



Knowsley Council

Knowsley Local Development Framework

Interim Infrastructure Delivery Plan

Version 1: Core Strategy Preferred Options

June 2011

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1. INTRODUCTION

1.1 General Introduction and Document Structure

1.1.1 This Infrastructure Delivery Plan is one of a series of documents which supplement and support the Knowsley Core Strategy Preferred Options consultation. The intention of the paper is to provide more detail on the delivery of the spatial strategy and policies contained in the Core Strategy Preferred Options Report. This report will further evolve as the Council moves to the point of submission and examination of the Core Strategy, and hence this version can be considered to be the first draft of the Infrastructure Delivery Plan for the Knowsley Local Development Framework. It is anticipated that any comments received on this document, or any other related matter, as part of the Preferred Options consultation, will be taken into consideration in the drafting of subsequent versions of the Infrastructure Delivery Plan for Knowsley.

1.1.2 This draft of the Infrastructure Delivery Plan is structured as follows:

- Chapter 1: Introduction
- Chapter 2: Policy Context
- Chapter 3: Existing Provision within the Borough: Infrastructure Audit
- Chapter 4: Proposed Infrastructure Provision
- Chapter 5: Identifying Infrastructure Delivery Standards and Identifying Areas of Deficit and Need
- Chapter 6: Infrastructure Delivery and the Core Strategy
- Chapter 7: Paying for Infrastructure – Planning Obligations and Viability Testing
- Chapter 8: Towards an Infrastructure Delivery Plan

1.1.3 The paper also includes a range of annexed information, as follows:

- Annex 1: Draft Infrastructure Priority List
- Annex 2: Summary Project Plan for the Infrastructure Delivery Plan
- Annex 3: Glossary

1.1.4 Of these, “Annex 1: Infrastructure Priority List” is particularly important as it sets out in tabular form main schemes and infrastructure projects which will be delivered in Knowsley during the plan period. As explained later in the document, the intention is that the schedule in

Annex 1 will be updated with more detailed information as the Core Strategy progresses towards adoption and eventual implementation.

- 1.1.5 An explanation of the role and purpose of each of the sections within this document is give at the commencement of each section.

1.2 Methodology

- 1.2.1 The methodology for the preparation of this Infrastructure Delivery Plan is based in part on the guidance provided by the Planning Advisory Service. This is available online at the Planning Advisory Service website at: <http://www.pas.gov.uk/pas/core/page.do?pageld=109617>. More information about the methodology used within the preparation of this draft Infrastructure Delivery Plan is included at various points throughout the document, e.g. within the introductory sections of each chapter.
- 1.2.2 Efforts have been and will continue to be made to involve a variety of stakeholders and partners in the preparation of the Infrastructure Delivery Plan, including those within and outside the Council. In addition, the views of the public will be invited on the content of the Plan at various points during its preparation. This will be undertaken as the plan will be published as one of the supporting documents for consultation stages of Development Plan Documents, such as the Core Strategy.
- 1.2.3 This draft Infrastructure Delivery Plan is a background document for the Knowsley Core Strategy Preferred Options stage. It is important to emphasise that the document is being published in its draft form for information to support the Preferred Options consultation, and is at this stage, incomplete. In essence, some parts of the document have been completed, and others have not. This is explained throughout the document, with tasks still be undertaken clearly highlighted. The concluding section of this report sets out the remaining stages to be completed on the Infrastructure Delivery Plan for Knowsley.

1.3 Governance

- 1.3.1 As a supporting document for the final Core Strategy Development Plan Document (DPD), the Infrastructure Delivery Plan will be subject to a process of stakeholder involvement and corporate governance, which will ensure that the Plan is supported by those charged with delivering its content. This will include a Steering Group, made up of officers from Knowsley Council, as well as representatives of the Local partner organisations such as the Highways Agency. Clear terms of reference will be drawn up for this process.
- 1.3.2 A wider stakeholder group will also be convened to input to and scrutinise the development of the Plan. The stakeholders will be selected due to their role in providing or maintaining infrastructure in Knowsley, across the Council, the wider public sector, and the private sector. As appropriate, the stakeholders were approached to provide

information to populate the Infrastructure Delivery Plan. The details of the suggested and/or anticipated membership of the Steering Group and stakeholder group are given in the following tables. These groups will be formalised as the Infrastructure Delivery Plan process progresses.

Table 1.1: Suggested Infrastructure Delivery Plan Steering Group

Name	Role
Councillors	Members of the Council will provide a political overview and scrutiny of the Infrastructure Delivery Plan preparation process and will be responsible for approving drafts for consultation and later adoption.
Officers	Officers of the Council will provide information and evidence to inform the Infrastructure Delivery Plan, and will be responsible for producing drafts of the document for scrutiny.
LSP representatives	Representatives of the Local Strategic Partnership, as key infrastructure providers within Knowsley, will provide information to populate the Infrastructure Delivery Plan and will also provide an element of external scrutiny to the preparation process.

Table 1.2: Suggested Infrastructure Delivery Plan Stakeholder Group – Knowsley Council

Department	Area of Infrastructure Provision / Interest
Directorate of Regeneration, Economy and Skills	Social Enterprise Knowsley Works Business Liaison Business Sector Support Business Partnerships Creative Industries Business Start Up Team Investment and Development Team Highways, Transportation and Traffic Management Development Management Building Control Stockbridge Village Regeneration Kirkby Regeneration
Directorate of Neighbourhood Services	Commercial Waste Collection Services Security and Community Safety Bereavement Services Fleet and Logistics Knowsley Suites Street Scene Pest control School Crossing Patrol Service Facilities Management Environmental Sustainability Service

	Waste Management
Directorate of Children and Family Services	Young People's Services Safeguarding and Specialist Services Schools and Early Years Family Support and Children's Health Future Schooling
Directorate of Wellbeing Services	Adult Services Children's Services Child Protection Community Care Family Placement Older People's Services Residential and Day Care Welfare and Benefits Leisure and Sports Clubs and Centres Arts and Entertainment Museums and Galleries
Directorate of Corporate Resources	Borough Treasurer People and Business Management Customer and Member Services Regulatory Services and Asset Management
Chief Executive's Directorate	City Employment Strategy Communications Corporate Intelligence Corporate Performance Policy and Business Planning Strategies and Commissioning Local Development Framework

Table 1.3 Suggested Infrastructure Delivery Plan Stakeholder Group - Other Public Sector

Organisation	Area of Infrastructure Provision / Interest
Knowsley Primary Care Trust	Health Care
St.Helens and Knowsley NHS Trust	Health Care
Knowsley Housing Trust	Social Housing
Villages Housing Association	Social Housing
Merseyside Police	Emergency Services
Merseyside Fire and Rescue Service	Emergency Services
Merseyside Ambulance Service	Emergency Services
Merseyside Waste Disposal Authority	Waste
Merseytravel / Merseyrail	Transport
Environment Agency	Environment
Natural England	Environment
English Heritage	Historic Environment
Coal Authority	Minerals

Highways Agency	Transport / Highways
Homes and Communities Agency	Social Housing
Mersey Forest	Environment
North Huyton New Deal for Communities	Regeneration
Liverpool City Region Local Enterprise Partnership	Economic Investment
The Mersey Partnership	Economic Investment
Merseyside Environmental Advisory Service	Environment

Table 1.4 Suggested Infrastructure Delivery Plan Stakeholder Group - Private Sector

Organisation	Area of Infrastructure Provision / Interest
United Utilities	Water and Waste Water Management
Scottish Power	Electricity
National Grid	Gas
British Telecom	Telecommunications
Virgin Media	Telecommunications
Network Rail	Transportation
Arriva	Transportation
Peel Holdings	Regeneration, Transportation and Energy Provision
Potter Group	Employment and Transportation
Jaguar Land Rover	Employment
Knowsley Hall Estate & Safari Park	Leisure
Spenny Hill Regeneration	Regeneration
Liverpool John Lennon Airport	Transportation
Mono (on behalf of mobile operators)	Telecommunications

1.4 Approvals Process

1.4.1 As a constituent part of the Knowsley LDF evidence base, this first iteration of the Infrastructure Delivery Plan has been approved for public consultation alongside the Core Strategy Preferred Options consultation. Subsequent iterations of the Infrastructure Delivery Plan will be approved alongside subsequent versions of the Core Strategy, with the next stage anticipated to be the Proposed Submission Version of the Core Strategy, with an accompanying second iteration of the Infrastructure Delivery Plan.

2. POLICY CONTEXT

This chapter gives a description of the national, regional, sub-regional and local policy context in which this Infrastructure Delivery Plan for Knowsley is being drafted. It also includes a summary of why the Infrastructure Delivery Plan is needed to support the Core Strategy and the wider Local Development Framework, through a description of the requirements of national and regional planning policy.

2.1 National Policy

2.1.1 Planning Policy Statement 12: Local Spatial Planning

- Planning Policy Statement (PPS) 12: Local Spatial Planning¹ emphasises the importance placed on effective spatial planning at the local level by Government to create strong, safe and prosperous communities. PPS12 helps to consolidate part of the local devolution agenda, aimed at giving more powers to local authorities. It explains the key ingredients for an effective and sound Local Development Framework (LDF), and provides guidance about how this should be prepared.
- PPS12 highlights the importance of accounting for infrastructure needs in successful spatial planning. The document particularly draws attention to the importance of strengthening the links between development plans prepared by local authorities and infrastructure provision, and specifically requires the Core Strategy, as the central document within the LDF, to identify what physical, social and green infrastructure is required to enable the amount of development identified. This process should cover who will provide the infrastructure and when it will be provided. PPS12 explains that the Core Strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.
- PPS12 explains that good infrastructure planning considers the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. The infrastructure planning process should identify, as far as possible: infrastructure needs and costs; phasing of development; funding sources; and responsibilities for delivery.
- In terms of collecting information to support infrastructure planning, PPS12 explains that it will greatly assist the overall planning process for all participants if the agencies responsible for infrastructure delivery and the local authority producing the core strategy were to align their planning processes. Local authorities are directed to undertake timely, effective and conclusive discussion with key infrastructure providers when preparing a core strategy.

¹ Planning Policy Statement 12: Local Spatial Planning (CLG, 2008)

Key infrastructure stakeholders are encouraged to engage in such discussions and to reflect the core strategy within their own future planning.

- PPS12 recognises that detailed infrastructure planning is not always easy, due to problems with availability of information and uncertainty from partners and infrastructure providers as to their future plans. The Core Strategy should therefore make proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision. Contingency planning – showing how the objectives will be achieved under different scenarios – may be necessary in circumstances where provision is uncertain.
- In addition, PPS12 recognises that critical discussions on infrastructure capacity and planning may be more effectively and efficiently carried out over a larger area than a single local planning authority area, and hence joint working between local planning authorities may be helpful, particularly when engaging with delivery agencies.
- Central to the concept of soundness in local development planning is the issue of deliverability. PPS12 clearly recognises this, stating that “Core Strategies should show how the vision, objectives and strategy for the area will be delivered and by whom, and when. This includes making it clear how infrastructure which is needed to support the strategy will be provided and ensuring that what is in the plan is consistent with other relevant plans and strategies relating to adjoining areas.”

2.1.2 Planning Obligations and the Community Infrastructure Levy

- There are clearly funding implications for infrastructure delivery, and this is highlighted in national government policy regarding planning obligations (where the developer makes a contribution towards facilities and services which are required to support their development). The existing system for planning obligations is explained within Circular 05/05², and is based on the use of Section 106³ agreements to secure contributions “in kind” (i.e. provision of required facilities by the developer) or financially (i.e. the developer makes a financial contribution towards infrastructure, which the local authority then spends on provision of the required facilities.)
- The government is seeking to ensure that the link between infrastructure planning and the seeking of planning obligations is clear and transparent, through the introduction of a new system of obligations, known as the Community Infrastructure Levy (CIL)⁴. This system is based on a tariff, which is carefully calculated to account for infrastructure requirements associated with development. It is made clear in government guidance that CIL

² Circular 05/05: Planning Obligations (CLG, 2005)

³ Section 106 of the Town and Country Planning Act 1990.

⁴ Part 11 of the Planning Act 2008 and “Detailed proposals and draft regulations for the introduction of the Community Infrastructure Levy: Consultation - Draft Regulations and Reference documents” (CLG, 2009)

funds are not to be used to pay for gaps in funding, but to account for the infrastructure needs of new development. While the CIL system has not been implemented in Knowsley, it is important that detailed and proactive infrastructure planning is in place, should the Council wish to adopt the tariff-based system for planning obligations in the future. Equally, the infrastructure planning required to support the Core Strategy could be used to expand and enhance the planning obligations system already undertaken by the Council through Section 106 agreements, providing the evidence for a Section 106 agreement-based tariff system.

2.1.3 The National Infrastructure Plan

- The coalition government published the first National Infrastructure Plan⁵ subsequent to the 2010 Comprehensive Spending Review. This document sets out the need for new infrastructure in the UK, outlining its role in supporting expansion of private sector business and economic growth. This outlines the requirement for a new approach to infrastructure provision, recognising the limited lifespan of some of the UK's infrastructure, and also responding to the need for growth, as well as issues like globalisation and climate change.
- Several goals for national infrastructure provision are outlined, including that it is: integrated, reliable, secure and resilient; supports sustainable and balanced economic growth and competitiveness; ensures that the overall programme supports the delivery of reduced UK greenhouse gas emissions and wider environmental objectives; and achieves an affordable mix of public and private sector investment. This is in addition to the identification of several themes for infrastructure investment, namely: investing in the low carbon economy; making better use of existing assets; investing in network pinch points and areas of stress; transformational investment in strategic infrastructure; providing the best super-fast broadband; and ensuring that the UK remains a world leader in science and research.
- The Plan points to the need for smarter use of public funding, encouraging private sector-led investment in new infrastructure. A series of potential funding mechanisms are outlined, including the establishment of a Green Investment Bank, and support for local infrastructure provision, including the establishment of a Regional Growth Fund.
- Specifically related to planning, the document outlines the Government's intentions to new Major Infrastructure Planning Unit, and produce additional National Planning Statements. In addition, the document highlights the role of the Localism Bill in setting out intentions to produce a National Planning Framework.
- In the North West region, the plan identifies three key projects, including rail improvements in the Manchester area, the provision of the Mersey Gateway Bridge (in Halton) and a broadband project in Cumbria.

2.2 Regional Policy

⁵ The National Infrastructure Plan (HM Treasury, 2010)

2.2.1 North West of England Plan: Regional Spatial Strategy to 2021

- Adopted in 2008, the Regional Spatial Strategy (RSS) for the North West of England⁶ is part of the statutory development plan for local authorities in the North West, providing a framework for development and investment in the region. However, the coalition government has indicated its intention to revoke the RSS under the forthcoming Localism Bill. For clarity, at the time of writing, the RSS remained in place, however the Council was mindful of its planned abolition, and hence refers to it here primarily as background material for the Knowsley LDF.
- RSS establishes a broad vision for the North West and its sub-regions, including the Liverpool City Region, priorities for growth and regeneration, and policies to achieve sustainable development across the region, encompassing a wide range of topics. Crucially, the RSS also establishes the levels of growth for the region, and hence for local authorities, in terms of residential and employment development.
- RSS highlights that an effective and efficient infrastructure is essential for the region in achieving its economic and social development potential, placing particular emphasis on the transport network and green infrastructure network in the region. The document specifies that whilst growth must be facilitated, the best use should be made of existing resources and infrastructure. It explains that priority should therefore be given to developments in locations which are already well served by infrastructure and which do not require significant additional infrastructure.
- In terms of social infrastructure, RSS urges local authorities and other organisations to give a high priority to the development and improvement of infrastructure and services which are accessible to the whole community. The issue of declining local services in rural areas is also highlighted, indicating the need to ensure that rural as well as urban areas are served by adequate physical, economic and social infrastructure.
- Supporting documentation for the RSS highlights the regional priorities in terms of infrastructure provision, with the Implementation Plan providing guidance on priorities for transport investment.

2.2.2 RS2010 / Future North West

- Although the proposed abolition of the RSS meant that work on its replacement – RS2010 – was cancelled in mid-2010, some of the work undertaken to progress this document remains available, including substantial amounts of regionally-collated evidence and information relating to infrastructure provision. Two of the major themes of the “Future North West: Our Shared Priorities” document relate to energy infrastructure and efficiency, and ensuring the right housing and infrastructure for sustainable growth. Digital, transport, green and health infrastructure are also identified as “big ticket” issues to be addressed.

⁶ North West of England Plan: Regional Spatial Strategy to 2021 (GONW, 2008)

- Specifically in relation to the Liverpool City Region area, several priorities relate directly to infrastructure provision, including: low carbon development; port and airports; hotels and visitor attractions; public transport; and digital, energy and waste facilities required for new employment sites. In addition, the role of green infrastructure within the Liverpool-Manchester corridor is highlighted as being of particular importance.

2.2.3 Regional Economic Strategy

- The Regional Economic Strategy (RES)⁷ highlights the importance of sufficient infrastructure provision for the Liverpool City Region. A central aim of the RES is to highlight the importance of the co-ordination of public and private investment, and working with service providers to ensure adequate utility networks to support development.
- Infrastructure is identified as one of the five key priorities for the RES, and the document sets out key aims and objectives for this, including a focus on key strategic transport, communications and economic infrastructure. Particular elements of infrastructure identified as priorities within the RES include: road, rail, airport and port development, delivery of high quality employment sites and premises, securing use for brown field sites, creating high quality and diverse housing stock, delivery of appropriate utilities and energy infrastructure.

2.2.4 Regional Housing Strategy

- Like other regional strategies, the Regional Housing Strategy⁸ highlights that infrastructure provision is key to creating successful residential developments. This includes making the best use of existing or planned infrastructure in planning for new housing, as well as securing new infrastructure as an integral part of new development. The strategy highlights that local authorities, through their LDFs, should support the creation of mixed communities by ensuring that the right quantity and quality of environmentally sensitive housing is provided, with the necessary supporting infrastructure. The document also mentions infrastructure provision in relation to guidance for the design of new residential development, particularly around the provision of onsite green infrastructure.

2.3 Sub Regional Influences

2.3.1 Liverpool City Region Multi Area Agreement

- Liverpool City Region Multi Area Agreement⁹ is a key consideration in the development of Knowsley during the LDF period, including the provision of infrastructure to support that development. The format of the Agreement, with its Story of Place together with four

⁷ Regional Economic Strategy for the North West (North West Development Agency, 2006)

⁸ North West Regional Housing Strategy (4NW, 2009)

⁹ Liverpool City Region Multi Area Agreement (The Mersey Partnership and Liverpool City Region Cabinet, 2009)

platform papers – Economy, Employment and Skills, Housing and Transport – sets out the key messages, vision and ambitions for the City Region. In addition, action plans have been produced relating to Low Carbon Economy, SuperPort, Visitor Economy.

- Key infrastructure investment successes are outlined, including in Knowsley, recent investment in King’s Business Park (Prescot), Knowsley Industrial Estate, and improvements to the M62 / M57 junction near Huyton.
- Infrastructure is again highlighted as a key issue for the future, including transport infrastructure, like the highway network, rail network, and development of the Liverpool “SuperPort” concept, expansion of port and airport facilities. In addition, the promotion and expansion of tourism and leisure infrastructure is highlighted as a key priority, as is the provision of education and training infrastructure.

2.3.2 Merseyside Local Transport Plan

- Knowsley’s Local Transport Plan is the Merseyside Local Transport Plan 3¹⁰, which runs from 2011 to 2024. The document is prepared by Merseytravel (the Merseyside Passenger Transport Authority) on behalf of the five Merseyside local authorities (Knowsley, Liverpool, Sefton, St.Helens and Wirral). There are obvious infrastructure implications associated with the Local Transport Plan, as it sets out priorities for investment and new projects for the Merseyside area.
- Key infrastructure-related objectives include: the provision of appropriate infrastructure for regeneration, the provision of services which connect areas of need with areas of opportunity, management of travel demand and making the most of existing infrastructure and resources. The Local Transport Plan also outlines specific projects for major investment, including cross-boundary priorities shared with other areas, such as Cheshire and the Greater Manchester area.
- It will be extremely important that infrastructure planning associated with the Knowsley LDF, such as this document, demonstrates strong links with the LTP and its implementation plan, currently under preparation.

