 50, 51, 54, 55, 56, 57, 58, 106</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Indicative distribution and phasing of comparison retail provision – see Table 5.2 (p.73) and Table 5.3 (p.73) of KLPCS (MI49, MI54 and MI55)</li> <li>• Indicative distribution of convenience retail provision – see Table 5.4 (p.74) of the KLPCS (MI49, MI54 and MI55)</li> <li>• Decrease in levels of vacant retail units in centres (MI56)</li> <li>• Increase in retail expenditure retention and footfall in town centres (MI51, MI57 and MI58)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Completion rates never meet required levels, resulting in an overall shortfall in the quantity and range of retail and service provision in Knowsley's town centres thereby undermining their performance in meeting local needs.</li> <li>• No alternative to locate significant retail development in Knowsley other than in town centres, whilst appropriately addressing local needs</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Comprehensive engagement with developers/landowners</li> <li>• Site deliverability/viability issues have influenced distribution of capacity proposed</li> </ul>

<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Persistent and significant under delivery of retail development, e.g. over a five year period relative to MI49, MI54 and MI55</li> <li>• Persistent poor performance against MI56 e.g. over a five year period</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these, e.g. release of public sector assets, land assembly, public sector funding support.</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

POLICY OF KLPCS	<b>CS7: Transport Networks</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Range of funding programmes available e.g. connected to Local Transport Plan to assist delivery of clauses 1 and 3</li> <li>• Clauses 2 and 4 of policy to be primarily delivered via development management and developer contributions processes</li> <li>• Other policies, procedures and plans</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>64, 65, 66, 67, 68, 69, 70, 82, 83, 106, 108, 110, 113, 115</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Delivery of transport schemes in Knowsley etc. in accordance with the LTP (MI64)</li> <li>• % new dwellings accessible by public transport, cycle and walking etc. in accordance with the 'Ensuring a Choice of Travel' SPD/LTP (MI70)</li> <li>• Maintain number of Air Quality Management Areas at zero (MI82)</li> <li>• Decrease in transport emissions, number of noise complaints and number of people killed/seriously injured in traffic accidents (MI83 and MI110)</li> <li>• Delivery of major infrastructure schemes as set out in the Infrastructure Delivery Plan (MI115)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Funding of transport schemes where this has not already been committed.</li> <li>• Ability to access capital funding to deliver larger infrastructure projects.</li> <li>• Withdrawal of existing services could worsen accessibility by sustainable modes of travel.</li> <li>• Economic conditions and market-led nature of some public transport provision.</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Joint working on monitoring of Local Plan, LTP and IDP</li> <li>• Submission of funding bids as required</li> <li>• Local strategies for community transport</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Non delivery of major infrastructure required to facilitate the delivery of the strategy</li> <li>• Persistent and significant poor or declining performance against target indicators</li> </ul>

<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"><li>• Targeted action to support infrastructure delivery e.g. release of public sector assets, land assembly, public sector funding support</li><li>• Potential review of Plan</li><li>• Regular monitoring and review of evidence</li></ul>
---------------------------------------	--

## Appendix D Core Strategy Policy Delivery Mechanisms

POLICY OF KLPCS	<b>CS8: Green Infrastructure</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation and development management processes.</li> <li>• Public sector investment to support the priorities within the Knowsley Green Space Strategy, Liverpool City Region Green Infrastructure Framework and Mersey Forest Plan, as supported by evidence in the Greenspace Audit and Playing Pitch Assessment and Strategy</li> <li>• Assistance from funding for sustainable transport schemes e.g. Local Sustainable Transport Fund</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	64, 65, 75, 76, 84, 86,87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 106, 108, 109
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Delivery of transport schemes in Knowsley etc. in accordance with the LTP (MI64)</li> <li>• Increase river water quality and resident satisfaction with parks (MI84 and MI90)</li> <li>• Performance against quantitative standards set in Table 9.1 (p.161) and Table 9.2 (p.162) of KLPCS (MI86 and MI87)</li> <li>• Maintain or increase percentage of open space considered to be of good excellent quality, etc. (MI88)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Variable provision across the borough</li> <li>• Funding availability where this has not already been committed</li> <li>• Pressure from development needs for housing and employment upon environmental and ecologically sensitive sites</li> <li>• Reduced public sector resources available to deliver priorities</li> </ul>

<p><b>MITIGATION</b></p>	<ul style="list-style-type: none"> <li>• Partnership working and consistency of priorities with Knowsley Greenspaces Strategy and Playing Pitch Assessment, Knowsley Green Space Strategy, Liverpool City Region Green Infrastructure Framework and Mersey Forest Plan to address specific areas of weakness, deficits and shortfalls</li> <li>• Submission of funding bids as required</li> <li>• Continue to liaise with sites owners to encourage greater management of ecologically important areas.</li> <li>• Preparation of additional Local Plan documents and supplementary guidance</li> </ul>
<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Persistent poor or declining performance against target indicators (MI86, MI87 and MI88)</li> <li>• Future Greenspace Audit or Playing Pitch Assessment could potentially find revisions to standards needed</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Targeted improvements to be included as investment priorities in the review of Knowsley’s Green Space Strategy</li> <li>• Future review of standards through review of Local Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS9: Principal Regeneration Area – North Huyton and Stockbridge Village</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation, master planning and development management processes</li> <li>• Current planning permission and proven developer interest demonstrated by ongoing development</li> <li>• Public and private sector investment</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>19, 30, 40, 41, 42, 43, 50</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area to include at least 1,450 dwellings (see paragraph 6.12 of KLPCS).</li> <li>• Contribution to achieving annual housing targets in MI19, and identification of housing land supply in MI30.</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Non-delivery of housing development as the catalyst to meeting wider regeneration and development needs, including for affordable housing</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Potential transfer or release of remaining public sector assets</li> <li>• Comprehensive engagement with developers/landowners</li> <li>• Flexibility for changes in layout, density and capacity relative to existing commitment, including further master planning</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI49, MI54 and MI55.</li> </ul>

<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"><li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li><li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li><li>• Provision of additional policy guidance within updated Supplementary Planning Document</li><li>• Potential review of Plan</li></ul>
---------------------------------------	---

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS10: Principal Regeneration Area – Kirkby Town Centre</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation and development management processes</li> <li>• Current planning permission and proven developer interest for major development in Kirkby town centre</li> <li>• Public and private sector investment</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 40, 49, 50, 51, 54, 55, 56, 57, 58</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area</li> <li>• Indicative amount and phasing of new comparison retail floorspace to be as set out in Table 5.2 (p.73) and Table 5.3 (p.73) of the KLPCS</li> <li>• Indicative amount of new convenience retail floorspace to be as set out in Table 5.4 (p.74) of the KLPCS</li> <li>• Increased retail expenditure retention and footfall (MI51 and MI57)</li> <li>• Proportion of vacant retail units within Kirkby Town Centre (MI56)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Non-delivery of retail development as the catalyst to meeting wider regeneration needs</li> <li>• There is no alternative for large scale retail investment in Kirkby, or to locate such a town centre development elsewhere in the borough</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Comprehensive engagement with developers/landowners</li> <li>• Site deliverability/viability issues have influenced distribution of development</li> <li>• Flexibility for alternative approaches to the existing commitment if required</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>

<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery of retail e.g. over a five year period, against MI49, MI54 and MI55.</li> <li>• Persistent poor performance of Kirkby Town Centre against MI56.</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support.</li> <li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS11: Principal Regeneration Area: Knowsley Industrial and Business Parks</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocations and development management processes</li> <li>• Current planning permission and proven developer interest demonstrated by historic and ongoing development</li> <li>• Public and private sector investment</li> <li>• Developer contributions and Local Development Orders</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>1, 3, 4, 40, 44, 45, 46, 47, 48, 50, 79, 80, 81</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area and priorities for employment development.</li> <li>• Contribution to achieving annual employment targets in MI1 and MI3</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Land/premises availability assessment</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Buffer of employment sites being provided</li> <li>• Engagement with landowners e.g. call for sites exercises</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI1, MI3 relative to MI44 and MI46.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li> <li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS12: Principal Regeneration Area – Tower Hill</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Council’s land disposal programme</li> <li>• Site allocation, master planning and development management processes</li> <li>• Public and private sector investment</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 19, 40, 41, 42, 43, 49, 50</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area which is to include at least 300 dwellings (see paragraph 6.35 of KLPCS)</li> <li>• Contribution to achieving annual housing targets in MI19, and identification of housing land supply in MI30</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Ongoing release of public sector assets</li> <li>• Comprehensive engagement with potential developers</li> <li>• Flexibility for layout, density and capacity relative to further master planning</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI49, MI54 and MI55.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li> <li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li> <li>• Provision of additional policy guidance within updated Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS13: Principal Regeneration Area – South Prescott</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation, master planning and development management processes</li> <li>• Current planning permission and proven interest for development in South Prescott</li> <li>• Private sector investment</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>1, 3, 4, 19, 40, 41, 42, 43, 44, 45, 46, 50</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area</li> <li>• Contribution to achieving annual employment targets in MI1 and MI3, and/or housing targets in MI19 and identification of housing land supply in MI30.</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Engagement with landowners e.g. call for sites exercises</li> <li>• Planned flexibility for either housing or employment development</li> <li>• Necessary headroom in strategy to account for loss of employment land</li> <li>• Site deliverability/viability issues have influenced distribution of development</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI1, MI3 and/or MI19, via MI40–MI46</li> </ul>