2.3.3 Joint Municipal Waste Management Strategy

- The joint Municipal Waste Management Strategy for Merseyside¹¹ sets out the sub-regional approach to managing waste, including provision of waste management infrastructure and links to energy infrastructure (e.g. landfill gas or thermal treatment of waste).
- The strategy identifies key existing infrastructure, including landfill sites, household waste recycling centres and waste transfer stations. It also explains the current and forthcoming activity to procure new services for the management of municipal waste in Merseyside.

¹⁰ Merseyside Local Transport Plan 3 (2011 – 2024) (Merseytravel / Merseyside PTA, 2011)

¹¹ Joint Municipal Waste Management Strategy for Merseyside (MWDA, 2008)

2.3.4 Other Sub-regional Documents and Initiatives

- Key sub-regional documents include the **Liverpool City Region Development Programme**¹² and the **Liverpool City Region Housing Strategy**¹³, which set out priorities for the future development of the sub-region.
- Other sub-regional organisations will have plans and programmes for infrastructure development that will affect Knowsley. These could include public and private agencies which operate on a sub-regional basis, and whose projects will affect the sub-region as a whole. Some already-established initiatives, including **Liverpool SuperPort** and **Atlantic Gateway**, will certainly have implications for infrastructure provision in the sub-region, whether this is within the Liverpool area or looking further afield to other areas of the North West. Similarly, studies and strategies produced at the sub-regional level, including for example the **Merseyside Gypsy and Traveller Accommodation Strategy**¹⁴, will be important in terms of outlining specific infrastructure requirements.
- Knowsley's **neighbouring authorities** within the Liverpool City Region are also developing their own local plans, with adopted existing plans (Unitary Development Plans and Local Plans), as well as emerging LDFs of their own. With each authority being at a different stage in plan preparation, it will be important for Knowsley to keep abreast of their progress, particularly where issues of sub-regional or cross-boundary significance arise. Similarly, major development programmes or projects in neighbouring areas could have significant impacts on Knowsley and its infrastructure. It will also be appropriate to recognise that some existing or planned infrastructure, which may not be within Knowsley's area, is of sub-regional significance: an example of this would be Liverpool John Lennon Airport, which serves the Liverpool, the Liverpool City Region and a much wider area.
- Although in its relative infancy, there will be a critical future role for the newly formed **Liverpool City Region Local Enterprise Partnership** in planning for new infrastructure in Knowsley and the wider city-region. At this early stage, potential for joint infrastructure planning work has been suggested, including investigating the possibility for shared evidence bases, and the agreement of shared infrastructure priorities (i.e. named key infrastructure projects which all local authorities and other partners would support).

2.4 Local Policy Context

2.4.1 The existing local development plan in Knowsley, the **Replacement Unitary Development Plan (RUDP)**¹⁵, provides the planning policy framework for infrastructure provision in the Borough. This is

¹² Liverpool City Region: Transforming Our Economy - The Strategic Proposals (The Mersey Partnership, 2005)

¹³ Liverpool City Region Housing Strategy (The Mersey Partnership, 2007)

¹⁴ Merseyside Gypsy and Traveller Accommodation Needs Assessment (Salford Housing & Urban Studies Unit, 2008)

¹⁵ Knowsley Replacement Unitary Development Plan (Knowsley MBC, 2006)

supplemented by Supplementary Planning Documents, as well as other Council plans and strategies which outline the local priorities for infrastructure provision in Knowsley. Within the RUDP, a number of areas are identified for development, and hence are highlighted as those would be likely to require infrastructure investment in the implementation of the RUDP policy. Also within the RUDP, the importance of the provision of supporting infrastructure for different types of new development is set out, including for example for residential development, transport and open space provision. More detail on the strategic context provided by the RUDP, particularly its role as an infrastructure plan, is given in section 2.6 below.

- 2.4.2 The Knowsley **Sustainable Community Strategy 2008-2023**¹⁶ sets out a vision of Knowsley as the “Borough of Choice” with a sustainable and diverse population. The LDF is a spatial interpretation and delivery plan for the Sustainable Community Strategy, and hence the priorities set out for communities, residential areas, town centres, employment areas and transport will heavily influence the Core Strategy and its Infrastructure Delivery Plan. More detail regarding the Delivery Strategy for the Sustainable Community Strategy is provided in section 2.5 below.
- 2.4.3 The Council, as the Local Education Authority, has series of plans and programmes for the maintenance and improvement of education facilities across Knowsley. Most notably, these include the “Future Schooling in Knowsley” and “Primary Capital Programme”, which respectively set out the priorities for investment in secondary and primary education in Knowsley. The strategy for secondary school change is set out in the **Future Schooling in Knowsley – Strategy for Change 2008 to 2010**¹⁷ document, and other supporting documents. While the Future Schooling project (part of the Government’s Building Schools for the Future initiative) is nearing completion, with seven new Centres for Learning built, the Primary Capital project is yet to be completed, and hence change is expected to occur for the Borough’s primary schooling provision. It will be of the utmost importance that the Core Strategy and wider LDF are aligned with these established educational programmes to ensure that the critical social infrastructure provided by local schools is accounted for.
- 2.4.4 The Council has also produced other strategies relating to the lives of children and young people in Knowsley, setting out standards of care and facility provision to be achieved. These include the **Children and Young People’s Strategic Plan**¹⁸ and the **Children Looked after Strategy**¹⁹, both of which highlight key priorities for children and young

¹⁶ Knowsley: the Borough of Choice, Sustainable Community Strategy 2008-2023 (The Knowsley Partnership / Knowsley MBC, 2008)

¹⁷ Future Schooling in Knowsley – Strategy for Change (Knowsley MBC, 2007)

¹⁸ Knowsley Children and Young People’s Strategic Plan 2007 to 2010 (Knowsley MBC, 2007)

¹⁹ Corporate Parenting Strategy 2007 - 2010: Improving the Life Chances of Children Looked After (Knowsley MBC, 2007)

people in terms of improving their health, safety levels, attainment, environment and access to relevant facilities.

- 2.4.5 The Council, along with its Registered Social Landlord and private sector partners, has produced a number of studies and strategies relating to the Borough's housing. These include the **Knowsley Housing Strategy**²⁰, the **Homelessness Strategy**²¹, **Empty Homes Strategy**²², as well as a number of other strategies relating to housing for older people, younger people and black and minority ethnic households.
- 2.4.6 The issue of contaminated land in Knowsley is explored through the Council's **Contaminated Land Strategy**²³. This study explains the Council's approach to identifying and tackling contaminated land and establishes principles for prioritisation of remediation efforts in particular areas.
- 2.4.7 The Council has also produced a **Green Spaces Strategy**²⁴ for Knowsley. This sets out standards for green space provision within Knowsley, as well as principle for service delivery and green space management. The strategy recognises the strategic role of green spaces of various kinds in forming the Green Infrastructure network within Knowsley, comparing this to other types of physical infrastructure in terms of its role in supporting Knowsley's communities. Alongside this strategy, the Council has also produced a **Leisure Facilities Strategy**²⁵, which outlines the Council's approach to investment in new and improved leisure facilities around the borough.
- 2.4.8 The Council, with its partner NHS Knowsley (the Primary Care Trust), has adopted a series of health care strategies, including those related to the provision of local health care services, through, for example, walk-in centres, GP surgeries and hospitals. This is contained within the current **Commissioning Strategic Plan**, known as **Health and Wellbeing for All**²⁶. In addition to these health care policies, the ongoing redevelopment of Whiston Hospital will dramatically improve health care facilities in Knowsley, with a state-of-the-art building to be completed in the coming years. NHS Knowsley has also undertaken a comprehensive assessment of the health of the Borough through the

²⁰ Knowsley Housing Strategy 2004 – 2010 (Knowsley Housing Partnership / Knowsley MBC, 2004) and Knowsley Housing Strategy Action Plan 2004 – 2010 (Knowsley Housing Partnership / Knowsley MBC, 2004)

²¹ Knowsley Homelessness Strategy 2006 – 2010: Prevention in Action (Knowsley Homelessness Forum / Knowsley MBC, 2006)

²² Knowsley Empty Homes Strategy 2008 – 2010: A Corporate Framework (Knowsley MBC, 2008)

²³ Knowsley Contaminated Land Inspection Strategy 2001 (updated 2004) (Knowsley MBC, 2004)

²⁴ The Knowsley Greenspace Strategy 2010 – 2014 (Knowsley MBC, 2010)

²⁵ Knowsley Leisure Facilities Strategy 2009 – 2012 (Knowsley MBC, 2010)

²⁶ Health and Wellbeing for All: The Commissioning Strategic Plan 2008/09 – 2012/13 (NHS Knowsley, 2008)

completion of a **Joint Strategic Needs Assessment**²⁷. This Assessment is the means by which Primary Care Trusts and Local Authorities describe the future health, care, and well-being needs of local communities, and the assessment also provides local intelligence required to underpin the strategic commissioning process.

2.4.9 The **Knowsley Economic Regeneration Strategy**²⁸ sets out how the Council and its partners want the Borough to develop in the future for residents, businesses, investors and visitors, seeking to capitalise on opportunities for and tackling challenges to successful economic development. The Economic Regeneration Strategy is within the process of review and a revised version will be published in late 2011.

2.4.10 The **Knowsley Local Area Agreement**²⁹ was adopted by the Knowsley Partnership in 2005 and was refreshed in 2006. The purpose of the Local Area Agreement was to set out the priorities for a Knowsley agreed between central Government and a local area, as represented by Knowsley Council and the Knowsley Partnership. Following guidance introduced by the Coalition government, there is no longer a requirement for Local Area Agreements to be produced. In response, the Knowsley Partnership Board has agreed three short term priorities which they feel are vital to maintaining stability in Knowsley's neighbourhoods – Employment, Debt and Housing. As well as this, work is talking place to develop a new performance outcomes framework. The short-term partnership priorities and new outcomes framework will fulfil the role of the previous LAA.

2.5 Sustainable Community Strategy Delivery Plan

2.5.1 As discussed above, one of the most important aspects of the Knowsley Local Development Framework is that it effectively forms a spatial delivery strategy for the **Knowsley Sustainable Community Strategy** and its Delivery Plan. The Knowsley Sustainable Community Strategy was published in 2008 by Knowsley Council and the Knowsley Partnership. Within the introduction to the document, it clearly states that the strategy will be used to “identify the spatial vision in the Local Development Framework to ensure a joined up approach to community planning and place-shaping. The LDF will be used to make the land use and development priorities identified in this strategy happen”. This means that there are very close linkages between the Infrastructure Delivery Plan for the Knowsley LDF and the Delivery Plan contained within the Sustainable Community Strategy.

2.5.2 Within the Sustainable Community Strategy, there are sections associated with each priority setting out “what we will do” – these essentially form the key actions for the delivery of Strategy priorities. These sections are accompanied by “making it happen” sections which

²⁷ Joint Strategic Needs Assessment 2008: Knowsley Health and Wellbeing for All (NHS Knowsley / Knowsley MBC, 2008)

²⁸ Knowsley Economic Regeneration Strategy (Regeneris Consulting Ltd, 2008)

²⁹ Knowsley Local Area Agreement: Narrowing the Gap (The Knowsley Partnership, 2005)

explain how key policy and investment initiatives being undertaken by the Council and its partners will work towards delivering priorities.

2.6 The Knowsley Local Development Framework

2.6.1 Although the Infrastructure Delivery Plan supports the emerging Knowsley Core Strategy and is an integral part of the Local Development Framework, the existing LDF provides an extremely important context and influence for the development of infrastructure planning in Knowsley. The following adopted and emerging documents need to be accounted for:

- Adopted Saved Policies of the Replacement Unitary Development Plan (UDP)
- Adopted Supplementary Planning Documents (SPD)
- Emerging Core Strategy Development Plan Document (DPD)
 - Issues and Options Paper
 - Draft Preferred Options Report
 - Draft Technical Reports and other evidence base
- Emerging Merseyside and Halton Joint Waste DPD
- Emerging SPDs

2.6.2 Currently adopted documents will be of particular relevance for the Infrastructure Delivery Plan at this stage, as at present, the Core Strategy is un-adopted and hence does not form part of the local development plan. It is important to be mindful that some aspects of the adopted development plan (such as the Saved Policies of the UDP) will be replaced by the Core Strategy. However, some aspects, including for example, existing SPDs, may continue to be operational, potentially in a revised form, over the time-span associated with the LDF.

2.6.3 It is also important to note that some items appearing in this draft Infrastructure Delivery Plan are essentially “new” and strongly relate to proposals within the Preferred Options Report. Some items are ongoing infrastructure priorities, which will be continued from the existing UDP – this is particularly relevant for examples where the infrastructure sought is that of a standardised whole-Borough provision rather than a discrete and deliverable item.

2.6.4 As noted previously, the **Saved Policies of the Replacement Unitary Development Plan** represents the adopted development plan for Knowsley at the time of writing this draft Infrastructure Delivery Plan. The UDP, adopted in 2006, sets out a very wide range of planning policies to be used to guide the type and location of new development in Knowsley, and also to be used in decisions relating to the determination of planning applications by the Council. The UDP does deal directly with the issue of infrastructure provision, through a number of policy areas. This includes policy areas relating to protection of the following categories of existing infrastructure in Knowsley:

- Environmental

- Public transport
- Flood risk
- Highways
- Green Belt and rural areas
- Minerals reserves
- Historic environment
- Utilities and telecommunications

- 2.6.5 The UDP also contains policy content relating to the provision of new infrastructure, either through specific projects like the North Huyton New Deal for Communities programme, or through the seeking of planning contributions from developers. This includes the outlining of specific contributions which would be expected for the provision of open and green spaces and for transport and highways improvements. This also includes a specific requirement for large scale new development to contribute towards the provision of renewable energy requirements on site.
- 2.6.6 The **Tower Hill (Kirkby) Action Area SPD**, adopted in 2007, sets out the planning policy guidance for the development of the Tower Hill residential area in Kirkby, including discussion of the existing and potential new infrastructure to support the regeneration of the residential areas. This includes identifying constraints of existing infrastructure, such as barriers to movement provided by railway lines, as well as physical constraints like power lines. Another aspect of transport infrastructure identified in the SPD is the potential for the extension of the Merseyrail system to a new railway station at Headbolt Lane in Kirkby, and the importance of safeguarding a location for the development of this facility.
- 2.6.7 The **North Huyton Action Area SPD**, adopted in 2007, sets out the planning policy guidance for the development of the North Huyton New Deal for Communities area. The document outlines the importance of improving social and physical infrastructure in North Huyton to support the planned housing regeneration in the area. The need for new social and community facilities is identified, including health and education provision, as well as a community centre and new retail provision. The document also emphasises the facilitation work required to support housing regeneration, including investment in demolition and clearance of unsuitable housing stock, and investment in the green and urban fabric of the local environment.
- 2.6.8 The **Greenspace Standards and New Development SPD**, also adopted in 2007, sets out the standards which the Council will seek to achieve in terms of contributions from new development towards provision of and improvement of local green and open spaces. The SPD is based on the rationale that new residential development will impact on local green infrastructure provision, and therefore a contribution towards ensuring that it meets the needs and aspirations of the local community is required.

- 2.6.9 The **Ensuring a Choice of Travel SPD**, adopted in 2010, sets out supplementary guidance relating to ensuring that a choice of transport modes is available in Knowsley. Measures include improving accessibility, as well as public transport, walking and cycling facilities, and regulatory measures to ensure that parking provision as part of new development complies with set standards. Innovative infrastructure, such as charging meters for electric cars, is also discussed.
- 2.6.10 As noted, the **emerging Core Strategy DPD** will set the strategic framework for the development of Knowsley from its planned adoption in 2012 for a fifteen year period until 2027 and will form the central document within the Knowsley LDF. Once adopted, the Core Strategy will replace some, but not all, of the saved UDP policies and will be used to inform decisions on planning applications as well as to guide strategic investment in the Borough. The Core Strategy will set out the broad scale of development anticipated in Knowsley, including for housing and employment growth, and will identify the areas in Knowsley which will be subject to most change during the plan period. The Core Strategy will also include policies specifically relating to different types of infrastructure provision, including transport, green infrastructure and renewable energy. It will also include a specific policy on infrastructure planning – the Council’s preferred approach is that this demonstrates clear links to the Infrastructure Delivery Plan and encompasses issues relating to deliverability of new infrastructure through different types of funding and investment, as well as through the planning obligations process (i.e. section 106 agreements or the Community Infrastructure Levy).
- 2.6.11 All policies within DPDs must be found to be “sound” during scrutiny through an Examination in Public process. This means that policies must be justified, effective and deliverable. Providing evidence that policy approaches are deliverable is a critical element of the Core Strategy, and this Infrastructure Delivery Plan is one method by which such evidence can be provided. More detail about how this Infrastructure Delivery Plan will link to the policies within the Core Strategy is given in Chapter 6 of this document.
- 2.6.12 The emerging **Merseyside and Halton Joint Waste Development Plan Document**³⁰ is being prepared on behalf of the five Merseyside local authorities (including Knowsley, Liverpool, Sefton, St.Helens and Wirral) and Halton Borough Council by the Merseyside Environmental Advisory Service, and will provide the development plan policies for waste management for each authority’s LDF. In addition to defining the waste management hierarchy and priorities, including an emphasis on waste reduction and recycling, the document will identify site allocations for land required to meet the sub-regional need for waste management facilities. While preparation of the document has reached

³⁰ Merseyside and Halton Joint Waste Development Plan Document Preferred Options Report (Merseyside Environmental Advisory Service / Merseyside and Halton Local Authorities, 2010)

Preferred Options stage, it will be an important consideration for the Knowsley Core Strategy, in ensuring conformity with the approach and content being developed in the Waste Development Plan Document.

- 2.6.13 The **emerging Design Quality in New Development SPD** will set out specific design guidance for new development in Knowsley. This will include guidance relating to different aspects of design quality, including promoting a positive image, placement of buildings, mixing uses, density and form, landscape and public realm, sustainability and reinforcing existing historical character. This document, once adopted, will be used to guide the design and provision some elements of infrastructure, including that housed in new buildings (e.g. new schools or health centres), or that sited within the public realm (e.g. street lights and signage).
- 2.6.14 The **emerging Sustainability in Design and Construction SPD** will set out additional guidance relating to principles of sustainable design and construction for new development within Knowsley. This includes reference to nationally accredited design standards, as well as reference to guidance for Knowsley specifically, relating to urban design and land use, transport, sustainable drainage, energy conservation and renewable energy, recycling and pollution. Again, this document, once adopted by the Council, will have specific implications for the provision of new infrastructure in terms of the design and specification of new buildings, as well as new infrastructure such as renewable energy and sustainable drainage systems.
- 2.6.15 The forthcoming **Site Allocations and Development Policies DPD** has not yet been commenced and therefore its scope is as yet uncertain. However, the document will include critically important policy content for Knowsley, and for infrastructure provision within the Borough. This will include an update to the existing site allocations for Knowsley, and will identify different areas for new development (e.g. for residential or employment purposes). It will also include detailed policies relating to the type of infrastructure provision which will need to be part of new development, as well as various detailed criteria relating to the principles of development and design which developers will need to comply with.
- 2.6.16 The forthcoming **CIL Charging Schedule or Planning Obligations SPD** would be further Local Development Framework documents which would have critically important implications in terms of infrastructure provision. Again, the preparation of such documents has not yet been commenced. However, it is possible to determine that likely content will include the implementation of infrastructure standards in order to set levels of developer contributions, either through a tariff or a levy. This will have major implications on new development, in terms of the in-kind or financial contributions they will be expected to make. It will also have major implications in terms of the provision of new infrastructure in Knowsley, either through the in-kind provision made as part of new development, or through the spending (by the Council and its partners) of funds accrued through this process.

2.7 Other Local Evidence

2.7.1 As part of the preparation of the Local Development Framework, and to support other corporate plans and programmes, a range of evidence documents have been collated by the Council, relating to a wide range of topics and areas. The findings of these studies, and their implementation through planning policy and other strategies, give a useful background to infrastructure planning for Knowsley, including the identification of infrastructure priorities and likely future programmes of maintenance and provision.

2.7.2 In order to update the Council's understanding of the retail environment in Knowsley, including the performance of its town and other centres, the Council commissioned a **Town Centres and Shopping Study**³¹. The Study undertook the following tasks:

- A health check of Knowsley's three town centres – Huyton, Prescott and Kirkby – using PPS6 indicators, through consultations with key stakeholders such as retailers, landowners and local town centre trading organisations, and through surveys of visitors to the town centres;
- An assessment of need for retailing and other town centre uses over the lifetime of the LDF, taking account of projected change in population and per capita expenditure, and using a survey of households to establish current expenditure patterns, the existing catchment areas of each town centre and how these relate to other centres in the Liverpool City Region; and;
- An assessment of the Borough's three district centres and its 35 local parades/centres so as to:
 - provide an assessment of their health;
 - assess the pattern of provision against local needs;
 - identify any gaps or surpluses in provision;
 - make recommendations for action to address weaknesses in the quality and quantity of local shopping provision; and
 - to assess the scope for diversification of uses.

2.7.2 In 2011, the Council finalised a study into the potential future development of its largest employment area, Knowsley Industrial Park. The area was recognised of being of strategic importance, but of a dated layout, having originally been laid out as an industrial area in the immediate aftermath of the Second World War, and was considered to lack coherence in terms of land uses, design and investment.

Delivering a New Future for Knowsley Industrial Park: Strategic Framework³² was completed by consultants and undertook the following tasks, which have implications for the Council's infrastructure planning processes:

- Assessed the current physical condition of Knowsley Industrial Park and its infrastructure;

³¹ Town Centres and Shopping Study (Roger Tym & Partners, 2009)

³² Delivering a New Future for Knowsley Industrial Park: Strategic Framework (DTZ, Arup and Taylor Young, 2011)

- 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;
- 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.

2.7.3 European and national policy advises local authorities to take likely changes to the climate into account when selecting land for development, using a partnership approach which includes: appraising risk; managing risk; and reducing risk. In "appraising risk", one of the key requirements of PPS25 is for Councils to undertake Strategic Flood Risk Assessments, 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 **Strategic Flood Risk Assessment**³³ in 2009 which identified areas of flood risk from all sources across the two Boroughs. The study, and subsequently published Environment Agency Flood Maps, suggests that relatively small areas of Knowsley generally along river corridors are at risk of fluvial flooding. The most significant risks are alongside Ditton Brook and the River Alt.

2.7.4 In April 2009, Knowsley Metropolitan Borough Council commissioned Consultancy firm ARUP to undertake a study entitled **Knowsley Renewable and Low Carbon Energy Options**³⁴. Within the scope of the report, the consultants were asked to:

- Identify constraints within the borough that would limit the potential to develop renewable/ low carbon resources;
- Identify potential preferred locations for new renewable energy facilities of different types;
- Identify approximate land take;
- Assess the impact of any options on the Carbon footprint of Knowsley and NI 185 (Local authority CO2 emissions) / NI 186 (per capita CO2 emissions in the local authority area);
- Assess potential renewable technologies in terms of the major planning considerations for each technology;

³³ Knowsley Council and Sefton Council Strategic Flood Risk Assessment - Final (Atkins, June 2009)

³⁴ Knowsley Renewable and Low Carbon Energy Options (Arup, 2009)

- Evaluate the cost implications of different renewable energy technologies;
- Consider the potential for acceptable forms of renewable production on and for the Knowsley Industrial Park;
- Review existing policies regarding onsite renewable energy production and suggest potential planning policy responses needed to stimulate renewable/ low carbon installations within the borough.

2.7.5 The core Merseyside Districts joined with the neighbouring authorities of Warrington and West Lancashire to commission the **Liverpool City Region Renewable Energy Capacity Study**³⁵. The study built on the Knowsley study mentioned above, and showed that the city region and wider study area is well placed to meet the challenges of this agenda, having significant potential for deploying renewable and low carbon energy technology to support a planned transformation to a low carbon economy. In total 10 priority zones were identified across the study area, 1 of which is within Knowsley Industrial Park, centred on the implementation of the Energos Energy from Waste plant.

2.7.6 The joint **Employment Land and Premises Study**³⁶ was carried out by consultants on behalf of Knowsley, Halton, Sefton, and West Lancashire Councils. The Study looked at issues such as the need for additional business land and the quality of existing industrial estates and business parks. Key tasks included:

- To assess each local authority's economy to inform the amount, location and type of employment land and premises to facilitate development and growth;
- To review the current portfolio of employment land and premises within each local authority area;
- To recommend future allocations of employment land to maintain each area's economic growth, and if appropriate identify existing employment sites which could be transferred to other uses.

2.7.7 The Council appointed PMP to undertake an **Open Space, Recreation and Sport Need Assessment and Strategy**³⁷ across the Borough of Knowsley (the Borough). The main focus of the study was to:

- Provide a comprehensive audit of existing provision of all types of greenspace, sporting and recreational facilities in terms of quality, quantity and accessibility;
- Provide a strategic focus for the Council enabling the best use of existing and future designated open spaces;
- Identify local demand for the various types of open space through a series of consultations;
- Produce a set of quantity, quality and accessibility standards for each type of open space;

³⁵ Renewable Energy Capacity Study Liverpool City Region Stage 1 and 2 (Arup, 2010)

³⁶ Joint Employment Land and Premises Study (BE Group, 2010)

³⁷ Knowsley Open Space, Recreation and Sports Needs Assessment and Strategy (PMP, 2005)

- Use these standards to identify areas of high and low priority both now and in the future, with recommendations for resolving any key issues;
- Provide a basis for improving the quality of planning policies, the decision making in relation to any development pressures on open space and feed into the Knowsley UDP and any supporting Supplementary Planning Guidance.

A revised version of this study, along with an update of green spaces evidence, is currently being prepared by the Council.

3. EXISTING PROVISION WITHIN THE BOROUGH: INFRASTRUCTURE AUDIT

This section seeks to outline the existing infrastructure provision in Knowsley, through describing the various categories of services and facilities which are already in operation. This includes transport infrastructure, physical and environmental infrastructure (including utilities), green infrastructure, social care and health infrastructure and digital infrastructure. A fairly wide definition of “infrastructure” has been assumed for this section, allowing for a comprehensive description of the existing situation in Knowsley. Where planned infrastructure projects are nearing completion, these are included in this section. The information contained within this section has been taken from a variety of sources, including information and studies held by the Council, its partners and other agencies.

3.1 TRANSPORT INFRASTRUCTURE

3.1.1 Knowsley has a comprehensive transport network, including an extensive road network, with motorway provision, numerous railway stations and routes, bus facilities including bus stops and stations and services operated by the private and public sector, as well as a network of walking and cycling routes, providing sustainable transport access around Knowsley. Knowsley also has proximity to a number of strategic transport facilities, including the Port of Liverpool and Liverpool John Lennon Airport. The detail of this existing infrastructure is set out below. Where transport infrastructure or improvement schemes are underway, these are also briefly described.

3.1.2 The following headings are used:

- **Highway Network**
- **Walking and Cycling**
- **Rail**
- **Buses**
- **Merseytram**
- **Taxis**
- **Parking**
- **Waterways and Ports**
- **Fuel**
- **Test Centres**

3.1.3 Highway Network

- Knowsley is dissected by two **motorways**: the M62 running west to east and M57, running north to south. The end of the M57 towards the south of the Borough is extended by the Knowsley Expressway (A5300), which joins with the A562 (Speke Road). The M62 in

particular represents an important cross-country route, connecting the city of Liverpool on the west coast of England with the city of Kingston upon Hull on the east coast, as well as connecting to the strategic north-south route of the M6. The **Highways Agency** bears responsibility for the Strategic Road Network, including the motorway network, nationally.

- Knowsley also has an extensive strategic **trunk road network**, including the aforementioned Knowsley Expressway (A5300), the East Lancashire Road (A580) and the A57 / A58 route which runs from Liverpool to St.Helens. Other “A” class routes include the A5080 (Cronton to Liverpool), the A5208 and A506 in Kirkby, the A526 (connecting Huyton with the M57) and the remainder of the A57 route from Prescot, through Whiston to Rainhill.
- Recently completed and ongoing major **highway schemes** in Knowsley include improvements to the junction of the M62 / M57/A5300 junction and the provision of a new link road to serve the South Prescot area.
- The Local Transport Plan identifies **congestion hotspots** for the Merseyside area, with a particular focus on problems within and around Liverpool City Centre and major routes towards the centre. However, the two most notably congested areas within Knowsley are the: A5080 Roby/ Bowring Park becoming Edge Lane, the primary route for the City Centre; and Tarbock Road providing the main route from Huyton to M62/A57/A5300 whilst serving Wheathill Road and Whitefield Lane. Both of these routes have been designated as requiring Route-Specific Measures under Merseyside’s Local Transport Plan. There are also known capacity issues on the A562 Speke Road / A5300 Knowsley Expressway junction, particularly during peak commuting hours.
- Measures to **monitor and manage congestion** have been adopted, including the following projects. An Integrated Corridor Traffic Management approach has been adopted by all Merseyside authorities, with an emphasis on ensuring efficient movement of freight and public transport around the sub-region as well as working with the Highways Agency to ensure management of traffic to and from Merseyside and the national core network. Tools used to ensure that this management is undertaken efficiently include **Intelligent Transport Systems** (ITS) (closed circuit television and selective vehicle detection tools, as well as variable message signalling) and **Congestion Monitoring Corridors**. “Red route” traffic management methods are proposed across the Merseyside area, to cater for bus priority along major routes.
- In accordance with the Local Transport Plan, **Traffic management** in Knowsley is undertaken by the Council, working closely with traffic managers from neighbouring districts to ensure a coordinated cross-boundary approach.
- There are a large number of roads in Knowsley which have been subject to **traffic calming** schemes, through the provision of speed bumps or through the implementation of maximum speed limits of, for example, 20mph.

- The Council is responsible for the provision of relevant **road signage** and **street lighting** for the highway network in the Borough, except for the motorways, for which signage is provided and managed by the Highways Agency.

3.1.4 Walking and Cycling

- Knowsley has a significant network of walking and cycling routes across the Borough. Sections of strategic footpaths and cycleways, which are of regional or national significance, travel through Knowsley. This includes a section of the **Trans Pennine Trail**, which runs through Halewood, giving access to the cross Pennine route from Southport to Kingston upon Hull.
- Knowsley has an extensive **Public Rights of Way** network, which allows for public access on foot, and in places for cycles and horses, across the Borough.
- Knowsley has a recognised **cycle network**, composed of on- and off-road routes around the Borough. These are linked to the road network as well as the strategic footpath network, and also provide links for cyclists to cross-boundary routes to nearby towns and cities.
- Cycling **parking facilities** are included in Knowsley's town centres and at some local service centres and facilities, such as hospitals and walk-in centres and schools.
- The Council provides the relevant **signage** for walking and cycling routes in the Borough, ranging from markers indicating that a route is part of a national route (e.g. the Trans Pennine Trail) to signs indicating the location of facilities within town centres, for use by pedestrians.

3.1.5 Rail

- Knowsley has a series of **railway lines** traversing the Borough, including two strands of the Liverpool to Manchester lines (with one splitting to give access to Wigan and the West Coast Main Line), as well as local rail services through Kirkby between Liverpool and Wigan.
- There are six **railway stations** located in Knowsley: Kirkby, Roby, Huyton, Prescott, Whiston and Halewood. Knowsley's railway stations offer excellent access to regional and national destinations, particularly to Liverpool and to Manchester, with the aforementioned links to the West Coast Main Line affording access to London and many other destinations. Land is reserved for a new railway station at Headbolt Lane in Tower Hill, Kirkby. There are also proposed Park and Ride facilities at Tower Hill, Kirkby Park / Westvale, North Huyton, Whiston and Prescott.
- Knowsley has access to rail **freight facilities** towards the north of Knowsley Industrial Park. There are also excellent rail links to other road- and rail-served freight facilities, such as the Port of Liverpool.
- A number of railway **operators** have a presence in Knowsley, with Merseytravel operating the Borough's stations, which are served variously by trains run by train operating companies Merseyrail

Electrics and Northern Rail. Network Rail owns and operates Britain's rail infrastructure.

3.1.6 Buses

- Knowsley has an extensive network of **bus routes** traversing the Borough. In particular, west to east links are notable for providing excellent access from Knowsley's townships to Liverpool City Centre. Knowsley's bus routes are punctuated by Merseytravel-operated bus stops. Knowsley also has bus stations within its township areas, including Huyton bus station in Huyton centre, Ravenscourt bus station in Halewood, as well as larger stops in Prescot and Kirkby.
- Commercial **bus services** in Knowsley are operated by major companies including Arriva North West, First, Stagecoach Merseyside, Cumfybus, Halton Transport and Huyton Travel. Publicly funded services are provided by Merseytravel and other community transport partners.
- **Priority bus routes** and **Quality Bus Corridors** are in place in Knowsley along several busy routes with the aim of increasing bus usage by improving journey times, punctuality and reliability. Two priority bus routes running through Knowsley include:
 - City Centre/ Page Moss/ Prescot/ Rainhill Corridor (High Priority Route); and
 - Page Moss/ Princess Drive/ Croxteth/ Fazakerly Corridor (Medium Priority route)

Within the Local Transport Plan, these routes could be made into "red routes", part of the Council's (and Merseytravel's) approach to effective traffic management.

- **Timetable management** for buses in Knowsley is undertaken by Merseytravel, who manage and share the information provided to them by private bus operators. However, it is up to the bus operators to determine the timetables for services which they will operate to.

3.1.7 Merseytram

- Merseytram is a proposed tramway scheme for Liverpool and its surrounding areas. Designed to include three different lines, all terminating within the city centre, Line 1 of the scheme was proposed to reach Kirkby town centre in Knowsley. In addition, Line 2 of the scheme crossed Knowsley's borders, traversing the north of Huyton and eventually reaching Prescot and Whiston. Planning for the Merseytram scheme commenced in 2002, but due to funding problems, the scheme was stalled in 2005 and Government funding withdrawn. However, Merseytravel and Councils involved continue to safeguard the proposed tram route for Line 1 (which has Transport and Works Act Approval), and in November 2009, Merseytravel was given permission to seek new funding from the Government.
- Although still at a very early stage in the renewed project, the infrastructure and services associated with the Merseytram scheme offer a significant opportunity to build upon existing transport

systems and further increase connectivity from Knowsley townships to Liverpool city centre and other parts of the sub-region. However, there is a high risk associated with funding for this project.

3.1.8 Taxis

- Knowsley accommodates several **main taxi operating companies** from within the borough, including: Acorn Cars, All Black Cabs Ltd, Newtown Taxis, A1 Taxis, Old Swan Private Hire and Kirkby Radio Cabs. In all there are 48 licensed private hire and hackney companies.
- There are currently 35 registered **hackney carriage ranks** throughout the borough.
- Knowsley Borough Council has recently agreed new standards of training for all of the borough's taxi drivers. This requires all new and existing drivers of Hackney Carriage and Private Hire taxis to pass a VRQ (Vocationally Related Qualification) and an NVQ (National Vocational Qualification) before gaining a license, in a bid to improve taxi standards in the borough.

3.1.9 Parking

- Knowsley has numerous **public parking** facilities within its boundaries, including outdoor car parks, multi-storey car parks and on-road parking, for cars, other vehicles, bicycles and motorbikes. There is a small charge for the use of the majority of the public parking facilities in Knowsley's towns and local centres, with long and short stay facilities available.
- There are also a wide variety of **private and restricted parking** facilities in Knowsley, including those associated with places of employment or education, as well as those associated with facilities such as retail parks or visitor attractions. Some of this parking is limited in terms of restrictions to patrons, employees or visitors, whilst other facilities are limited in terms of time of availability of spaces (e.g. associated with supermarket parking) or limited charging.

3.1.10 Waterways and Ports

- Being landlocked and without a canal network, Knowsley does not have direct access onto **commercial waterways**. However, smaller waterways, such as the River Alt and Kirkby Brook play an important role in the life of the Borough in terms of wildlife habitats and local amenity.
- The Liverpool City Region and the North West region however, do have excellent **access** to the sea and an extensive commercial waterway network, which Knowsley can benefit from due to its close proximity to these areas, particularly by road and rail. Examples include the Port of Liverpool, located north of Liverpool City Centre, which boasts access to the River Mersey, Irish Sea and international markets beyond. Similarly, the Manchester Ship Canal has access to the Mersey and the sea, with inland access to Salford Quays and Manchester.

3.1.11 Airports

- **Liverpool John Lennon Airport** is located in very close proximity to Knowsley, just beyond the southern border of the Borough within the Liverpool City Council area. This expanding airport offers an excellent opportunity for air travel for those living in the Borough, and also increases the attractiveness of Knowsley as a business location, due to passenger and freight air-links for people and goods. Expansion plans, as published in the Airport's 2007 Master Plan³⁸, detail proposals for expansion in terms of capacity for passenger flights as well as a new freight management centre to the south of the existing airport area. A runway extension and new access road are proposed, the latter providing improved road access from Knowsley to the Airport via the Halewood area. Knowsley is also within reasonable proximity to **Manchester International Airport**, one of the largest air terminals in the United Kingdom. Existing transport links, including road access and public transport access, run between Knowsley's townships and these airports.

3.1.12 Fuel

- There are many **petrol filling stations** located within and around Knowsley. These include:
 - Tesco, Prescott;
 - Shell (UK) Ltd, Huyton;
 - Bigdale Service Station, Kirkby;
 - Longview Service Station, Huyton;
 - Sugarbrook Filling Station, East Lancashire Road;
 - Westvale Service Station, Kirkby;
 - Prescott Service Station, Prescott;
 - Spar Knowsley, Knowsley;
 - Knowsley Service Station, Knowsley;
 - F R Foster, Stockbridge Lane;
 - ASDA, Huyton;
 - Save Service Station, Tarbock Road;
 - Longview Service Station, Knowsley; and
 - Woodlands Service Station, Tarbock.

3.1.13 Test Centres

- There are no Driving and Vehicle Licensing Agency (DVLA) **test centres** in Knowsley, but there are several centres within neighbouring districts, including Liverpool, St.Helens and Wirral. Similarly, there are no Vehicle and Operator Services Agency (VOSA) vehicle approval test centres in Knowsley.

3.2 PHYSICAL AND ENVIRONMENTAL INFRASTRUCTURE

3.2.1 Knowsley has an extensive network of physical and environmental infrastructure, which includes natural resources as well as utility

³⁸ See Liverpool Airport Master Plan to 2030 (LJLA, 2007)

provision and waste management facilities. This infrastructure enables areas, such as residential or employment centres, to be covered by the necessary infrastructure to ensure that they can operate successfully. This existing infrastructure is outlined below.