<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"><li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li><li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li><li>• Provision of additional policy guidance within Supplementary Planning Document</li><li>• Potential review of Plan</li></ul>
---------------------------------------	---

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS14: Principal Regeneration Area – Prescott Town Centre</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation, master planning and development management processes</li> <li>• Current planning permission on Sewell Street</li> <li>• Public and private sector investment</li> <li>• Developer contributions</li> <li>• Prescott Townscape Heritage Initiative</li> <li>• Prescott Town Centre Conservation Area Character Appraisal and Management Plan</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 40, 49, 51, 52, 53, 54, 55, 56, 57</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out guidance on mix of development in this area</li> <li>• Indicative amount and phasing of new comparison retail floorspace to be as set out in Table 5.2 (p.73) and Table 5.3 (p.73) of the KLPCS</li> <li>• Increased retail expenditure retention and footfall (MI51 and MI57)</li> <li>• Proportion of vacant retail units within Prescott Town Centre (MI56)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Non-delivery of retail development as the catalyst to meeting wider regeneration needs</li> <li>• Prescott Town Centre Conservation Area continues to be included on the English Heritage ‘at risk’ register</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy emphasis upon improvements to Prescott Town Centre (including Prescott Conservation Area)</li> <li>• Engagement with landowners e.g. call for sites exercises</li> <li>• Site deliverability/viability issues have influenced distribution of development</li> <li>• Flexibility for alternative approaches to the existing commitment if required</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>

<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery of retail e.g. over a five year period, against MI49, MI54 and MI55</li> <li>• Persistent poor performance of Prescot Town Centre against MI56</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li> <li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>SUE1: Sustainable Urban Extensions and Safeguarded Land</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Allocations of sites for release from Green Belt linked to requirements of <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• Allocation of further land as safeguarded land for post-2028 needs, unless required to address five year land supply assessed according to triggers in <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• Master planning</li> <li>• Development management process</li> <li>• Monitoring and evidence collation</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 5, 6, 30, 31, 32</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Appropriate quantitative and qualitative land supply deliverable in five years at any one time (MI4 and MI5)</li> <li>• • At least 2,250 dwellings deliverable within five years (with NPPF buffer)(MI30 and MI31)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Risks identified in relation to housing/employment land availability – see <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> <li>• Developer/landowner intentions</li> <li>• Encourage proposals for less sustainable forms of development, within SUEs and in other Green Belt locations</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Immediate allocation of sites for release from Green Belt</li> <li>• Indication of preferred land use</li> <li>• Engagement with landowners</li> <li>• Requirement for master planning – see other SUE policies</li> <li>• Clarification that areas falling outside of SUEs remain in the Green Belt and are subject to the requirements of <a href="#">Policy CS5</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Under performance of delivery against requirements and inability to identify a deliverable five year land supply assessed according to triggers in <a href="#">Policies CS3</a> and <a href="#">CS4</a></li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Potential review of Plan</li> </ul>

<b>POLICY OF KLPCS</b>	<b>SUE2: Sustainable Urban Extensions – Development Principles</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Cross-cutting criteria policy relating to expectations of SUEs, with links to CS2, CS7, CS8, CS19, CS20 and CS21</li> <li>• Master planning</li> <li>• Development management process</li> <li>• Developer contributions</li> <li>• Monitoring and evidence collation</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	7, 8, 9, 14, 38, 39, <b>64</b> , 65, 66, 67, 68, 69, <b>70</b> , 73, 74, 78, 82, 83, 86, 93, 94, 97, 98, 99, 100, 101, 102, 103, 104, 106, 107, 108, 109, 110, 112, <b>115</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Cross-cutting policy – see targets for other CS policies</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Development management decisions need to be based on a balanced assessment of the principles set out in this policy</li> <li>• Less sustainable forms of development in SUEs</li> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy criteria indicate specific development expectations</li> <li>• Requirement for master planning on large sites</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• High rates of appeals being upheld based on specific principles which are set out.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review of development management processes including weight given to specific principles in decisions</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>SUE2a: Sustainable Urban Extension – Knowsley Lane, Huyton</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Allocation of site for development</li> <li>• Master planning</li> <li>• Private sector investment</li> <li>• Development management process</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 5, 6, 19, 30, 31, 32, 86, 87</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out a mix of development in this area to include approximately 100 dwellings and at least 16 hectares of business use.</li> <li>• Contribution to achieving employment land targets in MI4 and identification of employment land supply in MI5</li> <li>• Contribution to achieving annual housing targets in MI19, and identification of housing land supply in MI30</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Delivery of residential development that does not deliver a wider choice of housing to meet local needs</li> <li>• Development not meeting quantitative and qualitative employment requirements</li> <li>• Non-delivery of gateway enhancements</li> <li>• Pressure for development on existing public open space</li> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy criteria included to ensure appropriate business uses within the LCR Key Employment Sectors with specific minimum area to address employment requirements</li> <li>• Policy criteria requiring gateway enhancements</li> <li>• Retention of allocation of urban greenspace on western part of site.</li> <li>• Engagement with developers/landowners</li> <li>• Requirement for master planning</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>

<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI4 and MI19.</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. public sector funding support</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>SUE2b: Sustainable Urban Extension – East of Halewood</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Allocation of site for development</li> <li>• Master planning</li> <li>• Private sector investment</li> <li>• Development management process</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>19, 30, 31, 32, 75, 86, 87</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out a mix of development in this area to include approximately 1,100 dwellings</li> <li>• Contribution to achieving annual housing targets in MI19, and identification of housing land supply in MI30</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Delivery of residential development that does not deliver a wider choice of housing to meet local needs</li> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Engagement with developers/landowners</li> <li>• Requirement for master planning</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI19</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these, e.g. public sector funding support.</li> <li>• Provision of additional policy guidance within updated Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

<b>POLICY OF KLPCS</b>	<b>SUE2c: Sustainable Urban Extensions – South of Whiston and Land South of M62</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Allocation of site for development</li> <li>• Master planning</li> <li>• Private sector investment</li> <li>• Development management process</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>4, 5, 6, 19, 30, 31, 32, 86, 87</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Policy sets out a mix of development in this area to include approximately 1,500 dwellings, at least 22.5 hectares of employment uses within LCR key employment sectors and a country park</li> <li>• Contribution to achieving employment land targets in MI4 and identification of employment land supply in MI5</li> <li>• Contribution to achieving annual housing targets in MI19, and identification of housing land supply in MI30</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Delivery of residential development that does not deliver a wider choice of housing to meet local needs</li> <li>• Development not meeting quantitative and qualitative employment requirements</li> <li>• Non-delivery of country park</li> <li>• Pressure for development on existing public open space and Local Wildlife Sites</li> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy criteria included to ensure appropriate employment uses within the LCR Key Employment Sectors with specific minimum area to address employment requirements</li> <li>• Retention of allocation of existing urban greenspace and Local Wildlife Site designations</li> <li>• Engagement with developers/landowners</li> <li>• Requirement for master planning</li> <li>• Flexibility to account for any future change in land area sought for employment uses and country park on land to south of M62</li> <li>• Viability caveats included in <a href="#">Policy CS27</a></li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Evidence of links to persistent and significant under delivery and under performance e.g. over a five year period, against MI4 and MI19.</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. public sector funding support</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> <li>• Potential review of Plan</li> </ul>

POLICY OF KLPCS	<b>CS15: Delivering Affordable Housing</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management process</li> <li>• Developer contributions</li> <li>• Preparation of supplementary guidance and evidence</li> <li>• Partnership working with Registered Providers</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	22, 23, 24, 26, 27, 33, 34, 35, 36, 113, 114
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• No specific target for overall amount of affordable housing (MI22 and MI23) but policy requirements for proportions subject to provisos including viability (MI24)</li> <li>• Decrease in empty homes (MI26)</li> <li>• Increase in empty homes brought back into use (MI27)</li> <li>• Decreases in choice based letting demands, persons registered as homeless and households in fuel poverty (MI34, MI35 and MI37)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Affordable housing needs become even more pressing due to the increasing and unmet demand, resulting in overcrowded households</li> <li>• Residents moving out of the Knowsley to access affordable housing elsewhere with knock-on effects such as longer commuting patterns and more traffic, decline in the local economy, and, in extreme cases, homelessness</li> <li>• Economic trends, meaning viability affects ability to meet the requirements of the policy</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy inclusion of flexibility for lower proportions of affordable housing requirements where viability dictates</li> <li>• Viability caveats included in <a href="#">Policy CS15</a> and linking to <a href="#">Policy CS27</a></li> <li>• Viability evidence to be regularly updated</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• A significant and persistent failure by market housing developers to deliver affordable housing</li> <li>• Revised viability evidence indicates that the percentage sought is no longer viable for all developments</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"><li>• Potential review of percentage stated in policy</li><li>• Provision of further or revised supplementary guidance</li></ul>
---------------------------------------	--

<b>POLICY OF KLPCS</b>	<b>CS16: Specialist and Supported Accommodation</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Council policies, procedures and plans, including Housing Strategy</li> <li>• Partnership working across public and private sector agencies</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	28
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• No specific target identified</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Lack of cooperation from partners, affecting joint working and preparation of integrated strategies</li> <li>• Partner, developer and landowner intentions</li> <li>• Provision of inadequate specialist and supported accommodation if policy is not applied consistently</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Proactive joint working by the Council</li> <li>• Consider need for more detailed policy guidance for specialist and supported accommodation</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant and persistent delivery of unsuitable accommodation</li> <li>• Emerging evidence indicating a need for more detailed policy guidance</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach through the Local Plan</li> <li>• Provision of more detailed policy guidance</li> <li>• Greater emphasis on joint working with key partners</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS17: Housing Sizes and Design Standards</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Developer contributions</li> <li>• Preparation of supplementary guidance</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	<b>18, 25, 37, 59</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Decrease in numbers of households in fuel poverty (MI37)</li> <li>• Indicative mix of dwelling sizes on current evidence identified in KLPCS Table 8.1 (p.144) (new evidence will be reviewed as Plan period progresses)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Substantial changes to government-endorsed guidance for residential design standards</li> <li>• Emergence of new evidence which significantly changes the mix of housing sizes required</li> <li>• Economic trends, affecting development viability and compromising design quality of new residential development</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy inclusion of flexibility on meeting design standards and dwelling size mix</li> <li>• Review of endorsed design standards undertaken regularly and recognition that these may change</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Necessary to reflect radical change to recognised design standards or evidence regarding the delivery required to meet design standards</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach through the Local Plan</li> <li>• Provision of more detailed policy guidance</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Site allocations process</li> <li>• Collation of evidence</li> <li>• Public and/or private sector investment</li> <li>• Council plans, procedures and plans</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	29, 59, 70
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Level of provision will be determined in Local Plan: Site Allocations and Development Policies, including accommodation targets (MI29)</li> <li>• % new dwellings accessible by public transport, cycle and walking etc. in accordance with the 'Ensuring a Choice of Travel' SPD/LTP (MI70)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Developer/landowner intentions</li> <li>• Difficulties in identifying a site or sites to accommodate accommodation targets</li> <li>• Revised evidence indicates requirement to change accommodation targets over the plan period</li> <li>• Change in government policy regarding the provision of accommodation for travellers</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Target-setting and site allocations undertaken through Local Plan process, including assessments, consultation and examination</li> <li>• Evidence collated on sub-regional basis</li> <li>• Regular review of government guidance and policy</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Poor performance against targets (once set), including inability to identify appropriate supply of accommodation</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review targets/allocations through the Local Plan</li> <li>• Provision of more detailed policy guidance</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS19: Design Quality and Accessibility in New Development</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Pre application engagement</li> <li>• Development management process</li> <li>• Master planning process</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	37, 90, 105, 106, 112
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Local targets for number of appeals upheld (MI112)</li> <li>• Decrease in numbers of households in fuel poverty and crime levels (MI37 and MI105)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends</li> <li>• Viability</li> <li>• Developer/landowner intentions</li> <li>• Failure to deliver high quality, appropriately designed schemes across should this policy not be applied consistently</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy incorporates criteria which will ensure Knowsley's existing built and natural environment is complemented through seeking high quality design</li> <li>• Design requirements have been viability assessed by evidence</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Identification of a number of appeal decisions upheld for design reasons when analysing MI112</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach through Local Plan</li> <li>• Consider the need for an associated SPD to provide detailed guidance</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS20: Managing the Borough’s Historic Environment</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation and development management processes.</li> <li>• Public and private sector investment</li> <li>• Conservation Area Management Plans</li> <li>• Prescott Town Centre Townscape Heritage Initiative</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	60, 61, 62, 63, 106
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Decrease/maintain at zero numbers of historic assets and Conservation Areas at risk (MI60 and MI61)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Developer/landowner intentions</li> <li>• Pressure from development needs</li> <li>• Historic assets included on the English Heritage ‘at risk’ register</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy approach which provides proportionate protection for historic assets based upon their significance</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Any poor performance against MI60 and MI61 identified on an annual basis</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Respond to historic assets and Conservation Areas at risk with targeted action to resolve any issues</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

POLICY OF KLPCS	<b>CS21: Greenspaces and Trees</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Site allocation and development management processes</li> <li>• Public sector investment to support the priorities within the Knowsley Green Space Strategy, Liverpool City Region Green Infrastructure Framework and Mersey Forest Plan, as supported by evidence in the Greenspace Audit and Playing Pitch Assessment and Strategy</li> <li>• Assistance from funding for sustainable transport schemes e.g. Local Sustainable Transport Fund</li> <li>• Developer contributions</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 108
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Performance against quantitative standards set in Table 9.1 (p.161) and Table 9.2 (p.162) of KLPCS (MI86 and MI87)</li> <li>• Maintain or increase percentage of open space considered to be of good excellent quality etc. (MI88)</li> <li>• Increase in resident satisfaction with parks and open spaces (MI90)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Variable existing provision across borough</li> <li>• Pressure to release greenspace for other uses such as development needs for housing and employment</li> <li>• Reduced public sector resources available to deliver priorities within local standards</li> <li>• Deliverability of quantitative improvements increasingly reliant upon development contribution or on-site provision</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Policy approach focussing upon retaining priority greenspaces based upon quantity, quality and accessibility</li> <li>• Joint working with Knowsley Green Space Strategy and Playing Pitch Assessment to address shortfalls</li> <li>• Submission of funding bids as required</li> </ul>