3.2.2 The following headings are used:

- **Electricity**
- **Gas**
- **Water Supply**
- **Waste Water, Water Drainage and Water Treatment**
- **Flood Risk and Defences**
- **Sustainable Drainage Systems**
- **Renewable Energy**
- **Minerals**
- **Waste**
- **Public Realm**
- **Historic Environment**

3.2.3 Electricity

- Knowsley's **electricity utility provider** is Scottish Power, the company responsible for the transmission and distribution of electricity in the Knowsley area, as well as large parts of the North West region. The Scottish Power Energy Networks division is responsible for:
 - Restoring supply as quickly as possible should a fault occur on the network
 - Providing new connections to the network
 - Maintaining the performance and safe condition of the network
- Demand for electricity grows through small scale growth attributed to consumers. Here it is difficult to predict patterns of growth in demand, but reinforcement plans are produced to ensure that supplies continue. Demand also grows through large scale new development (e.g. a new factory). The infrastructure requirement created by this kind of step-change requires companies to be reactive. It is hence difficult for customers to be pro-active about planning for urban extensions, etc.
- Developers can also bid to lay infrastructure themselves and Scottish Power would eventually adopt this as part of the network. This is usually appropriate for larger developments, for example where an access road is being laid, and it is more cost effective for the developer to undertake works.
- Scottish Power operates an unusual matrix-like network, which differs from the radial networks in place in other parts of the country. The main Scottish Power electricity substations located in Knowsley include:

Substation	Code	Voltage (kV)
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Huyton	HUYT	132/33
Huyton Hey Road	HUYTHE	33
Kirkby	KIBY	132/33
Kirkby Central	KIBYCE	33
Prescot	PRES	132/33
Halewood	HAWO	132/33

- Although Scottish Power's activities can be considered to be generally reactive, although they do hold Long Term Development Statements and there is information available about areas where spare capacity or shortage of capacity exists. In Knowsley,
- For clarity, Scottish Power design, own and operate the electricity infrastructure but supply to households and businesses is operated by a variety of other companies.

3.2.4 Gas

- Knowsley's **gas utility provider** is National Grid, which is the transmission and distribution company for large parts of the UK. The gas transmission business is separated from the gas distribution business and the regional distribution network is owned by separate companies.
- The gas network is so extensive and varied that it would be too detailed and dynamic to map in any detail that would be useful to local authorities.
- There is a mains replacement programme in place, based on an assessment of risk posed by existing infrastructure. National Grid are now looking on a locational basis, to attempt to give more certainty to local areas about when works are due to take place. This risk assessment work takes place about 12-24 months in advance of works, while recognising that the nature of risks may change over time. There are current plans by the National Grid to renew 40km of gas mains in Prescot, Knowsley, commencing in April 2010 and costing approximately £5 million.
- From maps produced by the National Grid of locations of High Pressure gas pipes shows that no high pressure gas pipes are found in Knowsley Borough. Locations of other Pipes, Cables, Lines and Substations can be found on the National Grid website³⁹.

3.2.5 Water Supply

- United Utilities is the **water provider** for Knowsley. The agency provides water to domestic, industrial and commercial property in the Borough. United Utilities use water supplied from a number of sources, including a network of reservoirs, owned and maintained by the agency. Within the North West region, United Utilities provides 2,000 million litres of water every day via a network of

³⁹ See

<http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW/undergroundcables/shape/>

around 40,000 kilometres of water mains, 1,444 kilometres of aqueduct and over 100 water treatment works.

- The responsibility for the maintenance of the water **supply pipe** is split between United Utilities and the property owners. United Utilities is responsible for the supply pipe from the connection to the water main up to the point at which the supply pipe leaves the boundary of the public highway. The maintenance responsibility for the remainder of the supply pipe sits with the property owners.
- Knowsley's **water supply** is provided from the sources of the River Dee and Lake Vyrnwy in North Wales. Major **aqueducts** run north to south through Knowsley, including through the Cronton Colliery / Halsnead Park area. There are development restrictions above these aqueducts; however, these can usually be resolved within design of new development e.g. using the area directly above the aqueduct for road access / greenspaces.
- Three **large mains** run from Knowsley into Liverpool. These are in variable condition and are being assessed. Some of the mains will be "slip-lined" or replaced, using a phased project approach.
- Halewood's supply may be pressured by large scale new development in the township and/or by large scale development in the Speke / South Liverpool area. Prescott has a good supply framework, with built in flexibility to respond to change. However, there are some concerns in the Stockbridge Village area about availability of supply connections for larger scale development. In addition, the Liverpool North supply system is currently struggling, with pressure issues in the Kirkby area and some potential issues in achieving the particulate / pollutant levels set by the Environment Agency. A new treatment works under construction in Southport should ease these issues.

3.2.6 Waste Water, Water Drainage and Water Treatment

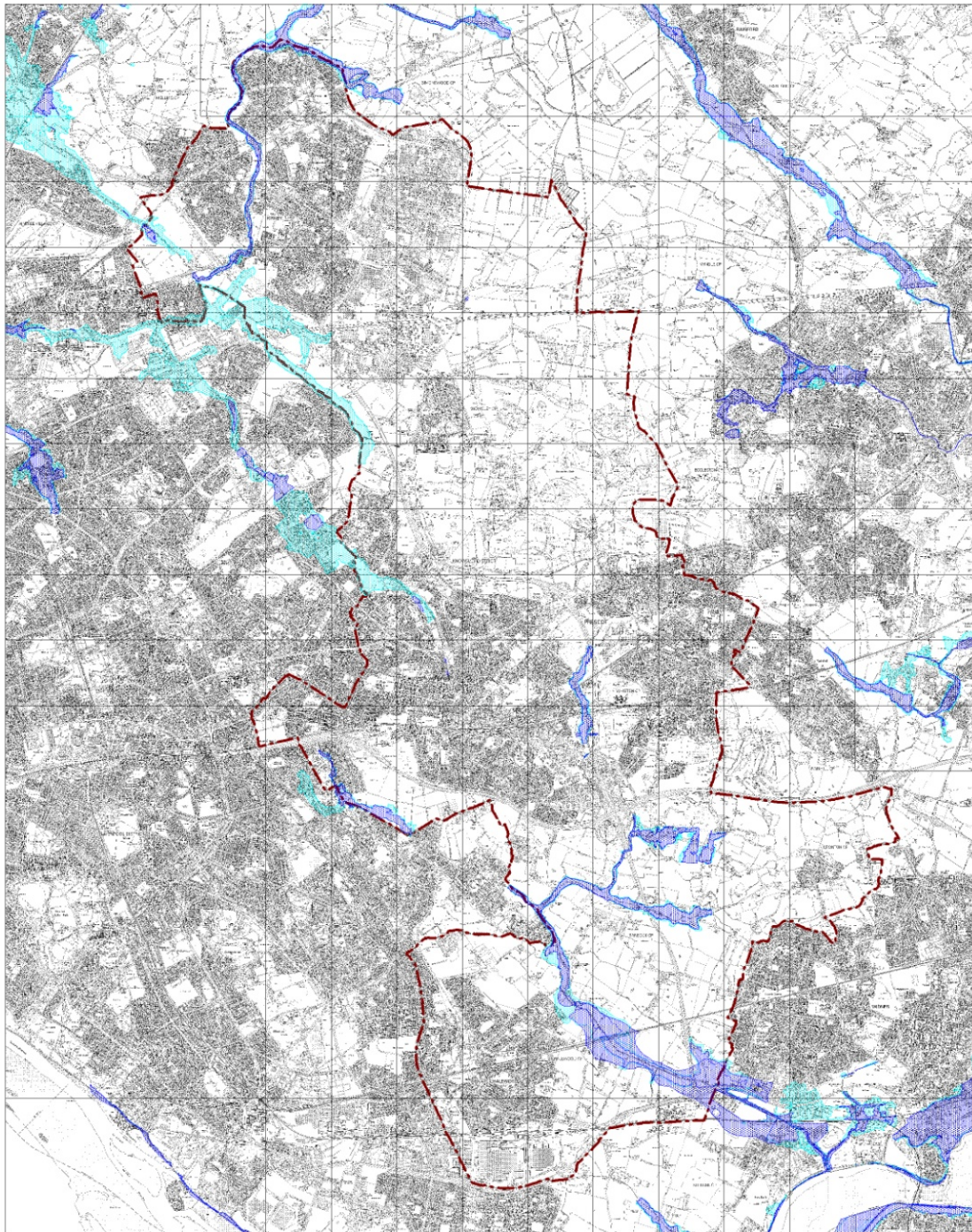
- United Utilities manage the **sewer network** in Knowsley. This includes public sewers which carry sewage away from domestic, industrial and commercial premises to treatment works. United Utilities is also responsible for surface water drainage in Knowsley, where rainwater is drained from paved or roofed areas to a waterway (i.e. stream, river or canal).
- **Waste water treatment** in Knowsley is also undertaken by United Utilities. Water treatment works located in the Borough include that at Water Lane and Netherley, as well as a waste water treatment works facility off Coney Lane in Huyton.
- Waste water from Knowsley flows into various waste water **treatment works**, including those located in Huyton (South Huyton, Prescott, Whiston), Liverpool South (Halewood and western parts of Huyton), Fazakerly (North Huyton, Stockbridge Village, Knowsley Village, Kirkby) and Widnes (Cronton). Only Huyton Waste Water Treatment Works is located within Knowsley, others are within surrounding districts. Treatment works also receive water from surrounding districts (e.g. Liverpool South receives water from parts of Liverpool City Council area) in addition to the water received from parts of Knowsley.

- There are some identified “hotspots” of **flood risk**, mainly concentrated within the urban areas of Knowsley, particularly around Huyton and Stockbridge Village).




3.2.7 Flood Risk and Defences

- The Strategic Flood Risk Assessment states that **flood risk** in Knowsley relates to waterway sources including: The River Alt, Knowsley Brook, Croxteth Brook, Kirkby Brook, Court Hey Brook and Logwood Mill Brook. The SRFA notes that flood risk is particularly prevalent in the following areas: the northern fringes of Kirkby and Tower Hill and through Kirkby town centre from Kirkby Brook; south of Kirkby, along Knowsley Brook, Croxteth Brook and the confluence of both with the River Alt, a rural area bordering the M57 is identified to be at fluvial flood risk; within the upper, northern reaches of the River Alt, at Woolfall Heath and Fincham; and the tributaries within the Mersey catchment i.e. Prescott Brook, Logwood Mill Brook, Fox’s Brook, Ochre Brook, Dog Clogg Brook, Mill Brook, Netherley Brook and Ditton Brook form the majority of fluvial flood risk to the central and southern parts of the Council’s area.
- As noted above, United Utilities hold records which show that **sewer flooding** has been reported in Knowsley, Stockbridge, Longview, Huyton-with-Roby, Whiston and a small area of Tower Hill, Kirkby. Further Council records show that **surface water flooding**, particularly highway flooding, is prevalent in all township areas of Knowsley.
- The DEFRA Groundwater Flooding Scoping Study Report and Groundwater Emergence Maps identify areas where **ground water** is rising and may therefore lead to an increase in flood risk. Significant areas of the Ditton Brook sub catchment are shown on the GEM, with projected significant rises in groundwater.
- **Residual risk** from canal, reservoir breach, water mains and other infrastructure failures in the Council’s area remains a risk. There are no areas within Knowsley that benefit from formal Environment Agency **flood defence assets**, although there are formal flood defences along the River Alt in the form of raised linear embankments.
- The SFRA identifies the different Zones of **flood risk** in Knowsley, in accordance with PPS25 methodologies, and using an analysis of information collected in relation to flood risk and existing defences. The vast majority of the Borough is in Zone 1 (lowest risk), but there are some areas in Zone 2 (including north western border of the Borough, near Knowsley Brook), Zone 3a (including areas around Huyton and Halewood) and Zone 3b (north western corner of the Borough, near Liverpool Golf Course). The assessment also takes into account the risk posed by climate change to flooding in Knowsley, with more areas of Knowsley in higher risk zones taking into account this scenario.

Map 3.1: Environment Agency Flood Risk Map



Key

-  Borough Boundary
-  Flood Zone 2
-  Flood Zone 3



Knowsl@ Council

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3.2.7 Sustainable Drainage Systems

- **Sustainable Drainage Systems** (SuDS) are aimed at replicating natural systems, using cost effective solutions with low environmental impact to drain away dirty and surface water run-off through collection, storage, and cleaning before allowing it to be released slowly back into the environment, such as into water courses. Some SuDS schemes have been introduced in Knowsley, such as that at Kings Business Park near Huyton, which features a central drainage lake within the Park.
- United Utilities believe waste surface water should be directed to SuDS in the first instance, then to natural water courses (e.g. rivers under management by the Environment Agency), and to sewers as a final resource, and hence would seek to encourage the expanded use of SuDs in Knowsley.

3.2.8 Renewable Energy

- The Knowsley Renewable and Low Carbon Energy Options study indicated that Knowsley has the potential to make a significant contribution to the sub regional targets for **renewable energy**, particularly with respect to biomass, on shore wind farms and single large wind turbines. Immediate options for the delivery of renewable energy include: district heating exercise / network development; large scale wind farms; performance economics and micro-generation; and the development of a biomass hub. Options also exist to develop Combined Heat and Power (CHP) facilities at various locations in the Borough. The draft LCR Renewables Study highlights that the newly emerging Energos energy-from-waste plant located around the Knowsley Business Park will have a potential approximate viable CHP capacity of 9.0Mwe, which will make a significant contribution to sub regional targets for renewable energy.
- Potential locations for **wind turbines** in Knowsley are identified as being in the Green Belt area South of Huyton and North of Halewood. There is also an area just outside of the Borough, north of Kirkby Industrial Park which has the potential for this kind of renewable energy production.
- The study also highlights the economic potential of further developing the **renewable energy industry** in Knowsley, with potential for job creation and skill development for the Knowsley workforce considered to be high.
- Being land locked, Knowsley does not have direct access to tidal energy sources or to off shore wind farm facilities. However, Knowsley's position near to the Mersey Estuary and to the Irish Sea could place the Borough at advantage in this regard for the future.

3.2.9 Minerals

- In Knowsley, there are **known resources** of coal, brick clay, coal bed methane, silica sand, and potentially oil or gas. However, there have been no recent proposals either for deep mining or open cast

coal extraction in Knowsley and little is known about whether the resources could viably be extracted in the future.

- The use of sites which have in the past been used for minerals extraction is an issue in Knowsley, with **Cronton Colliery** having ceased operations and awaiting a new use. In addition, **Cronton Claypit** is an operational mineral extraction site in Knowsley, with consent for extraction of materials used for brick manufacture, in addition to consent for backfilling of part of the extraction area with inert waste material. The continual operation of this site is likely, and as part of the Waste DPD the backfilling of a further extraction area with inert material is proposed.
- The Coal Authority holds information about the location of **coal resource areas**, which include extensive areas of Knowsley, focussing on Prescott, Huyton and parts of Halewood. According to the Coal Authority, there are 209 known **mine entries** in Knowsley. This means that development proposals in many parts of Knowsley would be subject to referral to the Coal Authority, again including parts of Prescott, Huyton and Halewood.
- The Council has also identified a range of Minerals Safeguarding Areas in Knowsley, within which development proposals will need to be carefully considered in terms of their future impact upon the potential sterilisation of minerals reserves. One such area is Cronton Claypit, reflecting the area's value for clay extraction.

3.2.10 Waste

- Waste facilities in Knowsley are operated by the Merseyside Waste Disposal authority, and through publicly and privately owned facilities and contracts. The Waste Disposal Authority produces a Municipal Waste Strategy, setting out the guidelines for waste management in Knowsley as well as the wider Merseyside area. The contract for disposal of household waste for Merseyside is granted through the Waste Disposal Authority to Veolia, which is carried out through four waste transfer stations in Merseyside (one of which is at in Knowsley), and then with third party landfill contractors.
- **Household waste collection** in Knowsley is undertaken by the Council, which operates its own refuse collection and street cleansing contracts. The Council collects general household waste through kerbside collections, as well as kerbside collections of recyclable waste and garden waste.
- Merseyside Waste Disposal Authority / Veolia operate a number of **household waste recycling centres**, including those Huyton and Kirkby Household Waste Recycling Centres within Knowsley. Knowsley residents can also access other centres in neighbouring districts to recycle materials and dispose of general waste.
- In order to cater for waste planning needs across Merseyside and Halton, the local authorities have joined together to produce a Joint **Waste Development Plan Document**, which will set out the objectives and spatial planning considerations for long-term waste management in Knowsley. At the Preferred Options stage of plan preparation, the DPD identified a requirement for four sites in

Knowsley, in addition to those already operational and with consent, and in addition to a proposed expansion of the Cronton Claypit landfill operation for inert materials only.

3.2.11 Public Realm

- The Council operates a series of **waste disposal bins** (or litter bins) within the public realm in Knowsley. These are managed by the Council as part of its municipal waste collection contracts.
- The Council supplies **benches** and other public seating facilities within the public realm. These are particularly prominent within town centres and also within publicly accessible parks and gardens.
- Other **street furniture** includes extensive street lighting, signage, railings, bicycle racks and bollards provided by the Council, and in some cases, by private bodies.
- There are a number of **pedestrianised zones** in Knowsley, which have been designated to protect pedestrians from the dangers of traffic and to contribute towards public amenity. These zones are most common within town centres, where traffic has been excluded from the main shopping street.
- The Council has introduced **alley-gates** in some areas, which close off access to alleyways, but maintain accessibility for residents of the area (through the provision of keys). Alley-gating is a useful tool for the reduction and prevention of burglary and criminal damage, and for reducing anti-social behaviour such as graffiti, fly-tipping and abandoned vehicles.

3.2.12 Historic Environment

- There are 119 **listed buildings** in Knowsley, with one Grade I listed building (St. Mary's Church, Prescott) two Grade II* listed buildings and the remaining 116 being Grade II listed buildings.
- There are 15 **Conservation Areas** in Knowsley. These are: Prescott town centre; Old Hall Lane, Kirkby; Ingoe Lane, Kirkby; Ribblers Lane, Kirkby; South Park Road, Kirkby; North Park Road, Kirkby; Huyton Church; The Orchard; Victoria Road and Huyton Church Road; Roby; Halewood Village; Knowsley Village; Tarbock Village; Tarbock Green; and Town End, Cronton.
- There are no **scheduled monuments** in Knowsley.
- The Knowsley Hall estate is included on the **Register of Parks and Gardens** of special historic interest in England.

3.3 GREEN INFRASTRUCTURE, SPORT AND LEISURE

3.3.1 One of the key assets of Knowsley is its extensive green infrastructure network, which includes open green spaces both outside of the existing urban area (Green Belt) and within the towns and villages which make up the Borough (such as parks, pitches and recreational spaces). This green infrastructure plays an extremely important role in ensuring access to open space and the countryside, as well as maintaining natural environments for flora and fauna. This section also includes a description of sports facilities which can be classified as green

infrastructure, although sports and leisure facilities are also considered in more detail as part of section 3.4.

3.3.2 The following headings are used in this section:

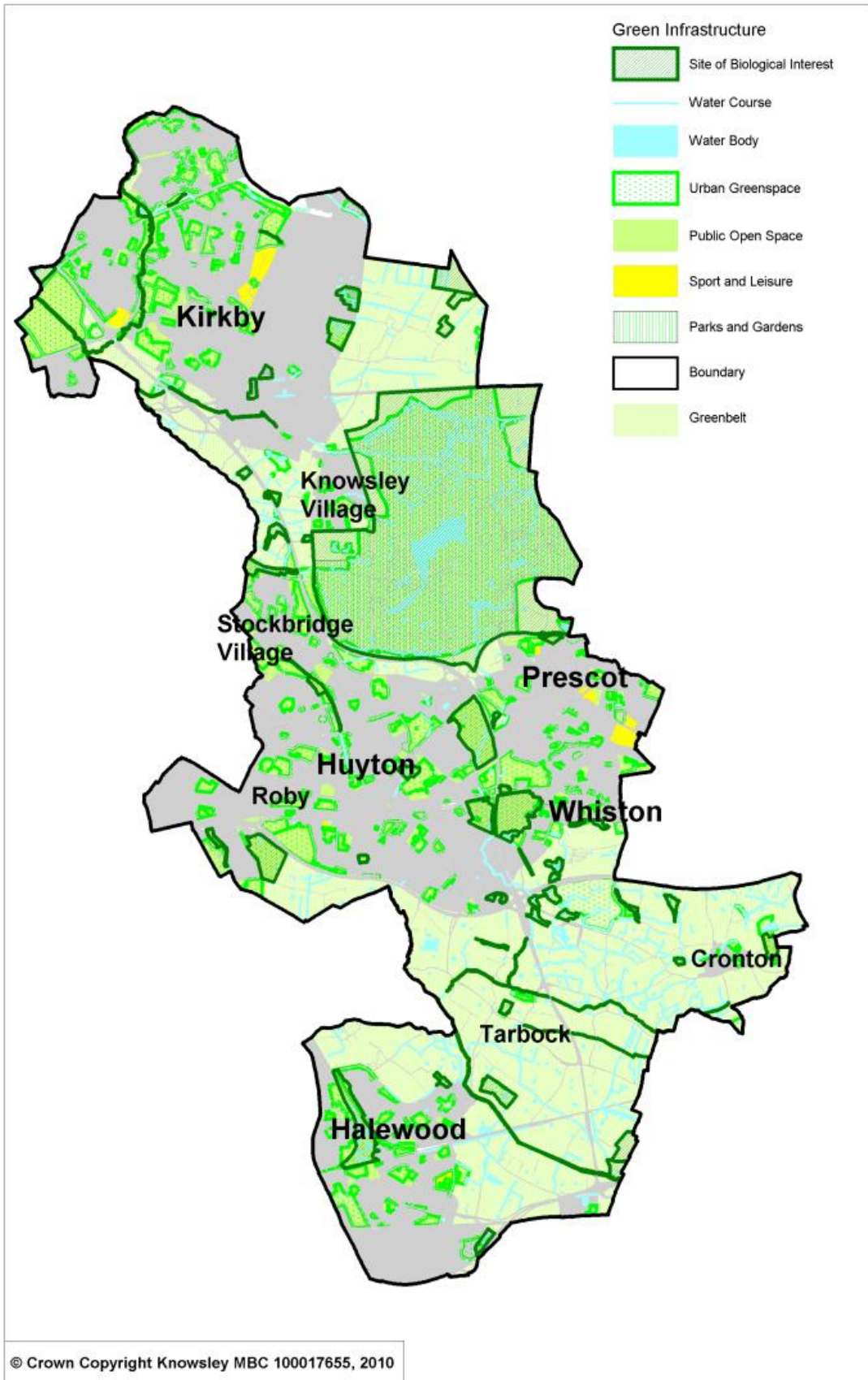
- **Green Infrastructure / Natural Environment / Open Space**
- **Sport and Leisure**
- **Allotments**
- **Wildlife and Habitats**
- **Protected Trees**

3.3.3 **Green Infrastructure / Natural Environment / Open Space**

- Knowsley has a number of formal **parks and gardens** spread across the Borough, providing both significant areas of green infrastructure, as well as wildlife habitats for flora and fauna, opportunities for recreation and sport, and tourism attractions. Among the parks and gardens are a nature reserve, 15 community woodlands and 4 millennium greens. The parks include the following: Acornfield Plantation, Bowring Park, Court Hey Park, Halewood Park, Henley Park, Huyton Lane Wetland, Jubilee Park, McGoldrick Park, Milbrook Park Millennium Green, Mill Farm Park, Sawpit Park, Stadt Moers Park, St.Chads Gardens, St.Johns Millennium Green, Valley Millennium Green, Webster Park and Whitestone Millennium Green. Eight of Knowsley's parks have received Green Flag Awards.
- Knowsley also has a number of **play areas** for children and young people within its parks and gardens, which are publicly available for community use.
- Within Knowsley's Landscape Character Assessment, several areas are identified as having a distinct **landscape character**. These include: Lancashire Plains (at Simonswood and Knowsley Estate); Lancashire Coal Measures (at Halsnead Estate and Pex Hill and Cronton); Mersey Conurbation (at Kirkby Golf Course and Knowsley Village) and Mersey Valley (at Tarbock).
- Knowsley is part of the **Mersey Forest** area, which is a growing network of woodlands and green spaces spread across Merseyside and Cheshire. The Council is a main partner for the Mersey Forest project, which has planted over 8 million trees in the Merseyside and Cheshire area since 1994. **Waterways** running through Knowsley, including The River Alt, Knowsley Brook, Croxteth Brook, Kirkby Brook, Court Hey Brook and Logwood Mill Brook provide an important form of green infrastructure, in terms of both local amenity and wildlife habitats. In addition, **water bodies**, such as ponds and lakes create focal points for those visiting and enjoying the green environment in the Borough, as well as providing important habitats for flora and fauna, notably waterfowl.
- Knowsley's **Green Belt** makes a significant contribution to the Borough's green infrastructure, with over 50% of Knowsley's area

falling under Green Belt designation. In addition to the role of the Green Belt in providing access to green and open countryside, the land designation also plays an important role in protecting the natural environment and preventing urban sprawl, as well as providing an environment for rural industries such as agriculture.

Map 3.2: Knowsley's Green Infrastructure



Source: Knowsley Council, LDF Team

3.3.4 Sport and Leisure

- Knowsley has five **leisure centres** in operation across the Borough. These are: Huyton Leisure Centre, Halewood Leisure Centre, Kirkby Leisure Centre, King George V Sports Complex, Scotchbarn Leisure Centre. Heatwaves Leisure Centre in Stockbridge Village has recently closed. These centres offer various access to facilities including gyms and swimming pools as well as studios, courts and pitches for various different sporting and leisure activities. The centres operate classes and activities specifically for children and young people, as well as discounted rates for these groups and older people. New leisure facilities are also planned in Knowsley, as described in the following sections of this report. Knowsley also had a sporting **stadium** at Kirkby Stadium, which is now out of use.
- There are a number of **pitches and fields** used for sporting activities across Knowsley. These are associated with the aforementioned Sports Centres, as well as with Schools and Centres for Learning and with some parks. There is a varying level of access to these pitches, with some being publicly accessible but others being privately owned or owned by sporting clubs and teams.
- There are a number of sporting **clubs and teams** located in Knowsley and making use of the sporting facilities available. Competitive sports in Knowsley include: football, boxing, squash, badminton, tennis, martial arts, basketball and hockey
- There are a number of **golf courses** in Knowsley, including Municipal courses at Bowring Park Golf Club and Liverpool Municipal Golf Club and a private course at Huyton and Prescot Golf Club.
- Knowsley has a number of **equestrian facilities**, including a number of riding schools and livery centres. To support these facilities, there is access in Knowsley to a series of bridleways.
- The Council has also recently completed the provision of 28 new children's **play facilities**, as part of the Play Pathfinder programme. This includes natural, outdoor play facilities, designed in consultation with local children, located in each township area of Knowsley.

3.3.5 Allotments

- There are eight **allotment** facilities operated by the Council within Knowsley. These include the following: Quernmore Allotment and Delawere Crescent (both Kirkby); Huyton, Stadt Moers Park, Cuper Crescent and Bowring Park Allotment (all Huyton); and Molyneux Drive (Whiston).

3.3.6 Wildlife and Habitats

- Knowsley has a number of sites of **biological and geological interest**, which need to be protected to maintain and improve biodiversity and geo-diversity in the Borough. There are 58 Sites of Biological Interest spread across the Borough, in all townships.

There are 5 Sites of Local Geological Interest. These are shown on Map 3.2 in section 3.3.3 of this report.

- There is one **Local Nature Reserve** in the Borough. This is at Acornfield Plantation, Kirkby.
- Knowsley has a number of **habitats** identified as requiring protection within the North Merseyside Biodiversity Action Plan. These are: conifer woodland, lowland mixed broad-leaf woodland, lowland wood-pasture and parkland, lowland heath land, lowland raised bog, pond habitat, reed bed habitat, urban grasslands and field boundaries.
- Knowsley also has a number of **species** identified as of conservation concern within the North Merseyside Biodiversity Action Plan. These are: corn bunting, grey partridge, lapwing, skylark, song thrush, urban birds (house sparrow and starling), bats, brown hare, water vole, common lizard, great crested newt and bluebells.
- As mentioned in relation to green infrastructure, **waterways** and **water bodies** in Knowsley provide a vital habitat for flora and fauna, particularly birds and water fowl.
- Knowsley does not have any sites designated as being of national or international importance, but the Borough is located in close proximity to some such sites in neighbouring authorities, for example the Ramsar designation at the Mersey Estuary and the protected Sefton Coastline.

3.3.7 Protected Trees

- There are a number of trees in Knowsley which are protected by **Tree Preservation Orders**. All trees within Conservation Areas fall under this designation, but other trees can also be designated as requiring particular protection. The granting of a Tree Preservation Order means that works cannot be undertaken to the tree within first gaining permission from the Council.

3.4 SOCIAL AND HEALTH INFRASTRUCTURE

- 3.4.1 Among the most important infrastructure in Knowsley is that which ensures that those living and working in the Borough have access to education and health facilities. This is complemented by community and cultural facilities, which help to bring together communities around a common focus, such as a community centre or a place of worship. Knowsley has an existing provision of this kind of infrastructure, spread across the townships and villages of the Borough. Finally, an important element of social infrastructure is social-rented or “affordable” housing, required by those who are unable to access market housing. The following headings are used:

- **Education**
- **Job Centres**
- **Health Care**
- **Emergency Services**
- **Community Facilities**
- **Tourism and the Arts**
- **Places of Worship**
- **Courts and Prisons**
- **Shopping and Town Centres / Markets**
- **Theatres and Cinemas**
- **Social Housing and Other Accommodation**
- **Social Services**

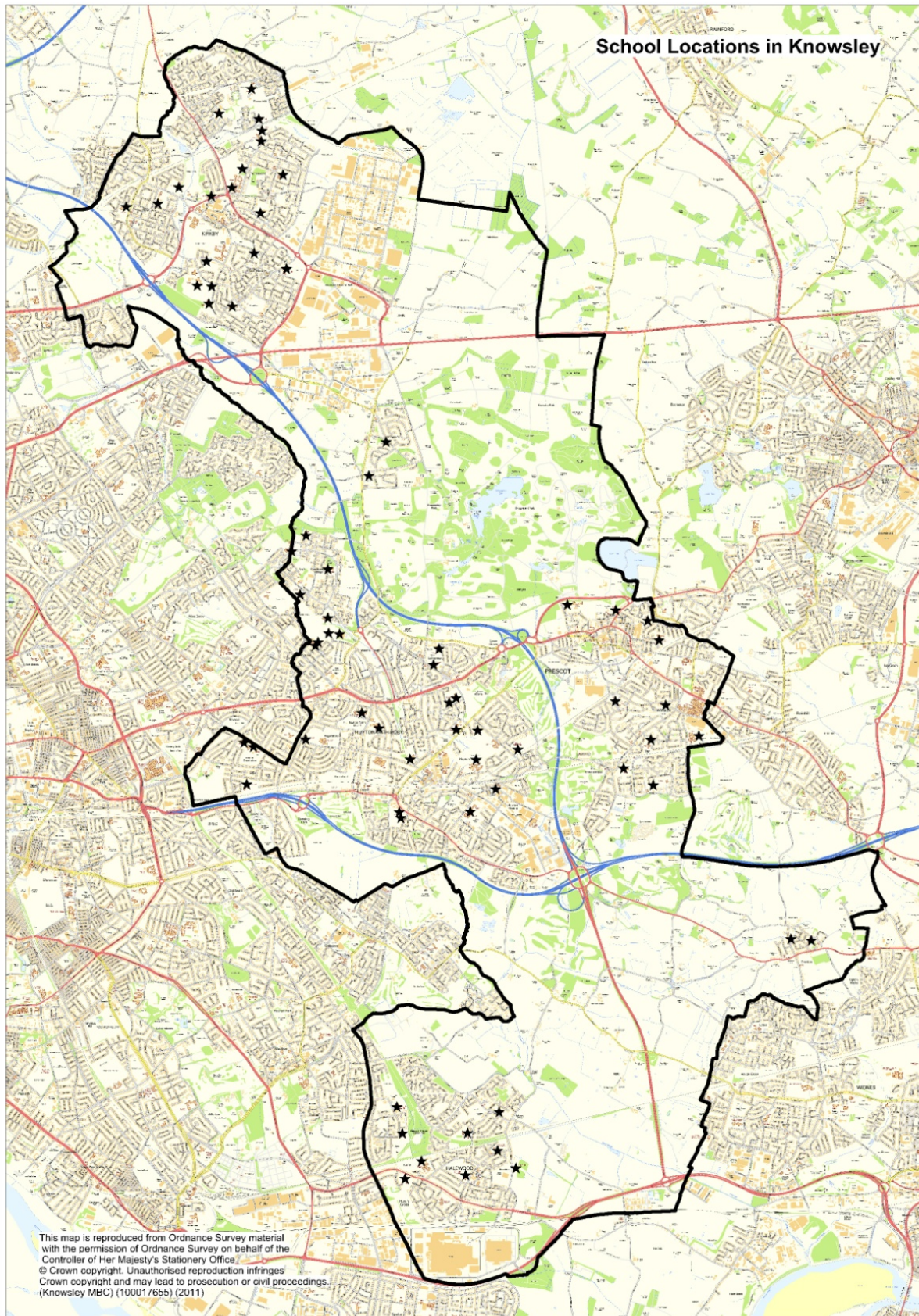
3.4.2 Education

- Knowsley Council, in its capacity as Local Education Authority, operates a number of schools in the Borough, including secondary, primary and special school provision. In addition to this function, the Council also provides learning services for non-school age residents.
- Knowsley has seven **Centres for Learning**, which are new secondary schools, having been remodelled as part of the Knowsley Future Schooling programme (part of the national Building Schools for the Future programme). These are: All Saints Catholic Centre for Learning, Christ the King Joint Catholic/Church of England Centre for Learning, Halewood Centre for Learning, Huyton Arts & Sports Centre for Learning, Kirkby Sports College, a Centre for Learning, Knowsley Park Centre for Learning, serving Prescott, Whiston and the wider community and St Edmund Arrowsmith Catholic Centre for Learning.
- Knowsley has 53 **primary schools**, including Catholic, Church of England and Community schools.
- The Council offers free **nursery / pre-school** places at 47 of its facilities, the majority being primary schools. There are also 17 private nurseries in the Borough, offering day care for pre-school age children.
- Knowsley also operates eight **SEN** (Special Educational Needs) facilities, with specialist staff catering for children and young people with SEN.
- Knowsley has three **City Learning Centres**, in Kirkby, Huyton and Whiston and Prescott, which are high technology centres running family and community education courses. Knowsley's Family and Community Education (FACE) service offers family and adult learning throughout Knowsley, including services through the City Learning Centres. In addition to this, Knowsley's libraries also run courses on a wide variety of subjects for Knowsley residents to access.
- The Borough offers six Council-run **Children's Centres**, in North Kirkby, South Kirkby, North Huyton, South Huyton, Halewood and Prescott and Whiston. These include facilities for: childcare and

early years provision; child, family, health and maternity services; family support and parental outreach services; information and support in finding jobs and appropriate training; and information and advice for parents and families

- **Further Education** facilities are offered at Knowsley Community College (formerly Roby Sixth Form College). In addition, there is sixth form provision offered by All Saints Catholic High School in Kirkby and Halewood College. Further afield, Knowsley residents could access further education facilities in neighbouring authority areas.
- There are no specific **University** facilities in Knowsley, but the Borough does enjoy close proximity to several of the sub-region's universities and Higher Education colleges, including the three universities located in Liverpool and Edge Hill University, located in West Lancashire.

Map 3.3: Schools in Knowsley



Source: DCFS, Knowsley Council

3.4.3 Job Centres

- There are several **job centres** accessible to Knowsley residents, including the Job Centre Plus facilities at Kirkby and Huyton, as well as various other centres spread across the sub-region, including some in the Liverpool area which may be of closer proximity for those living in Knowsley.

3.4.4 Health Care

- The Knowsley Primary Care Trust (PCT – also known as NHS Knowsley) operates NHS health care facilities in Knowsley. These include 59 **GP surgeries** and 26 **dentists**. There are also 9 **opticians** and 33 **pharmacies** in the Borough.
- In terms of larger health care facilities, **Whiston Hospital** is located in Knowsley, with many services including Accident and Emergency and a Maternity unit within the hospital. The hospital is operated by St.Helens and Knowsley Hospital Trust and has been subject to a large scale replacement and new build programme, which was completed in early 2010 at a cost of £250m. The six-storey facility in Whiston replaces the adjacent Victorian buildings, and represents significant investment in modern health care provision and technology in Knowsley.
- In addition to the hospital, there are two **walk-in centres** in Knowsley, one in Huyton town centre and one in Kirkby.
- The Halton, St.Helens, Knowsley and Warrington area operates a **LIFT project** (Local Improvement Finance Trust), which is a partnership between the Primary Care Trusts, William Pears Partnership and Partnerships for Health. This partnership is called Renova Developments Ltd. In Knowsley, the partnership has had significant input into the delivery of the recently completed Tower Hill Primary and Community Resource Centre and the Halewood Health and Social Care Centre.
- In terms of health care for the elderly, there are several **care homes** located in Knowsley, numbering around 30 individual facilities. There are other specialist services in Knowsley, for example for those with mental health problems, alcohol or drug dependency or with diseases such as HIV.
- In addition to those health care facilities operational in Knowsley, those living and working in the Borough also have access to strategic health care facilities across the Liverpool **sub-region**. Notable examples include Alder Hey Children's Hospital in Liverpool, and the Liverpool Women's Hospital.
- In addition to NHS-operated health care facilities, there are also **private health care facilities** in the sub-region, including private hospitals, doctors and dentists, which are accessible to some Knowsley residents.

3.4.5 Emergency Services

- Emergency services in Knowsley are operated by Merseyside-wide agencies for fire, police and ambulance services.

- Merseyside Fire and Rescue Service are the **fire service** for Knowsley, as well as the wider Merseyside area. Community Fire Stations are located in Huyton, Whiston and Kirkby in Knowsley, as well as various other stations across Merseyside, which also serve parts of Knowsley.
- The local **police force** is Merseyside Police, operational across Knowsley, with neighbourhood teams for North Kirkby, South Kirkby, North Huyton, South Huyton and Prescot, Halewood and Whiston. There are also dedicated officers at the neighbourhood level for smaller areas, as well as a Knowsley Vulnerable Persons Unit, operational from Kirkby Police Station. Police Stations in Knowsley include those located within Huyton, Kirkby, Prescot and Halewood.
- Knowsley's **ambulance service** is run by the North West Ambulance Service operates across the Knowsley area, as well as the wider North West region. Ambulance stations are located in Huyton, Kirkby and Whiston, as well as elsewhere in the Merseyside area close to Knowsley.

3.4.6 Community Facilities

- Knowsley has seven **libraries**, in Huyton, Kirkby, Whiston, Stockbridge Village, Prescot, Page Moss and Halewood. The Council also operates a mobile library to reach other communities in the Borough.
- The Council operates four **One Stop Shops** for Council services. These are: Huyton One Stop Shop, Kirkby One Stop Shop, Prescot One Stop Shop and Halewood One Stop Shop. Facilities offered by the One Stop Shops include the: Paying council tax and social housing rent; a revenues and housing benefits enquiry service; processing blue badge applications; logging enquiries about street lighting, missed bin collections and environmental issues; and purchasing Merseytravel tickets. One Stop Shops also offer surgeries for other services, including: the Department of Work and Pensions, registrars, Age Concern, Knowsley Works, Citizens Advice Bureau, Job Centre Plus and Merseyside Police.
- There are various other community facilities in Knowsley, including **community centres** run by various agencies. There are 16 Council-run centres, as well as several run by voluntary organisations and by the Town Councils. Some of these community centres also house youth centre facilities.
- Knowsley also offers a number of **cemeteries and crematoria**, including those at Knowsley Cemetery (Foxes Bank Lane) and Prescot Cemetery (Manchester Road), in Council-ownership and currently operational. There are closed cemeteries at St.Chad's and St.Michael's churches, which are also maintained by the Council. Much of Knowsley is also served by cemetery and crematorium facilities in Liverpool and St.Helens.
- There are a large number of **Post Offices** within Knowsley. These include:

- Kirkby: Newtown Gardens (Kirkby), Bewley Drive (Broad Lane), James Holt Avenue (Westvale), Kirkby Industrial Estate and Old Rough Lane (Northwood);
- Prescott: Molyneux Drive, Aspinall Street (Prescot), Greenes Road (Whiston);
- Huyton/Roby: Derby Road (Huyton), Hillside Road (Longview), Longview Drive (Mosscroft) and Liverpool Road (Pagemoss);
- Halewood: Leathers Lane.
- Knowsley Village: Sugar Lane.