<p><b>TRIGGERS FOR REMEDIAL ACTION</b></p>	<ul style="list-style-type: none"> <li>• Persistent poor or declining performance against target indicators (MI86, MI87 and MI88)</li> <li>• Future Greenspace Audit or Playing Pitch Assessment could potentially find revisions to standards needed</li> </ul>
<p><b>POTENTIAL REMEDIAL ACTIONS</b></p>	<ul style="list-style-type: none"> <li>• Identification of reasons for under delivery and targeted action to address these e.g. release of public sector assets, land assembly, public sector funding support</li> <li>• Future review of standards through review of Local Plan</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS22: Sustainable and Low Carbon Development</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Preparation of supplementary guidance and evidence</li> <li>• Developer contributions via Allowable Solutions, including potential Community Energy Fund</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	37, 47, 48, 59, 79, 80, 81, 109
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Decrease in numbers of households in fuel poverty (MI37)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Substantial changes to government guidance for design standards.</li> <li>• Economic trends, affecting development viability and compromising design quality of new development</li> <li>• Developer/landowner intentions</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Enhanced approach to delivery of pre-application advice</li> <li>• Review of design standards undertaken regularly and recognition that these may change</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant and persistent delivery of unsustainable development</li> <li>• Emerging evidence indicating a new policy approach and/or more detailed policy guidance</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Potential review of policy approach within Local Plan: Site Allocations and Development Policies</li> <li>• Provision of additional policy guidance within Supplementary Planning Document</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS23: Renewable and Low Carbon Infrastructure</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Preparation of supplementary guidance</li> <li>• Developer contributions via Allowable Solutions, including potential Community Energy Fund</li> <li>• Energy Services Companies</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	37, 47, 48, 79, 81
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Decrease in number of households in fuel poverty (MI37)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Economic trends and changes to public sector subsidy, affecting the viability of renewable and low carbon installations</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Enhanced approach to delivery of pre-application advice</li> <li>• Review of public sector funding availability undertaken regularly and recognition that this may change</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Emerging evidence indicating a new policy approach, more detailed policy guidance or site-specific allocations</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach and/or site allocations through the Local Plan: Site Allocations and Development Policies</li> <li>• Provision of more detailed guidance within a Supplementary Planning Document</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS24: Managing Flood Risk</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Collation of flood risk assessment evidence</li> <li>• Public and private sector investment</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	75, 76, 77
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Target of 0 applications per annum granted contrary to Environment Agency advice (MI75)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Updates to Environment Agency Flood Maps resulting in increased areas of flood risk</li> <li>• Developer and landowner intentions</li> <li>• Economic trends, affecting development viability and compromising deliverability of SuDS assets</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Review of flood risk information</li> <li>• Review of Environment Agency Flood Maps undertaken regularly and recognition that these may change</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Insufficient development land available within suitable locations outside areas of significant flood risk</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach through the Local Plan: Site Allocations and Development Policies</li> <li>• Provision of more detailed guidance within a Supplementary Planning Document</li> <li>• Allocation of alternative development locations via Local Plan: Site Allocations and Development Policies</li> <li>• Provision of more detailed policy guidance and/or master planning of specific sites</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS25: Management of Mineral Resources</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management processes</li> <li>• Private sector investment</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	71, 72, 73
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• No specific target identified</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Developer and landowner intentions</li> <li>• Inadequate production of primary land won aggregates</li> <li>• Inadequate production of secondary and recycled aggregates</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Consider need for more detailed policy guidance</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant and persistent under delivery of primary, secondary or recycled aggregates</li> <li>• Emerging evidence indicating a need for more detailed policy guidance and/or Mineral Safeguarding Areas</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review policy approach through Local Plan: Site Allocations and Development Policies</li> <li>• Provision of more detailed policy guidance</li> <li>• Identification of Mineral Safeguarding Areas via Local Plan: Site Allocations and Development Policies</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

<b>POLICY OF KLPCS</b>	<b>CS26: Waste Management</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Implementation of the policies within the Merseyside and Halton Joint Waste Local Plan</li> <li>• Development management processes</li> <li>• Public and private sector investment</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	74, <b>85</b> , 91
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• See Table 6.3, (pp.91–93) of Merseyside and Halton Joint Waste Local Plan (MI85)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Failure in application of the Waste Local Plan policies</li> <li>• Provision of unsustainable forms of waste management</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Application of Waste Local Plan policies relating to waste facility safeguarding and site prioritisation (WM1–WM7) and relating to design and sustainability (WM0, WM8–WM16)</li> <li>• Regular review of evidence and monitoring information</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant and persistent failure to meet targets prescribed in Waste Local Plan (see above)</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review of the Plan to change or strengthen policies</li> </ul>

<b>POLICY OF KLPCS</b>	<b>CS27: Planning for and Paying for New Infrastructure</b>
<b>PRIMARY DELIVERY MECHANISMS</b>	<ul style="list-style-type: none"> <li>• Development management process (including assessments and developer contributions)</li> <li>• Preparation of supplementary guidance</li> <li>• Public and private sector investment</li> </ul>
<b>MONITORING INDICATORS (MI)</b>	23, 24, 29, 40, 47, 48, 59, <b>64</b> , 65, 69, <b>70</b> , 80, 91, 92, 96, 113, 114, <b>115</b>
<b>TARGETS</b>	<ul style="list-style-type: none"> <li>• Delivery of transport schemes in Knowsley etc. in accordance with the LTP (MI64)</li> <li>• % new dwellings accessible by public transport, cycle and walking etc. in accordance with the 'Ensuring a Choice of Travel' SPD/LTP (MI70)</li> <li>• Delivery of major infrastructure schemes as set out in the Infrastructure Delivery Plan (MI115)</li> </ul>
<b>KEY RISKS</b>	<ul style="list-style-type: none"> <li>• Uncertainty regarding availability of public and private sector funding for infrastructure</li> <li>• Economic trends and viability</li> <li>• Developer and landowner intentions</li> <li>• Impact of CIL regulations and other government-led changes on preparation of supplementary guidance</li> </ul>
<b>MITIGATION</b>	<ul style="list-style-type: none"> <li>• Flexible approach in the KLPCS to policy guidance for developer contributions</li> <li>• Flexible approach to account for challenging economic circumstances and development viability</li> <li>• Ability to refresh Infrastructure Delivery Plan content</li> </ul>
<b>TRIGGERS FOR REMEDIAL ACTION</b>	<ul style="list-style-type: none"> <li>• Significant and persistent under provision of infrastructure, detrimentally affecting new development</li> <li>• Review of evidence base and IDP</li> </ul>
<b>POTENTIAL REMEDIAL ACTIONS</b>	<ul style="list-style-type: none"> <li>• Review of Local Plan policy</li> <li>• Provision of supplementary guidance</li> </ul>

## Appendix D Core Strategy Policy Delivery Mechanisms

### Notes

1. Indicators which are marked in bold in the tables above are Core Indicators as defined in the Monitoring Framework.
2. The table contains amendments to the monitoring framework as follows:
  - MI112 'number of appeals upheld' also applies to [Policy SD1](#) and will have a local target set
  - Indicators MI49, 50 and 51 also apply to [Policy CS6](#)



## **E Sustainable Urban Extensions and Safeguarded Land – Allocations Profiles**

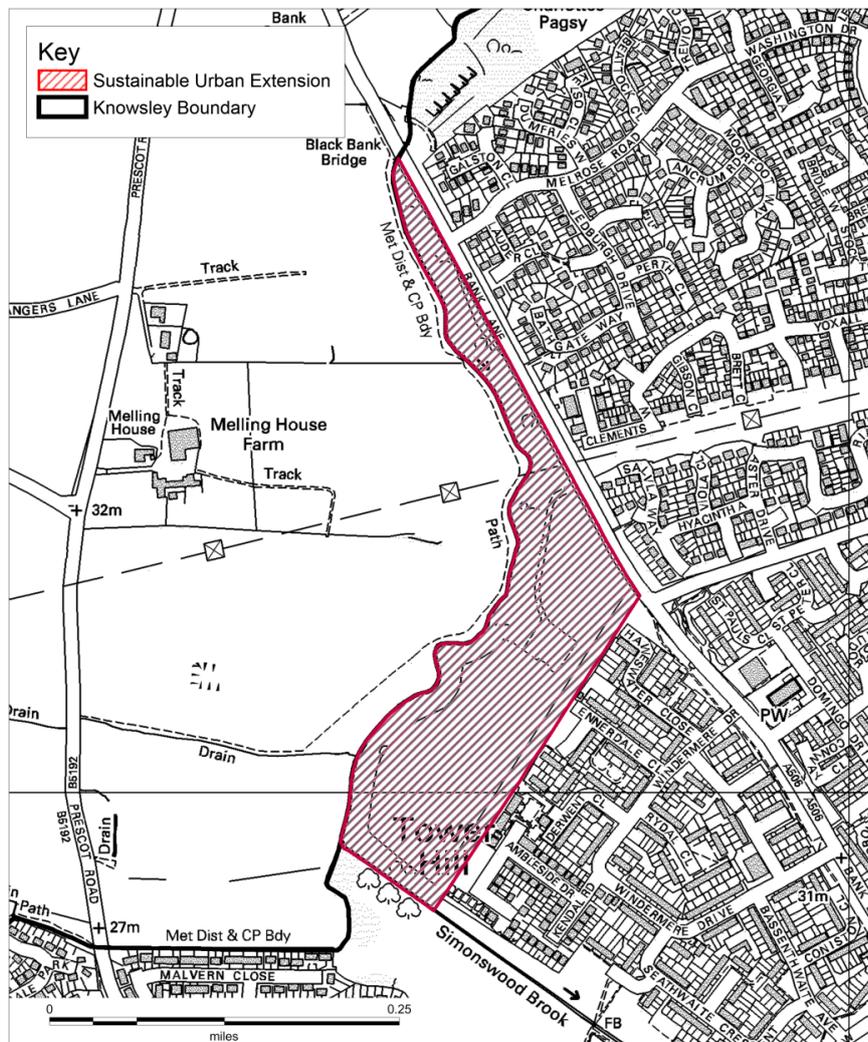
This appendix contains site plans showing the extent of each location identified as a Sustainable Urban Extension or Safeguarded Land (see [Policies SUE1](#), [SUE2](#) and [SUE2a to SUE2c](#))

The plans should be read in conjunction with the Council's Policies Map as modified on adoption of the Local Plan: Core Strategy which shows further planning designations and allocations applicable to each location.