3.4.7 Tourism and the Arts

- **Knowsley Safari Park** is an extremely significant visitor attraction for the Borough and for the North West region. The Park, located within the Earl of Derby's estate at Knowsley Hall, offers a five mile safari trail as well as extensive visitor facilities.
- **Knowsley Hall** itself is a major asset for Knowsley, with the large historic building being situated in 2,500 acres of park land. The Hall is a major venue for events and conferences, and includes a spa facilities as well as a stud farm for racehorses.
- Knowsley is home to the **National Wildflower Centre**, in Court Hey Park, Huyton. Founded by charity Land Life, the centre helps to promote the conservation and creation of wildflower landscapes. The centre includes visitor facilities such as a café and shop, outdoor exhibitions, conference centre and a rooftop promenade.
- **Acorn Farm** is an award-winning visitor attraction home to a wide range of animals and facilities, located north of Kirkby Industrial Park in the north of the Borough.
- **Prescot Museum**, located in Prescot town centre and features exhibitions of local history, focussing in particular on past industries in the town, such as clock-making, pottery-making, cable manufacture and mining.
- There are contemporary gallery spaces at both Kirkby and Huyton **libraries**, used to house modern exhibitions.
- Knowsley's **parks and gardens**, in addition to their extremely important role as green infrastructure in Knowsley, act as significant visitor attractions.
- In addition to Knowsley's own visitor attractions, the Borough is positioned very well to capitalise on the attractions offered by **neighbouring districts**. Most significantly, this includes the cultural and environmental attractions of Liverpool city centre and its waterfront, but also includes access to other nearby sub-regional tourist attractions, such as the Sefton Coast, and towns and cities such as Southport and Chester.

3.4.8 Places of Worship

- Knowsley is well served by local **churches and chapels**, spread around the Borough. These number 58 locations, and include those run by the Church of England, the Catholic Church and other Christian denominations, as well as a chapel within Whiston

Hospital. Many of these places of worship have ancillary facilities, such as church halls, which have community uses.

3.4.9 Courts and Prisons

- Knowsley **Magistrates' Court** is located within the town of Huyton in the Borough. Courts in neighbouring districts, for example Liverpool Crown Court in Liverpool city centre, also serve the communities of Knowsley.
- There are no **prisons** located in Knowsley, however, there are nearby prisons at HMP Altcourse and HMP Liverpool, both in the Liverpool City Council area. Similarly, there are no Young Offenders Institutes in Knowsley, but there are several of these facilities in neighbouring districts.

3.4.10 Shopping and Town Centres / Markets

- Knowsley has three main **town centres**, at Kirkby, Huyton and Prescott.
- There are three **district centres**, as highlighted by the hierarchy of centres within Knowsley, including Stockbridge Village, Halewood and Page Moss. Both the local centres at Halewood and Stockbridge Village are subject to redevelopment plans.
- Neighbourhoods in Knowsley are also served by a number of **local centres and shopping parades**. These are the following: Admin Road, Bewley Drive, Broad Lane, James Holt Avenue, Kennelwood Avenue, Lowes Water Way, Moorfields, Old Rough lane, Park Brow Drive, Richard Hesketh Drive, Old Farm Road, Rimmer Avenue and Sugar Lane (all Kirkby); Scotchbarn Lane and Molyneux Drive (Prescot); Woolfall Heath Avenue, Kingsway Parade, Gentwood Parade, Pilch Lane, Longview Drive, Swanside Parade, Greystone Road, Hillside Avenue, Hillside Road and Manor Farm Road (all Huyton); Milton Avenue, Byron Avenue, Greens Road and Dragons Drive (all Whiston); Merrivale Road, Mackets Lane and Baileys Lane (all Halewood) and Coplehouse Lane (Fazakerley).
- Knowsley also has several large **supermarkets**, including ASDA in Huyton and Tesco in Prescott. Prescott also has a small **retail park** adjacent to the town centre, housing the aforementioned Tesco supermarket, several other retail units and parking facilities.
- There are **market** facilities in Knowsley, including most significantly, Kirkby Market within Kirkby town centre. There is a smaller, indoor market in Huyton and market-like facilities within Prescott town centre.

3.4.11 Theatres and Cinemas

- There are no **cinemas** in Knowsley, although there are several cinemas in the neighbouring districts, including Liverpool, Sefton and St.Helens.
- Similarly, there are no **theatres** in Knowsley, but the Borough's residents can make use of theatres in both Liverpool and St.Helens, as well as further afield, for example in Manchester or Southport.

3.4.12 Social Housing and Other Accommodation

- **Social housing** in Knowsley is provided by Registered Social Landlords (RSLs, also known as Housing Associations or as Registered Providers), who, working with the Council, support the provision of high-quality social rented accommodation in Knowsley. The main RSL working in Knowsley is **Knowsley Housing Trust** (KHT), which manages over 13,000 homes in the Borough, with a wide range of housing stock, including houses, bungalows, sheltered housing schemes, low-rise schemes and multi-storey schemes. Managed through a board and supplementary area boards, KHT has recently invested in a £300m improvement programme for housing stock.
- Other **RSLs** working in Knowsley include the following: Anchor Housing Association, Arena Housing Association, CDS Housing, Contour Housing, Cosmopolitan Housing Association, Hornby Homes, Lee Valley Housing Association, Muir Group Housing Association Limited, Riverside Housing Association Limited, Servite Homes, The Villages Housing Association Limited and Vicinity Group (formerly Liverpool Housing Trust). Some of these RSLs specialise in particular types of housing, for example for older people, and most operate across a wider area than Knowsley, encompassing other Merseyside districts and/or further afield.
- KHT's **homelessness** prevention team run the Homelessness Prevention Service in Knowsley. The team undertake the following activities: work to prevent homelessness in Knowsley, keep a list or register of homeless people, investigate and assess homelessness applications, provide temporary accommodation and a range of offers of accommodation to homeless people, who the Council has a duty to secure accommodation for.
- At present, the Knowsley area does not have any locations for use as **Gypsy and Traveller** accommodation, meaning that no sites being legally utilised or allocated for the purpose of accommodating these groups. Neither are there currently any sites in Knowsley which accommodate **Travelling Showpeople** groups. However, there is an obligation for the Council to consider the need and demand for such accommodation and changes within regional policy may mean that the Council will have to make such provision in the near future.

3.4.13 Social Services

- The Council operates a Social Services system for Knowsley, focussing around key service delivery for the following areas: child health and social care, carers, adults and older people, benefit entitlement, health and medical care and support groups.

3.5 DIGITAL AND TELECOMMUNICATIONS INFRASTRUCTURE

- 3.5.1 For many of those living and working in Knowsley, telecommunications and digital infrastructure form a critical component of their lives, whether this is through supporting business operations, or simply staying in touch with friends and family. Knowsley is supported by

telephone and internet access; this is described below. The following headings are used:

- **Telecommunications**
- **Internet and Broadband**

3.5.2 Telecommunications

- Telecommunications infrastructure in Knowsley includes **telephone lines** to residential areas and business premises, and mobile telephone networks.
- “**Land lines**”, or connections to the telephone network directly through cables laid directly to premises in the Borough, are laid out in an extensive network in Knowsley, reaching residential properties and business premises.
- Knowsley is covered by a number of **mobile telecommunications networks**, served by radio base stations, which are sites that enable mobile phones to work. They can be big or small and have transmitters and receivers in a cabin or cabinet connected to antennas. They can be mounted on a large mast or tower, an existing building, rooftops or street furniture such as street lamps and without base stations, mobiles will not work. Each base station caters for a smaller geographic area, known as a “cell”. There are approximately 900 base stations in the Merseyside area. In order to expand and improve the mobile network in the UK, there will be a need for more base stations to be introduced, particularly to cope with the change from 2G to 3G networks.
- The Mobile Operators Association (MOA) represents the five UK mobile **network operators** – 3, O2, Orange, T-Mobile and Vodafone – on radio frequency health and safety and associated town planning issues, in Knowsley as in the rest of the UK.
- **Bluetooth** is a technology specification designed to eliminate the cables and infrared links used to connect disparate devices. Its aim is to provide small design, low-cost, short range wireless interconnectivity between, for example, laptop computers, mobile phones, headsets, watches, digital cameras and cars. It also enables close-range applications in public areas like e-cash transactions.

3.5.3 Internet and Broadband

- There are three broadband **exchanges** within Knowsley, at Huyton, Prescot and Simonswood. From these exchanges, a number of companies operate a broadband provision, including BT as well as Local Loop Unbundling operators, including companies such as AOL, Orange and TalkTalk, serving both residential and non-residential properties. Cable broadband (as provided by Virgin Media) is also available in some areas.
- Due to the nature of broadband exchanges and service provision, there will be some **cross-boundary provision of services**, with exchanges in Knowsley serving areas outside of the Borough, while

other areas within Knowsley will be served by exchanges located in neighbouring authority areas, such as Liverpool, St.Helens or Halton.

- The vast majority of households and businesses in Knowsley have the ability to access **broadband connections**, either through “land line” connections, mobile internet or wireless networks. This represents access to standard broadband speeds. “Next generation” broadband, reaching speeds of up to and over two megabits per second will be available in some areas. It is estimated that approximately two thirds of Knowsley residents have access to SDSL enabled broadband at home.

3.6 WHAT IS PROVIDED BY WHO?

3.6.1 For each of the headings given under 3.1 to 3.5, the following table highlights which sectors can and do provide the said type of infrastructure. This helps to highlight which type of infrastructure is provided by each sector – whether this is the local authority, the wider public sector (not including the local authority) or the private sector. Some categories of infrastructure are provided by more than one sector, for example the highway network, for which responsibility lies with both the Local Authority and (for the Strategic Road Network), with the Highways Agency. This table focuses on Knowsley in particular – in other local authority areas, the provision of infrastructure may vary between sectors.

Table 3.1: Provision of Infrastructure

Type of infrastructure	Provided by Local Authority?	Provided by Public Sector?	Provided by Private Sector?
Transport Infrastructure			
Highway Network	✓	✓	
Walking and Cycling	✓	✓	
Rail		✓	✓
Buses	✓	✓	✓
Merseytram		✓	
Taxis			✓
Parking	✓	✓	✓
Waterways and Ports		✓	✓
Fuel			✓
Test Centres		✓	
Physical and Environmental Infrastructure			
Electricity			✓
Gas			✓
Water Supply			✓
Waste Water, Drainage and Treatment			✓
Flood Risk and Defences	✓	✓	✓
Sustainable Drainage Systems	✓	✓	✓
Renewable Energy	✓	✓	✓

Type of infrastructure	Provided by Local Authority?	Provided by Public Sector?	Provided by Private Sector?
Minerals			✓
Waste	✓	✓	✓
Public Realm	✓	✓	✓
Historic Environment	✓	✓	
Green Infrastructure, Sport and Leisure			
Green Infrastructure / Natural Environment / Open Space	✓	✓	✓
Sport and Leisure	✓	✓	✓
Allotments	✓		
Wildlife and Habitats	✓	✓	✓
Protected Trees	✓		
Social and Health Infrastructure			
Education	✓	✓	✓
Job Centres		✓	
Health Care		✓	✓
Emergency Services		✓	
Community Facilities	✓	✓	
Tourism and the Arts	✓	✓	✓
Places of Worship		✓	✓
Courts and Prisons		✓	
Shopping and Town Centres / Markets	✓		✓
Theatres and Cinemas		✓	✓
Social Housing and Other Accommodation	✓	✓	✓
Social Services	✓	✓	
Digital and Telecommunications Infrastructure			
Telecommunications			✓
Internet and Broadband			✓

3.6.2 It is clear from the above table the infrastructure provision is split across the public and private sector. There is a definite role for partnership working between the local authority, public bodies and private companies in the development of a coherent and connected infrastructure network in Knowsley, recognising the links between the different activities and responsibilities of the different agencies. Through its links to the spatial planning and development processes associated with the Local Development Framework, there is scope for this Infrastructure Delivery Plan to assist in facilitation of this partnership working, for example through bringing partners together in a discussion forum, and through the sharing of publicly available information about infrastructure that is scheduled to be provided.

4. PROPOSED INFRASTRUCTURE PROVISION

This section focuses on the identifying planned or proposed infrastructure delivery in Knowsley and outside of the Borough. This includes both new infrastructure and the improvement of existing infrastructure. It also includes, for clarity, schemes with and without planning permission, and those for which land is safeguarded for longer term projects. It is important that the infrastructure delivery plan accounts for this proposed provision of infrastructure, which although not complete and/or operational, could be delivered in the short term and which in essence, could go ahead outside of the LDF preparation process.

4.1 Planned and Proposed New Infrastructure in Knowsley

4.1.1 Stockbridge Village Centre

- Knowsley Borough Council and partners submitted plans in July 2010 for a redevelopment of Stockbridge Village Centre and stated that the preferred construction partner to be Morgan Sindall. The £25m proposal includes the construction of a new swimming pool, learning resource centre, primary school, children's and adult's centre, police access point, multi-use games area, a supermarket and other retail and leisure facilities. A planning application for the scheme was approved by the Council in August 2010.

4.1.2 North Huyton – New Deal for Communities

- The long-term New Deal for Communities programme has been operational in Knowsley for some years and has had a number of key successes. Subsequent to the large scale demolition programme within the North Huyton, new replacement residential units are beginning to be built by the Revive Partnership. For this demolition and replacement programme, there is an outline planning permission in place; however, this may be revised as the scheme progresses in the coming years.
- In addition to the housing demolition and replacement programme, other measures have been introduced to tackle housing issues in North Huyton, including, social housing provision for the elderly, a heating and modernisation programme and neighbourhood management initiatives. These have been supported by new services including support for residents into employment, crime reduction programmes and community well-being initiatives.
- There has also been successful delivery of community infrastructure in the North Huyton locality to support residential communities, including new schools, play and youth facilities, a health centre and community centre, and a new skills and training centre.

4.1.3 National Wildflower Centre Extension

- The National Wildflower Centre in Court Hey Park, Roby, appointed architects Ian Simpson, engineers Adam Kara Taylor and Hoare Lee aim to construct a BREEAM rated 'outstanding' building to house educational, conference and seed production facilities. Funding has been provided by the North West Regional Development Agency and Landlife, the wildflower charity. Plans were approved by Knowsley Council in June 2010, and subject to funding, development is scheduled to commence in 2012.

4.1.4 Whiston Hospital

- The redevelopment of Whiston Hospital by St.Helens and Knowsley NHS Trust represented a long term investment in hospital provision in the Borough, replacing the existing outdated Victorian buildings with a five-storey modern hospital facility which was opened in early 2010. Whilst the project is nearing completion, the remaining stages of the project include addressing car parking provision and the demolition of the older buildings.

4.1.5 Knowsley Leisure and Culture Park / OurPlace Facility

- The Council's £25m investment in sports and leisure facilities in the Borough is set out within the Knowsley Leisure Strategy. This includes plans for a £16m investment in a leisure and culture park on Longview Drive in Huyton, with a new aquatic centre, sports hall, fitness suite, squash court, spa facilities, dance studios and a café area. The plans also include proposals for facilities to host sporting and cultural events including performances, pantomimes and award ceremonies, and day care services for adults and people with disabilities. A planning application for the park was approved in January 2010.
- In addition, the planning application for the leisure and culture park included a £5 million OurPlace youth facility, for which a funding application has been submitted to Big Lottery Fund. OurPlace has been developed in partnership with young people across the borough and will provide them with the facilities including IT, music and arts spaces, advice and wellbeing services, outdoor multi use games area, BMX and skateboarding facilities. There will also be a range of opportunities to gain new skills through participation in activities and volunteering to help run the centre.

4.1.6 Kirkby Town Centre

- The 2008/2009 plans for the regeneration of Kirkby town centre in partnership with Everton Football Club and Tesco, also known as "Destination Kirkby", were considered by the Council. These plans were based on the construction of the premiership team's 55,000 capacity stadium relocation, in order to provide enhanced retail and leisure facilities. The scheme included the remodelling of the existing town centre and the introduction of new retail and leisure facilities, a hotel and various food and drink outlets. However, in late 2009, the Destination Kirkby plans were rejected by the Planning Inspectorate and Secretary of State.

- In July 2010, the Council conducted a survey of Kirkby residents, asking about their priorities for the regeneration of the town centre. 70% of the 1,600 respondents said that they wanted new shops and a food superstore. In summer 2010, Spenhill Regeneration (part of Tesco) unveiled plans for a comprehensive regeneration of the town centre, including a Tesco superstore, new and refurbished shops, a space for a new library, new green spaces as well as revised parking and access arrangements. A planning application for this new scheme was submitted in September 2010 and will be considered by the Council in March 2011.

4.1.7 Ravenscourt Centre (Halewood)

- The re-development of the Ravenscourt centre in Halewood, by developers 'Partners 4 Lift', has created a new vibrant centre for Halewood, ensuring that all relevant community services are in one place, including: three new GP surgeries, a nurse-led treatment centre, community pharmacy, dental services, Council One Stop Shop, cash office, Post Office, library and community meeting rooms. The Halewood Centre opened in January 2009.
- The second part of the regeneration of the Halewood Centre, including new retail facilities, commercial floorspace, a public house and public transport terminus, is in the planning stages. A planning application for this scheme was submitted to the Council in August 2010 and was approved. It is anticipated that the scheme will be completed by late 2011.

4.1.8 Prescot Town Centre

- The regeneration of Prescot Town Centre is one of the identified priorities for the Council, due to the existing poor vitality and viability in the retail centre and issues with accessibility and connectivity around the centre, particularly with the adjacent Cables retail park. The Council also has key priorities in terms of consolidation of its existing facilities in Prescot, including the library, museum and One Stop Shop.
- There is also an aspiration to capitalise on the unique built heritage in Prescot through better management of the historic environment, potentially through Townscape Heritage Initiative funding. The Council has been successful in passing through Stage 1 of the bidding process for Heritage Lottery Funds as part of this project, and has gained funds to develop the project further. It is anticipated that the project could include a mix of community activity, educational programs and refurbishment of buildings and new development in Prescot.
- In addition, there are long-standing aspirations for the town centre to capitalise on its history by hosting a "Shakespeare North" project. Combining a theatre and academic facilities, this new facility remains a priority for the Council, the project trust and many other stakeholders.
- In autumn 2010, the Council undertook a consultation exercise with local people, aimed at ensuring that local views were integral to any strategic framework for Prescot. This framework is now under

preparation, and although separate from the LDF process, should include complementary measures and regeneration objectives.

4.1.9 Knowsley Industrial Park Restructuring

- Knowsley Industrial Park represents the largest area of employment land within Knowsley, and in terms of park area, is one of the largest employment sites in the region. The Council recognised that the park has suffered from vacancy and that its configuration and infrastructure may not be the most attractive for modern employers. With this in mind, the Council commissioned consultants to review the existing park and suggest ways in which this could be improved to better attract and retain businesses in the local area. The resultant study and its recommendations form an important part of the LDF evidence base.
- Recommendations from the study resulted in several key actions being identified, which relate directly to infrastructure improvements and new infrastructure provision. These include improvements to green links, accessibility, utilities and green energy production. They also recognise the links between infrastructure improvements in Knowsley Industrial Park and other areas of Knowsley, such as the proposed railway station at Headbolt Lane in Kirkby.

4.1.10 Tower Hill Residential Regeneration

- The regeneration objectives for Tower Hill, as identified in the Action Area SPD for the neighbourhood, remain in place, including provision of up to 600 new dwellings. Works to remodel existing green and open space provision, as well as wider service provision, will need to be factoring in to any revisions to existing plans.

4.1.11 Stockbridge Village Residential Regeneration

- Knowsley Council, Knowsley Housing Trust and Villages Housing Association are in the process of commissioning work towards a master plan for the regeneration of the Stockbridge Village area. This builds upon the achievements of the regeneration programme within the Stockbridge Village District Centre (see paragraph 4.1.1.) and seeks to tackle some of the social, physical and environmental issues in the neighbourhood. This work is a very early stage and therefore it would be premature to include the master plan or its constituent components in any detail within this document.