Each Allocation profile identifies the location's gross size (hectares), primary proposed use(s) and notional development capacity. Each plan is of a different scale due to the differing sizes of each site.

The profiles also identify the key planning constraints and opportunities applicable to each location. The list provided is not exhaustive, and other considerations are likely to apply to each location. The guidance provided should be read in conjunction with Local Plan policies, Supplementary Planning Documents and the Policies Map as appropriate.

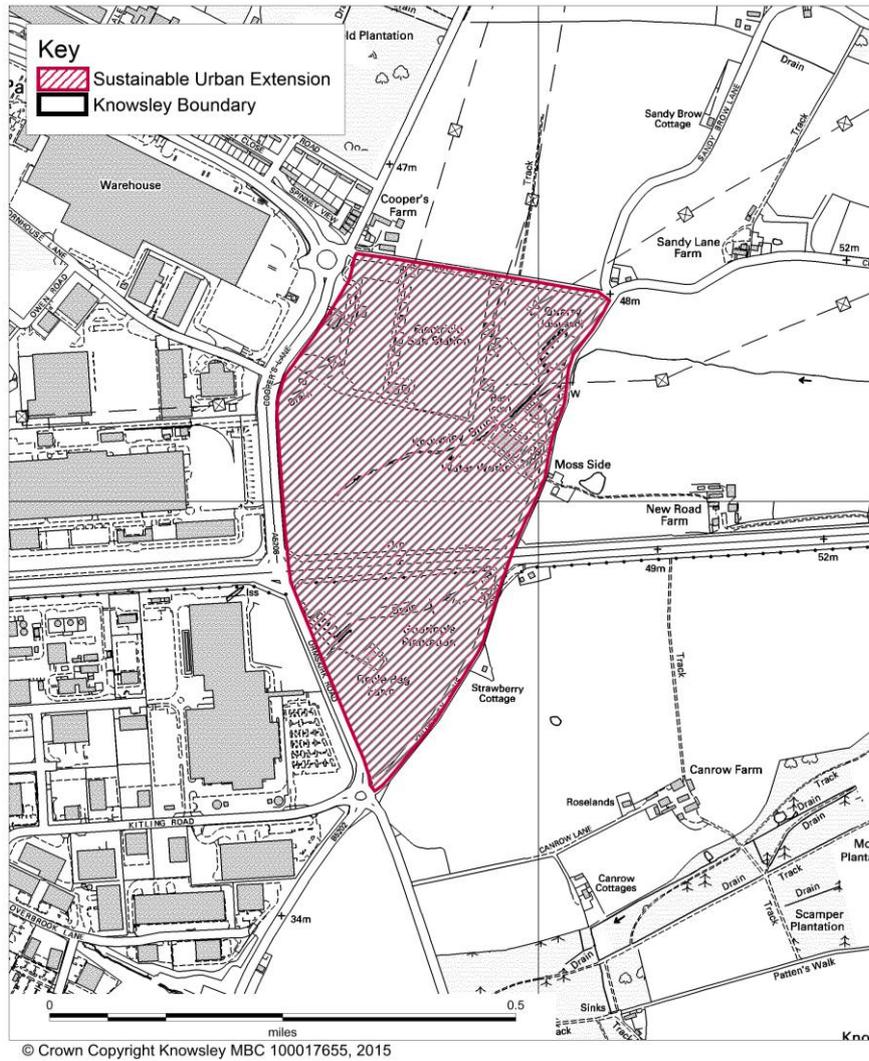
<b>Site Name</b>	<b>Bank Lane, Kirkby</b>
<b>Gross Site Size</b>	8.52 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	207 dwellings



**Key Site Constraints and Opportunities**

- Flood Zones 2 and 3 are located along the northern boundary of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Site 61 (Simonswood Brook) is located along the northern boundary of the site
- Tower Hill (Kirkby) Principal Regeneration Area is located to the east of the site

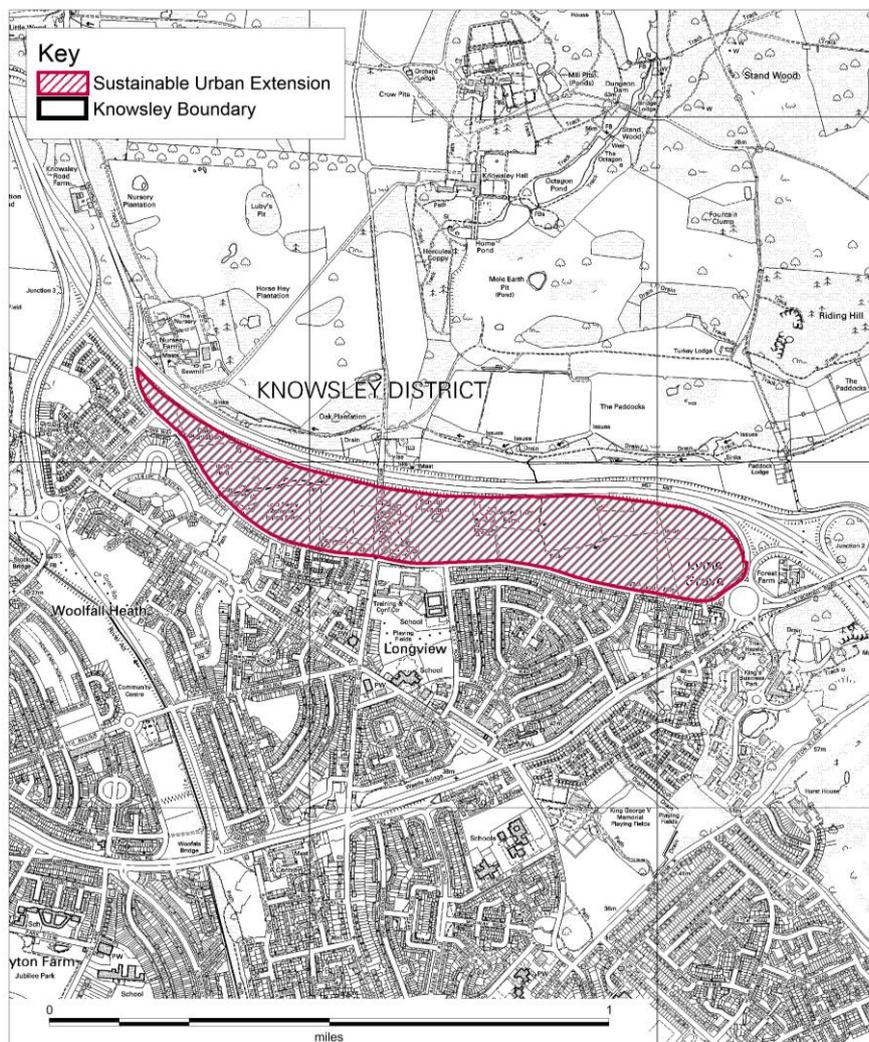
<b>Site Name</b>	<b>East of Knowsley Industrial and Business Parks</b>
<b>Gross Site Size</b>	31.34 hectares
<b>Primary proposed use(s)</b>	Employment
<b>Notional Capacity</b>	7.2 hectares of employment land



**Key Site Constraints and Opportunities**

- The parcel of land north of the A580 contains an electricity sub station and associated infrastructure
- This site is located within the Knowsley Industrial and Business Parks Principal Regeneration Area

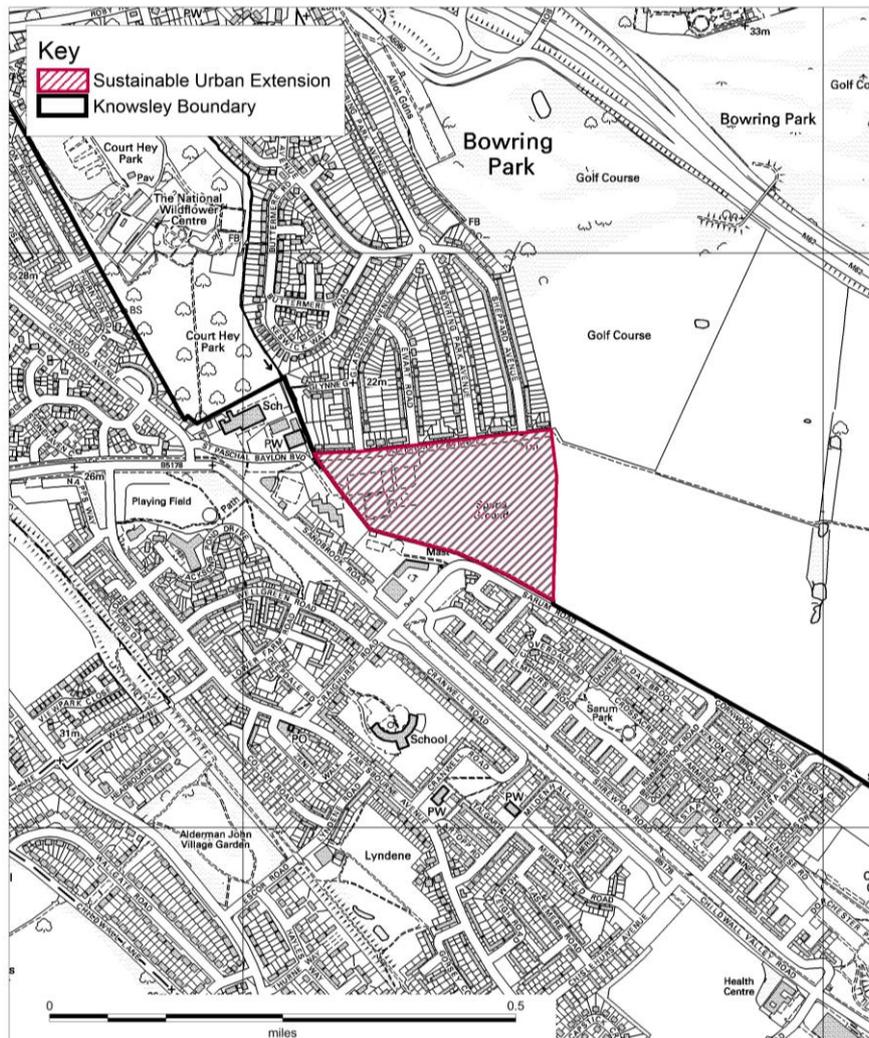
<b>Site Name</b>	<b>Knowsley Lane, Huyton</b>
<b>Gross Site Size</b>	40.04 hectares
<b>Primary proposed use(s)</b>	Residential and employment
<b>Notional Capacity</b>	94 dwellings and 16 hectares of employment land



**Key Site Constraints and Opportunities**

- This site is located within the North Huyton and Stockbridge Village Principal Regeneration Area
- The western element of the site is identified as public open space and outdoor sporting provision
- [Policy SUE2a](#) identifies specific development and infrastructure requirements and proposes that a Supplementary Planning Document be developed for this site.

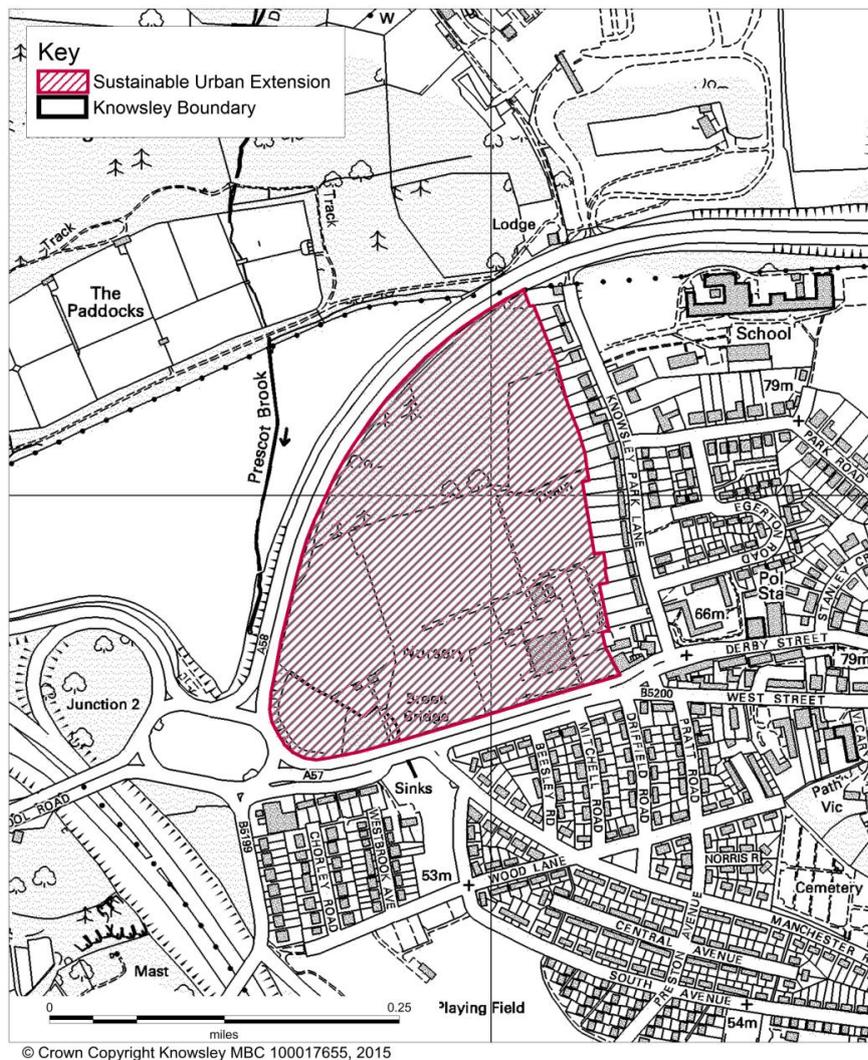
<b>Site Name</b>	<b>Edenhurst Avenue, Huyton</b>
<b>Gross Site Size</b>	7.21 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	86 dwellings



**Key Site Constraints and Opportunities**

- Flood Zone 2 and 3 are located along the southern boundary of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Site 64 (Bowring Park Golf Course, south of M62) is located to the north east of the site

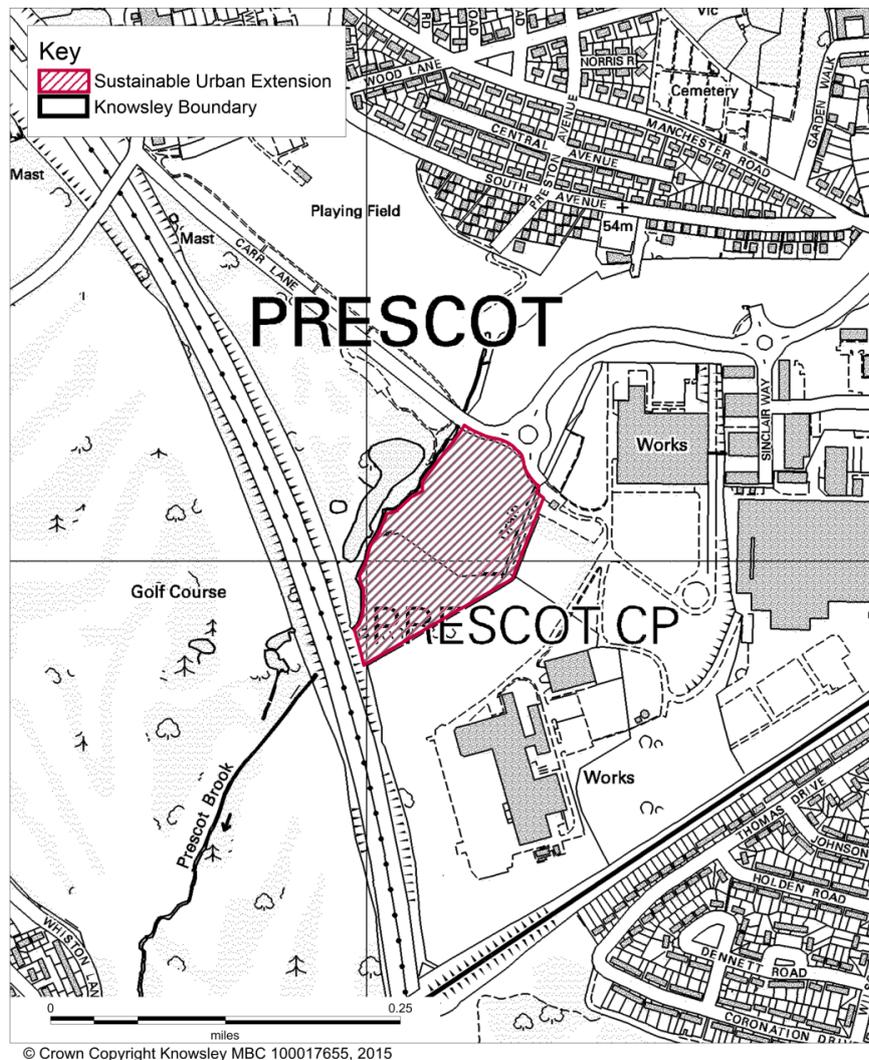
<b>Site Name</b>	<b>Land bounded by A58, Prescot</b>
<b>Gross Site Size</b>	14.39 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	133 dwellings