4.1.12 Primary Future Schooling (Primary / SEN)

- Subsequent to the successful restructuring of secondary education in Knowsley and the completion and opening of the seven new Centres for Learning, the Council is now targeting improvements to primary education provision in Knowsley, including:
- In **Northwood**, Kirkby and opening in April 2011, a new two form of entry, 420 place community primary school in Northwood which will include: a nursery, designated special provision, a language unit, Children's Centre with childcare provision and an Outreach Team service to support and work with the primary schools across Kirkby. The new school will be located on the same site as All Saints

Catholic Centre for Learning. By doing this, the project will aim to create an educational campus model serving all ages. This project will result in the closure of Overdale, Simonswood and Northern Area Support Centre.

- In **North Huyton**, a new joint Catholic & Church of England Primary School with a part time nursery, referred to as “Hope” school. This will be built on the site of the new Christ the King Centre for Learning as an educational and community campus and will provide facilities and rooms for the community to use throughout the day. This project is local-authority led but will be handed over to the Diocese and Archdiocese on completion. The project has resulted in the closure of St. Dominic’s school.
- In **Stockbridge Village**, a new one form entry primary school and nursery, as part of the wider regeneration of Stockbridge Village. Opening in September 2011, the new school will form part of an integrated children, family and health centre offering services to children and their families. The new facility will include education provision as well as a Children’s Centre, family room, a suite of health consulting and treatment rooms and a library. It will also be interlinked to a new neighbourhood centre which will house a swimming pool, sports hall, fitness suite and gym. Nine Tree and Brookside schools will be closed in this area.
- In **Halewood**, a newly built one form entry school, known as “yew Tree” will offer Designated Special Provision on the Halewood Centre for Learning site, as part of a campus arrangement. Knowsley Southern Primary Support Centre (KSPSC) will close in August 2011 and its pupils will transfer to the new Designated Special Provision (DSP) which will be created through the re-building of the previous Greengates school.
- At **Park Brow** in Kirkby, a brand new Park Brow Primary School, due to open in September 2011. It will have a nursery for 52 children, be an extended school, and provide family learning and other extended activities benefiting both pupils and the local community.
- A new **Springfield and the Elms Special Educational Needs School** in Kirkby, a dedicated 185 place facility for profound and severe complex needs which will be located on the site of Kirkby Sports College Centre for Learning. Knowsley has been working with both schools to develop a state of the art learning environment, a new curriculum, ICT provision and extended and integrated services provision. The new school is due to open in September 2012.

4.1.13 **Street Lighting and Signage Programme (PFI)**

- This multi-million pound project will upgrade street lighting throughout Knowsley. Around seventy per cent of the area’s lighting stock will be replaced – including street lights, traffic signs, bollards, beacons and subway lights. The result of the programme will be improved road safety, a reduction in crime and improved energy efficiency across the Borough. The Government is giving Knowsley around £30 million for the project which will be carried out as a

private finance initiative (PFI), which has made it possible to tackle lighting across the borough. The total programme value is around £58m. The programme will operate through a contractor chosen by the Council through a bidding process – this has recently been completed, with Tay Valley Lighting Ltd appointed to complete the project. The cost of the scheme will be repaid over 25 years, at which point the Council will adopt and assume responsibility for the maintenance of the lighting facilities.

4.1.14 Knowsley Housing Trust Investment Programme

- Knowsley Housing Trust, as the majority owner / operator of social housing within Knowsley has various investment plans, including those relating to new development, redevelopment and refurbishment.
- Knowsley Housing Trust has also produced 51 neighbourhood plans, relating to each of the neighbourhoods which the Trust operates in. These plans describe the physical and community regeneration initiatives operational in each area.
- Knowsley Housing Trust are also involved in some of the comprehensive residential regeneration programmes for Knowsley, including North Huyton NDC and Tower Hill, and are also involved in developing a strategy for the regeneration of residential areas of Stockbridge Village.

4.1.15 Alley-gating

- Like many other Councils, Knowsley Council operates an alley-gating scheme whereby communities can request that alleys or passageways near to their homes are gated. Whilst there is no specific programme in place for scheduled replacements, communities can still apply to the Council for this service, providing evidence of a particular need to have passageways or alleyways closed off.

4.1.16 Liverpool to Manchester Railway Electrification

- In 2009, Network Rail revealed plans for a £100 million modification scheme of the currently diesel powered Liverpool Lime Street to Manchester Victoria route into an electrical line, whilst reducing journey times from 44 to 30 minutes. This would affect Roby, Huyton, Prescot and Whiston stations in Knowsley. In July 2010, it was warned that these plans may be put on hold under the Con-Lib coalition government's aim to implement transport savings, however subsequent to the Comprehensive Spending Review in October 2010 it appears that the funding for the scheme is now secure.

4.1.17 Northern Rail Hub

- Network Rail have announced initial plans to create a “northern hub” of rail infrastructure, stretching across the cities of the North of England. This includes initial proposals in Knowsley, where infrastructure capacity constraints have been identified on the Huyton to Liverpool railway line, including capacity for train crossings in the Huyton/Roby area. This long term programme

could, if funded and delivered, bring real benefits to Knowsley's rail infrastructure and connectivity to Liverpool and other northern cities.

4.1.18 Mersey Forest Expansion

- The ongoing investment in the Mersey Forest is scheduled to continue in line with the Forest Plan produced in 2001. This includes a wide range of planting schemes within Knowsley and also includes recognition of the importance of continued protection for strategic areas of trees and forests. This work is planned to continue with a series of strategic and local projects within Knowsley and surrounding Boroughs.
- In Knowsley alone, 300 ha of new woodland have been created since the commencement of the Mersey Forest programme in 1994. In 2009, over 8,000 trees were planted in sites across Knowsley as part of National Tree Week, within community forests located on land owned by Knowsley Council across the Borough.
- The Mersey Forest has provided financial and technical resources and worked alongside officers to facilitate the process of writing woodland management plans for all 44 community woodlands that are owned by the Council and form part of Knowsley's network of public open spaces. These woodlands total over 200 hectares of land. In 2009/10, 171 hectares of the existing woodland was brought into management to secure its long-term future, funded by £67,000 of Forestry Commission grants secured by The Mersey Forest for Knowsley Council. In 2010/11, Knowsley Council has continued with the work and 31 of the woodland sites benefited from restoration works. Further community woodland sites will be benefiting from investment totaling over £500,000 in 2011/12.
- Other specific projects include: planting in Northwood, Kirkby; small scale site improvements, "big tree plant", and work with schools and community groups across the Borough.

4.1.19 Cronton Claypit Extraction and Landfill

- There is an existing planning permission for the extraction of clay materials from Cronton Claypit, and the subsequent "backfilling" of the extraction void with inert waste materials (e.g. rubble and construction waste). The landfill element of this project has yet to be commenced and therefore may involve a longer-term extension of works.

4.1.20 Energy Supply (Gas and Electricity)

- There are current plans by the National Grid to renew 40km of gas mains in Prescot, Knowsley, commencing in April 2010 and costing approximately £5 million.

4.1.21 Water and Waste Water Management

- During the period 2005 – 2010, United Utilities states that it will be investing over £16m to improve customer services in Knowsley. This includes works to improve water treatment facilities at Netherley and Water Lane, works to improve and maintain Huyton wastewater treatment works, and works to improve the sewer

network, including efforts to prevent sewer flooding to customer properties on or near Whiston Hospital, Roxborough Walk, Easton Road and Wheathill Road.

4.3 Planned Provision – Safeguarded Locations

4.3.1 Merseytram

- The Merseytram scheme was in preparation for several years, since around 2000. Original plans were for tracks to run in the following directions:
 - Line 1: City Centre – Kirkby Town Centre
 - Line 2: City Centre – Page Moss – Whiston Hospital
 - Line 3: Wavertree Technology Park – John Lennon Airport
- Line 1 of the scheme had its route confirmed and received Transport and Works Act approval for the project. However, the initial Merseytram plans collapsed in 2005, due to financial difficulties and a lack of government funding. Since then, it has been agreed to retain the scheme within the Merseyside Local Transport Plan until 2011, and the proposed route for Line 1 is to be safeguarded to protect the future viability of the scheme.

4.3.2 Kirkby to Headbolt Lane Electrification and New Station

- The scheme to extend the Merseyrail system beyond its current termination at Kirkby station, to a further station at Headbolt Lane in Kirkby, has been a long term priority for the Council and for Merseytravel. The scheme has been highlighted in the Unitary Development Plan for Knowsley, as well as in different iterations of the Local Transport Plan, including the latest version – LTP3. In this document, the “Kirkby Headbolt Lane Rail Extension” project is listed as a Major Scheme, although its status indicates that work is continuing on building a business case for the scheme. There is also an aspiration for a Park and Ride scheme at this location.

4.4 Planned Infrastructure – Outside of Knowsley

4.4.1 Liverpool SuperPort

- The aim of the Liverpool SuperPort is to provide Liverpool with a unique selling point in the city region and North West. The development will consist of 12 projects between 2005-2025, including: physical elements (ports, airports, inter-modal terminals, freight distribution centres, roads and rail, technology linkages and commercial/mixed use property), and practical elements and conceptual elements (innovation, cluster development, economic development and regeneration).
- The SuperPort is made up of the Port of Liverpool, the Manchester Ship Canal, Liverpool John Lennon Airport and the Mersey Multimodal Gateway. The Mersey Partnership believes that the construction and completion of the SuperPort could provide up to 1,000 jobs.

4.4.2 Liverpool Airport Expansion

- The expansion plans for John Lennon Airport involves the expansion of its passenger and cargo facilities and the extension of the runway, alongside improvements to access to the airport. An

Airport Master Plan was published in 2007, which highlighted the proposals in detail, including proposals for the short and long term.

- Although outside of the boundaries of Knowsley, the proposals for a new access road to the airport include a junction on the A562 new to the Jaguar Land Rover plant in Knowsley. Airport expansion may lead to pressure on Knowsley's road network, in particular the junction between the A562 and the A5300 (Knowsley Expressway).

4.4.3 Mersey Gateway Project, Halton

- This is a major development led by Halton Borough Council and project managers and consultants Gifford, to build a multi-lane road bridge between the towns of Runcorn and Widnes and to kick start a 20 year regeneration programme in Halton. The project has been subject to recent delays due to the coalition government announcing a delay in transport schemes progressing through the planning process. However, subsequent to the Comprehensive Spending Review in October 2010, it now appears that the required funding for the project has now been secured.
- Although outside of Knowsley, the Mersey Gateway Project will have major impacts on road accessibility for the whole of the sub-region, addressing the existing congestion pinch-point of the Silver Jubilee Bridge between Widnes and Runcorn. In particular, routes between the sub-region and Cheshire, North Wales and the Midlands will be improved.
- The wider project also includes maintenance and improvement works for the Silver Jubilee Bridge, which may affect sub-regional connectivity during the construction period for the new bridge.

4.4.4 Edge Lane Project, Liverpool

- The Edge Lane Project involves the construction of dual carriageway along the entire length of the heavily congested Edge Lane in Liverpool with the aim of creating a new approach to the city centre. The first two stages of the project are complete it is anticipated that work will begin on stage three of the project in late spring/summer 2010, known as Edge Lane West. This final stage will include 280 new homes including sheltered and affordable housing, a much improved safer urban environment with a boulevard-style feel, new employment floor space and a state of the art health centre. This scheme will improve connections from Knowsley, via the M62, into Liverpool City Centre.
- There are also plans for Derwent Holdings to re-develop the existing Edge Lane retail park into a 600,000 sqft shopping park with higher quality shopping units. In October 2010, Liverpool City Council received a planning application for this scheme.

4.4.5 Stonebridge Cross Centre, Liverpool

- The 62-acre Liverpool City Council owned land, has recently been studied by Drivers Jonas and a master plan commissioned. However original plans made by Approach 580, for 27,000 sq m of new commercial floor space, 1,000 jobs and 300 new homes were rendered unviable and out-of-date since the economic downturn.

4.4.6 Rail Improvements – Liverpool Central

- Between July and August 2010, re-developments of the Northern Line Merseyrail by Network Rail underneath the city centre, include a renewal of almost 400m of track and concrete base at a cost of approximately £3.4million.
- Improvements to Liverpool Central station remain a priority for its operator Merseytravel, and this is reflected in the Local Transport Plan. Under the Labour government, the station was identified as a key priority for investment, due to existing physical conditions in the station and due to overcrowding at peak times.

4.4.7 Mersey Multi-Modal Gateway (3MG), Halton

- A public and private sector partnership, 3MG is supported by Halton Borough Council, The Stobart Group, the Northwest Regional Development Agency and the Government Office for the North West.
- It is the partnership's aspiration to continue to develop the 3MG area in the south western part of Widnes, into a major inter-modal gateway for the transportation and storage of goods and freight, including the use of the West Coast Main Line. A master plan for the area was finalised in 2004 and updated in 2009, outlining allocations and existing permissions for the use of land for distribution, storage and logistics uses.
- When complete the project will provide 3.5million sqft of warehousing, creating up to 5000 new jobs, reclaiming up to 200 acres of contaminated land, with investment of over £100million. The development of the "Halton Fields" site may affect the road network in Knowsley, as it is anticipated that access to the site will be primarily via the A5300 / A562 junction.

4.4.8 Mersey Heartlands Growth Point (Liverpool Waters and Wirral Waters)

- The Mersey Heartlands Growth Point is to be focussed in areas that fall within the HMRI Pathfinder area and also specifically within the areas covered by the Liverpool and Wirral Waters schemes. These schemes, occupying dockside brownfield land near Birkenhead and Liverpool City Centre, are the long term proposals of Peel Holdings, envisaged to be ongoing for at least 30 years.
- The outline planning permission for the Wirral Waters scheme was granted by Wirral Council in August 2010, representing investment of £4.5bn in the mixed use scheme, including residential, employment, cultural and retail development. Liverpool City Council are currently considering the application for the Liverpool Waters scheme, which is also a substantial mixed use scheme, and which would represent £5.5bn of investment. It is not yet known whether the schemes will be "called in" by the Government for further scrutiny.

4.4.9 New Heartlands Housing Market Renewal (HMRI), Liverpool, Sefton and Wirral

- The New Heartlands scheme is one of the ten national housing market renewal pathfinders, and covers parts of Liverpool, Wirral and Sefton. The programme has been operational since 2003, will last for 10 to 15 years and is expected to deliver major housing regeneration and a range of other interventions, including investment in employment and local facilities. Overall, the programme is expected to represent £2.85bn of investment in deprived neighbourhoods.
- A major focus of the Pathfinder scheme has been clearance of unsuitable, vacant and derelict housing units and replacement of these with new, high quality housing which will better meet the needs and requirements of local people. A large number of other homes have been subject to refurbishment and improvement measures.

4.4.10 Peel Energy: Mersey Tidal Project

- The “Power from the Mersey” project proposal is aimed at harnessing tidal energy from the Mersey Estuary to provide a source of electricity to power local homes and businesses. Environmental and technological concerns are at the forefront of the project, which is in its feasibility / scoping stages. It is the expectation of developers Peel Holdings that the project enters formal planning stages in 2011 and be operational by 2020.

4.4.11 Thornton to Switch Island Link, Sefton

- This proposed highways scheme would connect Thornton in Sefton with the major road interchange of Switch Island, at the termination of the M57 near Knowsley. A planning application for the new road infrastructure was submitted to Sefton Council in summer 2010, but has not yet been determined, and funding for the project remains uncertain.

4.4.12 Rail Improvements – Halton Curve

- The Halton Curve is a railway line located in Halton Borough, between Frodsham Junction and Runcorn Junction, providing a link from the North Cheshire Line to the Liverpool branch of the West Coast Main Line. The line was closed in 2004 and remains underused however there is an opportunity for the line to be improved and provide a second rail route between Liverpool and Chester. Merseytravel have proposed upgrading the Halton Curve and in conjunction with this, Halton Borough Council is investigating the possibility of a new station on the curve, at Beechwood, which would provide convenient interchange with Runcorn’s busway network.

4.4.13 Merseyside Waste Disposal Authority Procurement Programme

- In supporting its aims to reduce the amount of household waste sent to landfill from Merseyside, the Merseyside Waste Disposal Authority is implementing a £3 billion procurement programme to deliver new waste treatment facilities and services through long-term Public Private Partnership (PPP) contracts with private sector

waste management companies. The government is supporting this programme with £90 million from its Private Finance Initiative (PFI) scheme to help meet the costs of these new facilities.

- There are three separate contracts involved in the procurement process:
 - The Waste Management and Recycling Contract (WMRC) provides services to manage Municipal Waste and Household Waste Recycling Centres (HWRCs) and transport of waste not recycled to disposal facilities. This contract was procured through Competitive Dialogue and in June 2009 awarded to Veolia Environmental Services Ltd.
 - The Resource Recovery Contract (RRC) is primarily for the development of facilities that will create energy from residual waste (i.e. waste which cannot be recycled in any other way). This contract will be procured through Competitive Dialogue, and two companies are currently bidding for the contract.
 - Landfill Contracts: These contracts enable us to safely dispose of waste not suitable for recycling in the Waste Management and Recycling Contract and residues from the Resource Recovery Contract. The Authority has three landfill contracts, provided by Waste Recycling Group, Sita UK Ltd and Mersey Waste Holdings Ltd.

5. IDENTIFYING INFRASTRUCTURE DELIVERY STANDARDS & IDENTIFYING AREAS OF DEFICIT AND NEED

This section accounts for the infrastructure audit and the planned infrastructure provision described in chapters 3 and 4, and goes on to explain how standards for infrastructure provision could be set and subsequently achieved in Knowsley. This includes potential investigation of areas where existing provision is falling short of the required standards, or where planned areas of expansion and development will mean that the existing infrastructure is unable to cope with demand. This section also introduces the infrastructure implications arising from the Core Strategy Preferred Options Report, which set the scene for the final Infrastructure Delivery Plan.

5.1 Needs, Standards, Deficits and Excesses

- 5.1.1 An integral part of the Local Development Framework is to ensure that development proposals are supported by the timely provision of an appropriate level of infrastructure. Hence, it is essential to assess the capacity of existing infrastructure and what the future requirements for infrastructure will be to achieve the plan's vision and strategic objectives. The previous sections outline existing provision in the Borough, together with significant planned and proposed schemes. In addition to this, it will be important to identify areas where existing provision is falling short of the required standards, or where planned areas of expansion and development could mean that the existing infrastructure is unable to cope with demand. There is also a need to consider areas where unknown or difficult to quantify challenges to Knowsley's infrastructure are likely to arise, for example those arising as a result of the effects of climate change.
- 5.1.2 At the current stage of Infrastructure Delivery Plan preparation, the detailed work relating to this has not yet been undertaken, and will need to be drafted with the aid of Council officers as well as those working in partner organisations, to accompany the final version of the Core Strategy. Information will be gathered from existing surveys and assessments of need and requirement (undertaken by the Council and/or its partners) as well as from information held by partners and private agencies. Where information is available about the infrastructure requirements generated by an existing or planned project, this will also be included within this section.
- 5.1.3 The subsequent section explains how the Council and its partners may go about addressing future provision, and hence describes the processes by which the Council, its partners and other agencies could identify where and when they will need to provide expanded or new infrastructure in the future.

5.2 Identifying Needs and Requirements

5.2.1 A large amount of information is available to help the Council determine the sources of pressure which will be placed on the infrastructure network in Knowsley. These could include the following sources of evidence, which indicates changes which could occur in the short and long term, potentially as a result of new development:

- Demographic evidence and projections
- Housing market assessment and household projections
- Business start-up rates and local employment rates
- Transport projections including carbon and congestion reduction targets
- Meeting sub-regional and regional roles
- Changing service delivery approaches including transforming services
- Supporting the enhancement of local character and quality

5.2.2 Many of these studies and sources of evidence indicate the standards in terms of infrastructure provision which should be sought. This could include, for example, the number of school places which should be available per head of population. This could also include air quality standards to be sought as a result of congestion reduction. The Council and its partners will need to undertake significant joint working to assemble a comprehensive list of infrastructure standards.