**Key Site Constraints and Opportunities**

- The south eastern corner of the site falls within the Prescot Conservation Area
- The northern element of the site is identified as outdoor sporting provision

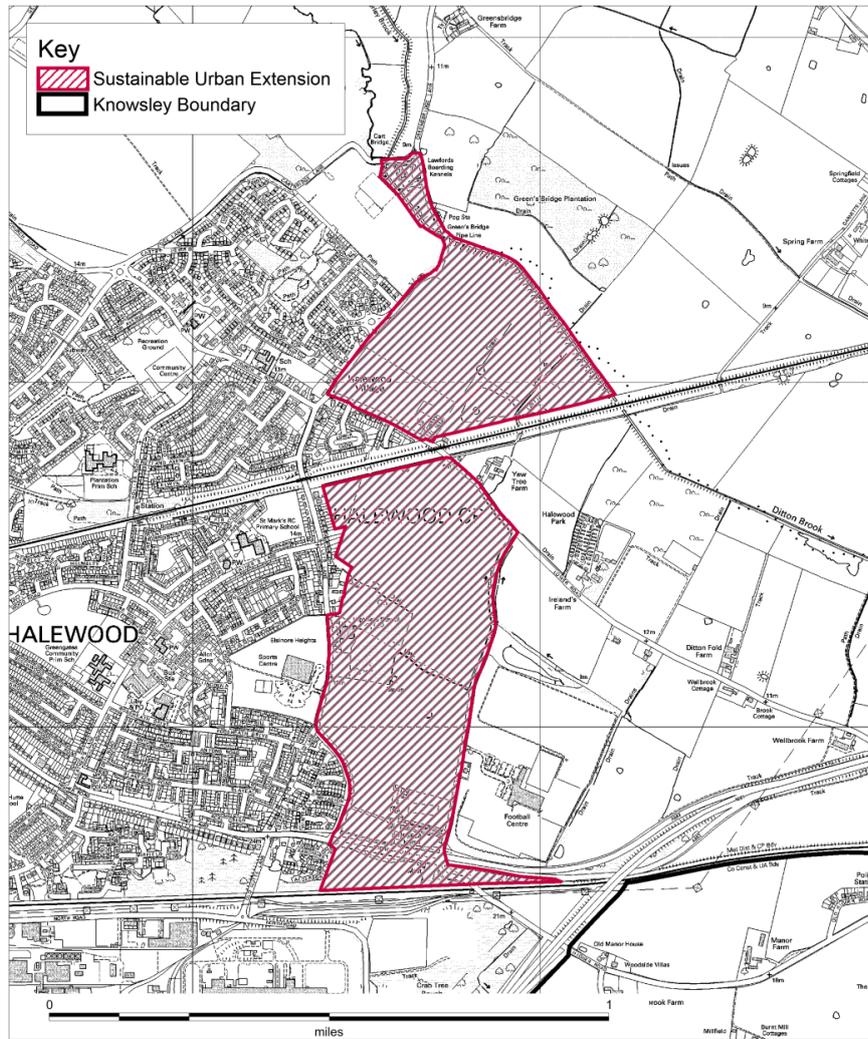
<b>Site Name</b>	<b>Carr Lane, Prescot</b>
<b>Gross Site Size</b>	3.31 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	74 dwellings



**Key Site Constraints and Opportunities**

- Flood Zones 2 and 3 are located along the northern boundary of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Site 11 (Carr Lane Lake, Prescot) is adjacent to the northern boundary of the site
- This site is located within the South Prescot Principal Regeneration Area

<b>Site Name</b>	<b>East of Halewood</b>
<b>Gross Site Size</b>	81.86 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	1,124 dwellings

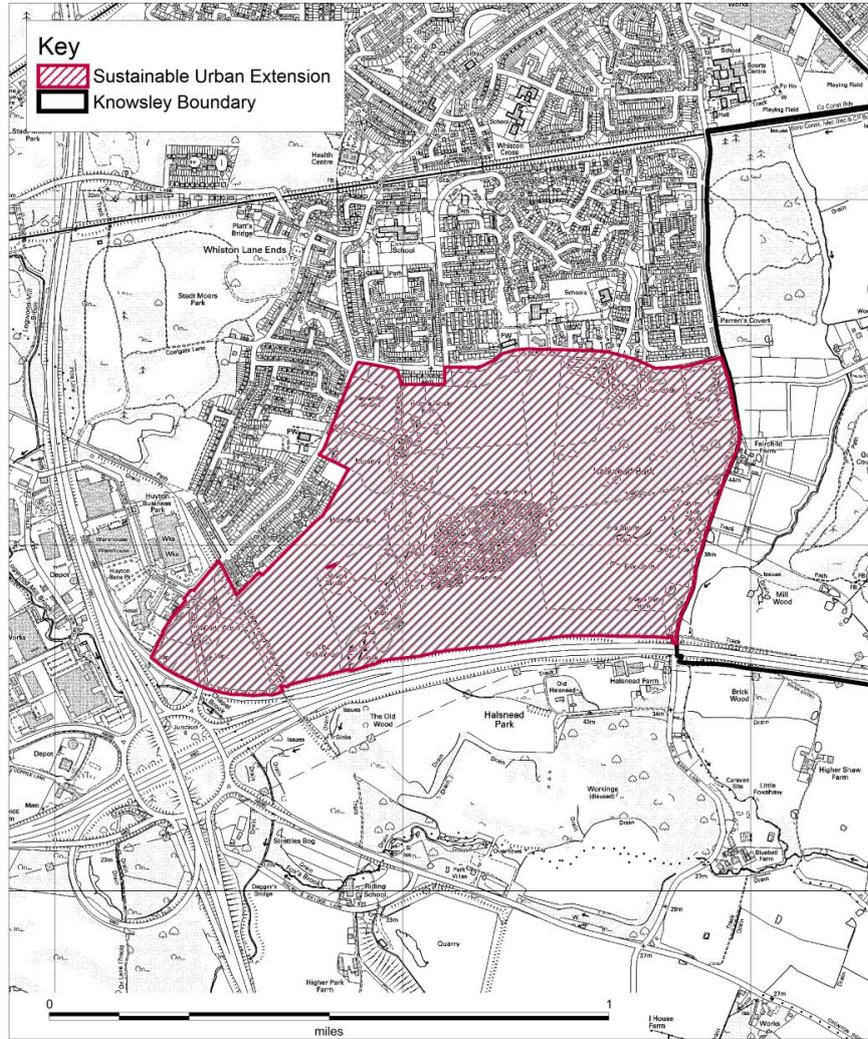


© Crown Copyright Knowsley MBC 100017655, 2015

### Key Site Constraints and Opportunities

- Flood Zones 2 and 3 fall within the northern portion of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Site 75 (Ditton Brook, Halewood) is located along the northern boundary of the site
- Bridgefield Forum (Housing Allocation) is located to the north west of the site
- An area of public open space (woodland) is located within the centre of the site
- [Policy SUE2b](#) identifies specific development and infrastructure requirements and proposes that a Supplementary Planning Document be developed for this site.

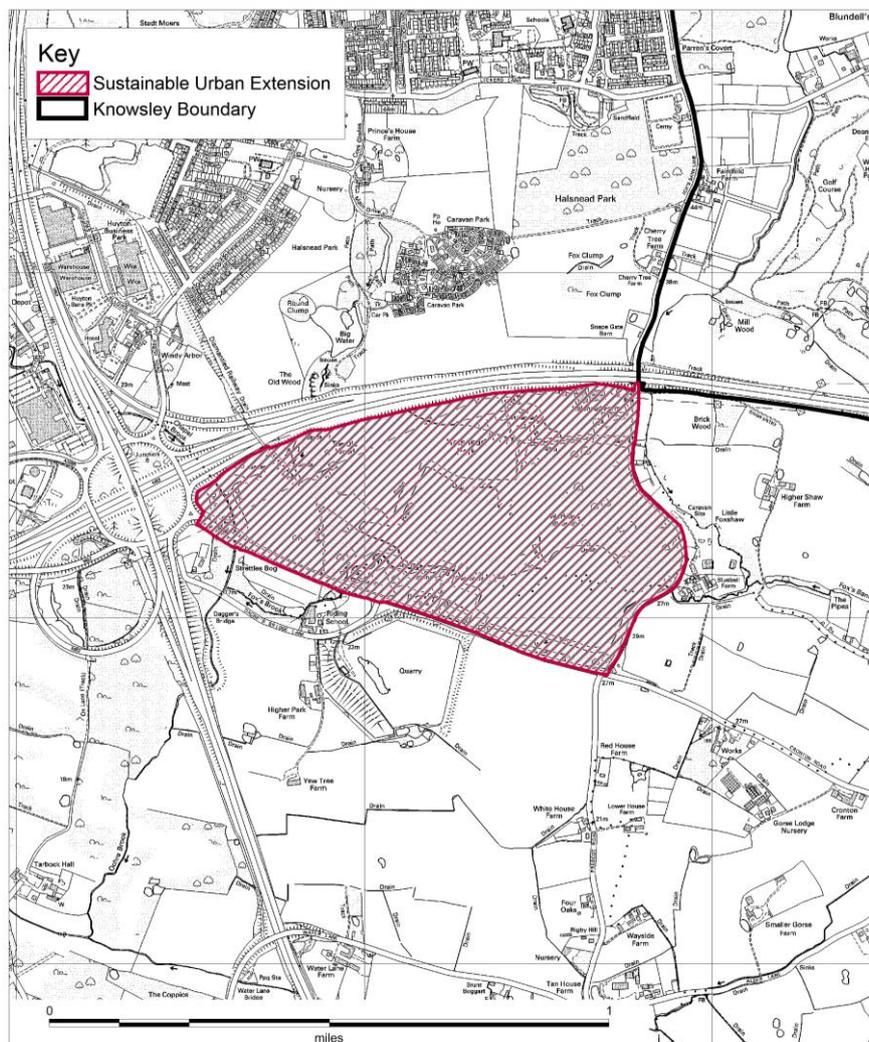
<b>Site Name</b>	South of Whiston
<b>Gross Site Size</b>	110.3 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	1,503 dwellings



### Key Site Constraints and Opportunities

- Flood Zones 2 and 3 are located along the northern boundary of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Sites 13 (Lickers Lane Wood, Whiston), 14 (Woodland, Sandfield Park, Whiston), 16 (Big Water, Halsnead), 49 (The Old Wood, north, Halsnead) and Local Geological Site 85 (Cronton Mineral Line) are located within the site
- The northern fringe also contains existing urban greenspace in the form of outdoor sports provision adjacent to the junctions of Windy Arbor Road/Lickers Lane and a cemetery at the junction of Lickers Lane/Fox's Bank Lane.
- [Policy SUE2c](#) identifies specific development and infrastructure requirements and proposes that a Supplementary Planning Document be developed for this site and the Land South of M62 Sustainable Urban Extension which is located directly to the south of the site.

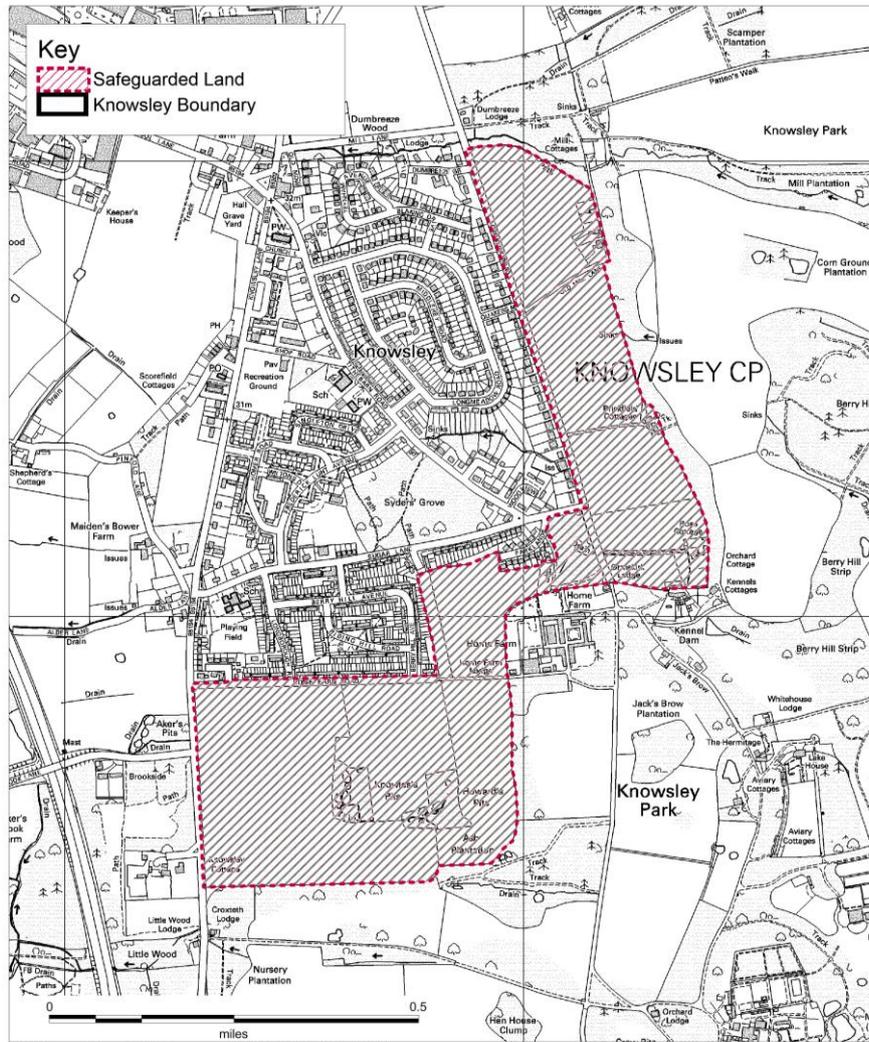
<b>Site Name</b>	Land South of M62
<b>Gross Site Size</b>	77.28 hectares
<b>Primary proposed use(s)</b>	Employment and country park
<b>Notional Capacity</b>	22.51 hectares of employment land



**Key Site Constraints and Opportunities**

- Flood Zones 2 and 3 are located in the south of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Sites 18 (Stretles Bog, Cronton Road), 19 (Mine Waste Cronton) and 52 (The Old Wood, south, Halshead) are located within the site
- [Policy SUE2c](#) identifies specific development and infrastructure requirements and proposes that a Supplementary Planning Document be developed for this site and the South of Whiston Sustainable Urban Extension which is located directly to the north of the site.

<b>Site Name</b>	Knowsley Village
<b>Gross Site Size</b>	58.29 hectares
<b>Primary proposed use(s)</b>	Residential
<b>Notional Capacity</b>	1,093 dwellings



© Crown Copyright Knowsley MBC 100017655, 2015

**Key Site Constraints and Opportunities**

- Local Wildlife and Geological Site 40 (Knowsley Park) is located along the eastern and southern boundaries of the site
- This land is safeguarded for post-2028 development needs.





For more information visit

[www.knowsley.gov.uk/LocalPlan](http://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 Council 100017655, 2016

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

Copyright ©2016 Knowsley Council