5.3 Using Standards to Identify Local Deficits

5.3.1 It is clear that the changing social, business and physical environment will place pressure on the existing infrastructure networks in Knowsley. The next key stage will be to identify how standards of infrastructure can be calculated and utilised in planning for future infrastructure provision. Some of these may be easy to identify and are clear infrastructure requirements for the local population – using the example above, the local authority could have adopted standards in terms of how many school places it is aiming for per head of the local population. However, some others may be much more difficult to identify, for example, there could there be a locally adopted standard for how many cinemas should be required per population. Other items may not easily be classified as a standard, for example, a new housing estate will require provision of utilities connections as a minimum to ensure that the houses are habitable – this is a minimum requirement rather than a standard to be achieved.

5.3.2 There will be two distinct phases in using standards to identify infrastructure deficits: firstly, applying standards to the existing situation to calculate existing deficits and excesses of infrastructure provision at a given point, and secondly, using standards to calculate the likely impact of future development and future trends on infrastructure provision. It is important to distinguish between these different phases,

as it is highly likely that there will be existing deficits which would be exacerbated by future development.

5.3.3 It is important to note at this juncture that past development may have been supported by provision of new infrastructure provided as part of the development. This is clearly likely where development would not be operational without particular infrastructure items, for example utilities provision. This may also have occurred where the local planning authority has sought the provision of supporting infrastructure as part of the development management process for new development, for example through a process of planning obligations or Section 106 agreements. In Knowsley this has included provision of contributions for access and transport and for open and green spaces, in accordance with Unitary Development Plan policy.

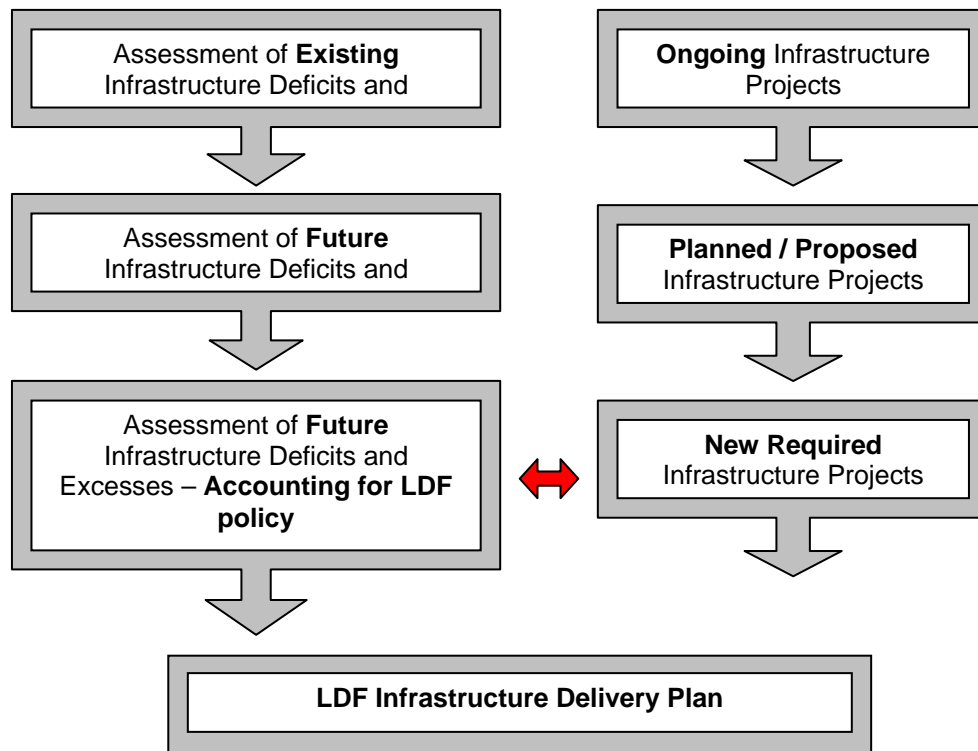
5.3.4 It is also important to note that in identifying the likely future shortcomings and excesses of infrastructure provision, the position used is essentially “policy off” in terms of the Local Development Framework. This means that the future level of development and changing trends is considered outside of LDF policy, hence using existing adopted policy and documented trends and projections to work out the future position. This means that the extra development and changes brought about by the potential implementation of Core Strategy policy can be considered at the appropriate juncture. A simple example to illustrate this would be using the provision of school places for the local population, which would need to account for the following:

- An assessment of the existing provision of school places, including identification of any deficits or excesses of local places
- An assessment of the need for new school places derived from consideration of population projections, including any anticipated deficits or excesses – essentially under existing policy.
- An assessment of the likely future school places required if the Core Strategy policy was applied, including accounting for impacts of additional houses in the local area, which may increase the local population above baseline projection levels.
- Consideration of the ongoing, planned and proposed changes to local school infrastructure provision.

Accounting for all of this information should enable a view about the need to additional or reduced primary school places to be reached.

5.3.5 This process can be explained in the diagram shown at Figure 5.1.

Figure 5.1: Illustration of inputs to Infrastructure Delivery Plan



5.4 Next Stages

5.4.1 The next stages of the preparation of the Infrastructure Delivery Plan will require the following tasks to be undertaken:

- **Identifying Local Infrastructure Standards:** Using local evidence, national guidance and with reference to best practice, the Council and its partners will seek to establish local infrastructure standards. This may include existing standards established in current policy, or new standards which could be established through Core Strategy policy – this distinction will be clearly made. This may also include standards not specifically part of policy approaches but that other stakeholders, such as utilities companies, have identified as a potential constraint to development.
- **Using Infrastructure Standards to Calculate Existing Deficits and Excesses:** The established local infrastructure standards will be used to calculate existing deficits and excesses against an established baseline position. This may include consideration of performance against local standards – and hence deficits or excesses – within different areas of the Borough.
- **Using Infrastructure Standards to Calculate Future Deficits and Excesses (Existing policy and trend-based):** The local established local infrastructure standards will be extrapolated for a future period, accounting for the existing policy position, including

levels of growth proposed within the Unitary Development Plan. This would not account for the local infrastructure standards to be introduced through the Core Strategy.

- **Using Infrastructure Standards to Calculate Future Deficits and Excesses (Core Strategy Policy-based):** The further local infrastructure standards arising from the implementation of Core Strategy policies will be used to establish likely future deficits or excesses within infrastructure provision.
- **Using Infrastructure Standards to Identify Requirements for Strategic Sites (Core Strategy Principal Regeneration Areas and potential Green Belt locations):** Local infrastructure standards will be used to identify excesses and shortfalls of infrastructure provision in the areas subject to most change, and where specific policy approaches are applied within the Core Strategy.

6. INFRASTRUCTURE DELIVERY AND THE CORE STRATEGY

6.1 Infrastructure and the Core Strategy

6.1.1 This section links together the previous stages of this Infrastructure Delivery Plan with the spatial planning content of the emerging Core Strategy Development Plan Document, with specific reference to the Preferred Options stage. The first section details the infrastructure implications arising from each of the Preferred Options contained within the Preferred Options Report. This is followed by a comprehensive list of all of the specific infrastructure projects which are highlighted within the Preferred Options Report.

6.1.2 This section helps to demonstrate that maintenance and provision of infrastructure and application of infrastructure standards are central to the Core Strategy as set out in the Preferred Options Report. The document is concerned with a very wide range of infrastructure, across all of the areas outlined earlier in this report. It is important to note that the document includes both strategic statements in relation to infrastructure provision over the Core Strategy plan period (e.g. within CS2: Development Principles), and also more specific policy content relating to specific infrastructure projects (e.g. within the Principal Regeneration Area sections). In places there is a mix of different strategic and specific content within the wording of a single Preferred Option (e.g. CS7: Transport Networks).

Table 6.1: Core Strategy – Infrastructure Areas and Implications

Preferred Option	Infrastructure Areas	Infrastructure Implications
CS1: Spatial Strategy for Knowsley	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Recommends “an efficient and sustainable use of land and infrastructure” • Includes “neighbourhood management initiatives” and “improvements to public realm” within regeneration priority • Recommends that a priority includes “enhance existing employment areas and provide a range of sites and premises for new employment development” • Includes the development priority of “maintain and enhance the borough’s town and district centres” • In relation to transport, includes “maintain and enhance networks for passenger and freight transportation” • Includes the development priority of “maintain and enhance the Green Infrastructure network

Preferred Option	Infrastructure Areas	Infrastructure Implications
		<p>and areas of environmental importance”</p> <ul style="list-style-type: none"> Highlights priority areas of regeneration, and notes that other areas may be subject to similar measures, depending on funding availability
<p>CS2: Development Principles</p>	<ul style="list-style-type: none"> Transport Physical and Environmental Green Infrastructure, Sport and Leisure Social and Health Digital and Telecommunications 	<ul style="list-style-type: none"> Includes development principle relating to “providing opportunities for positive lifestyle choices and health improvement for people of all ages”. In relation to adapting to climate change, includes “identifying and applying measures offering effective mitigation and adaptation to likely environmental, social and economic impacts of climate change”. Supports “selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally” and also “encouraging safe and sustainable access to all”. In relating to recognising environmental limits, includes principles relating to “protecting and enhancing the historic environment”, “promoting good quality design”, “mitigating the potential impacts of traffic growth and road traffic on highway safety, air quality, noise and health”. Includes “ensuring no negative impact on flood risk, air quality, water quality, land quality, social quality and noise or vibration levels”. Central principle of “make the most efficient use of available resources and infrastructure by prioritising locations... which: do not require major infrastructure investment... or where this is unavoidable, incorporate appropriate phasing, and delivery assistance; support prudent and efficient management of natural and man-made resources; and promote sustainable construction and efficiency in resource use.”
<p>CS3: Housing Supply, Delivery and Distribution</p>	<ul style="list-style-type: none"> Physical and Environmental Social and Health 	<ul style="list-style-type: none"> Implicit infrastructure implications associated with provision of 7650 new dwellings at an annual average of 450 dwellings per annum. Includes approach of seeking “densities of between 30 and 40 dwellings per hectare will be sought for residential development in Knowsley.”
<p>CS4: Economy and Employment</p>	<ul style="list-style-type: none"> Transport Physical and Environmental Social and 	<ul style="list-style-type: none"> Recommends provision of “sufficient land to meet employment development needs to 2027”. Includes “improving transport linkages between

Preferred Option	Infrastructure Areas	Infrastructure Implications
	Health	<p>housing and employment areas”.</p> <ul style="list-style-type: none"> Highlights priority to “address skills and educational barriers to employment” and also “support the appropriate development of tourism facilities”. Includes approach that “new retail and town centre leisure uses will be primarily located within existing town centres”.
CS5: Green Belts	<ul style="list-style-type: none"> Transport Physical and Environmental Green Infrastructure, Sport and Leisure 	<ul style="list-style-type: none"> Includes overall priority to preserve “the visual and recreational amenities of the Green Belt”. Principle that development within reserved or safeguarded locations within the Green Belt must “demonstrate a comprehensive approach to infrastructure provision to meet the needs of future development including development of any neighbouring land which is allocated, reserved or safeguarded for future development”.
CS6: Hierarchy of Centres and Retail Strategy	<ul style="list-style-type: none"> Social and Health 	<ul style="list-style-type: none"> Recommended town centre hierarchy, where “Huyton, Kirkby and Prescot Town Centres will enhance their equal role providing comparison and convenience shopping to serve the needs of their respective catchment areas, with a complementary mix of leisure, health, residential, education, employment and other service uses” and “Halewood, 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.” In addition, “Local Centres will provide local shopping and service provision”. Includes recommended distribution and phasing of new comparison goods shopping and new convenience goods shopping across town and district centres.
CS7: Transport Networks	<ul style="list-style-type: none"> Transport 	<ul style="list-style-type: none"> Overall principle of supporting a sustainable and integrated transport system that will “support the economy by facilitating efficient movement of people and goods within the Borough” and to areas within the City Region; “help meet the development needs of the Borough”; “ensure people can get to where they need to go by a choice of walking, cycling and public transport”. The system will also enhance road safety, seek to reduce carbon emissions and improve health and wellbeing. Includes approach that new development will

Preferred Option	Infrastructure Areas	Infrastructure Implications
		<p>be located and designed to prioritise accessibility, will be accompanied by transport assessments or travel plans, will be in compliance with adopted parking standards, and will be inclusive of emerging new technologies seeking to mitigate or minimise carbon emissions.</p> <ul style="list-style-type: none"> • Identification of a range of strategic transport schemes and programmes.
CS8: Green Infrastructure	<ul style="list-style-type: none"> • Transport • Green Infrastructure, Sport and Leisure 	<ul style="list-style-type: none"> • Recommends protection of Knowsley’s existing Green Infrastructure and its beneficial functions, to “ensure more attractive and cleaner residential neighbourhoods”, “sustain and promote biodiversity”, “preserve the character and function of historic environments”; “mitigate the effects of climate change and flood risk”; “provide opportunities for sport and recreation within walking distance of housing, employment, health and education facilities”. • Includes actions focussing on: protection and enhancement of strategically important areas of greenspace; ensuring an appropriate quantity and improved quality of locally important open spaces; protection, maintenance and improvement of new Green Infrastructure assets; maximising opportunities to protect, enhance or improve biodiversity; improving accessibility to greenspaces; enhancing the role of Green Infrastructure as an accessible and attractive environment; working in partnership with neighbouring authorities and other relevant bodies. • Includes “delivering new integrated and functional Green Infrastructure that provides mitigation and adaptation to climate change, such as sustainable drainage systems, carbon capture and storage and green roofs.” • Identification of a range of strategic green links. • Confirmation that the Council “will work with partners to help deliver programmes and strategies to enhance Green Infrastructure” through sub-regional initiatives.
CS9: Principal Regeneration Area - North Huyton and	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green 	<ul style="list-style-type: none"> • Recommends provision of new housing development which will “selectively replace existing unpopular stock and rebalance the housing offer”.

Preferred Option	Infrastructure Areas	Infrastructure Implications
Stockbridge Village	<ul style="list-style-type: none"> • Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Includes priority of regeneration of Stockbridge Village district centre, including “provision of new leisure, community education and training facilities and local retail provision”. • Focuses on “transport provision, incorporating public transport, walking and cycling, to provide enhanced linkages within the area and with surrounding areas”. • Recommends improvements to “public open space within a wider Green Infrastructure network, focused on improvements to quality, accessibility and integration with new development.”
CS10: Principal Regeneration Area - Kirkby Town Centre	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Supports regeneration of town centre including provision of “a wider mix of town centre uses, services and facilities”, including new retail floorspace, key services, employment uses, leisure facilities and evening economy services. • Includes approach of designating land to permit expansion of the town centre and associated expansion of the primary shopping area. • Includes improvements to sustainable transport facilities including Kirkby bus station and public transport interchanges, public realm enhancements including walking and cycling routes. • Recommends safeguarding land for Merseytram scheme and encourages proposals to be sufficiently flexible to account for the delivery of this scheme.
CS11: Principal Regeneration Area - Knowsley Industrial & Business Parks	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Social and Health 	<ul style="list-style-type: none"> • Supports provision of a mix of new employment development. • Recommends identification of Knowsley Industrial Park as a “Priority Zone” to “promote the production of renewable, low carbon and decentralised energy”. • Includes facilitation of provision of a local service centre, road access improvements, and public realm enhancements. • Focuses on facilitating “the role and potential growth of the Knowsley Rail Freight Terminal to maximise access to the national network”.
CS12: Principal Regeneration Area - Tower Hill	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and 	<ul style="list-style-type: none"> • Supporting the comprehensive regeneration and improvement of the area, including new housing development, subject to a master planning exercise. • Includes a focus on “enhanced design quality and site layout providing integration with

Preferred Option	Infrastructure Areas	Infrastructure Implications
	Leisure <ul style="list-style-type: none"> • Social and Health 	surrounding areas and Kirkby town centre” and “small scale enhancements to retail, leisure, health and community facilities”. <ul style="list-style-type: none"> • Recommends that public open space becomes a “key feature of Green Infrastructure focuses upon significant improvements to quality, accessibility and integration with new development”. • Clear focus on “infrastructure improvements, including enhanced public transport provision and maximising opportunities for walking and cycling to create accessible linkages”. This includes “flexibility to integrate and safeguard the potential of a new transport interchange including a new railway station and Park and Ride”.
CS13: Principal Regeneration Area - South Prescot	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure 	<ul style="list-style-type: none"> • Recommends comprehensive redevelopment of the South Prescot area for mixed uses. Includes focus on new employment and residential development. • Focus on “public realm enhancements and wider Green Infrastructure improvements, including the creation of new footpaths and cycle routes to provide a sustainable extension of the Whiston to Cronton green link and improved linkages to Prescot Town Centre.”
CS14: Principal Regeneration Area - Prescot Town Centre	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Social and Health 	<ul style="list-style-type: none"> • Approach of encouraging a wider mix of town centre uses, services and facilities including key services, residential and employment uses and leisure facilities. Includes complementary “intensification of the retail function within a consolidated primary shopping area”. • Focus on improvements to “linkages and integration between Cables Retail Park and the existing town centre”. • Includes “utilising heritage assets of the town centre and surrounding areas”. • Additional approach of “encouraging improved facilities for sustainable transport”, enhancing “accessibility and connectivity to the full range of key local services”.
CS15: Delivering Affordable Housing	<ul style="list-style-type: none"> • Physical and Environmental • Social and Health 	<ul style="list-style-type: none"> • Focus on provision of affordable housing as part of new market housing developments, and approach of joint working with Registered Providers of social housing to deliver further affordable housing units.
CS16: Specialist and Supported	<ul style="list-style-type: none"> • Transport • Physical and Environmental 	<ul style="list-style-type: none"> • Includes ensuring that new specialist and supported residential accommodation is “located in an appropriate environment, near to

Preferred Option	Infrastructure Areas	Infrastructure Implications
Accommodation	<ul style="list-style-type: none"> • Social and Health 	<p>transport links and local amenities; features ease of access for those with mobility, physical or sensory disabilities; be well designed and attractive” and features an appropriate mix of tenures.</p>
CS17: Housing Sizes and Design Standards	<ul style="list-style-type: none"> • Physical and Environmental • Social and Health 	<ul style="list-style-type: none"> • Recommends that new residential development complies with various design standards including Building for Life, Lifetime Homes and Code for Sustainable Homes.
CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Includes recommendations around the development of sites for Gypsy and Traveller or Travelling Showpeople accommodation, including that they have an appropriate site design and layout and internal circulation. • Focus in ensuring that sites are suitable in terms of “accessibility, including vehicular and pedestrian access” and “ease of access to local centres, health services, education facilities, public transport nodes and employment opportunities”. • Includes “availability of a sufficient level of supporting infrastructure, including ensuring it can be served by adequate electricity, water, sewerage and other utilities connections”, and “suitability of physical environmental conditions for site occupation including ground conditions and minimised flood risk”. • Also focuses on “ability to maintain local environmental quality and character, including the purposes of including land within the Green Belt”.
CS19: Design Quality and Accessibility in New Development	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Approach of “utilising opportunities to enhance the local distinctiveness and identity of places”, through design quality improvements. • Includes a focus on responding to, complementing and integrating positive characteristics of immediate surroundings in new development, including local materials, the local landscape and topography, and the local features of historic importance. • Focus on integrating sustainable design principles and infrastructure within new development, including waste recycling, energy and resource efficiency. • Recommends adoption of “public art and landscaping, which promotes biodiversity” within “focal point” developments. • Includes provision of “safe, secure and convenient routes for movement, with a priority

Preferred Option	Infrastructure Areas	Infrastructure Implications
		<p>for walking, cycling and public transport, meeting the needs of all users”.</p> <ul style="list-style-type: none"> Encourages “integration and connectivity with existing development and linkage to the Borough’s town centres” and “minimise crime, fear of crime and antisocial behaviour”.
<p>CS20: Managing Heritage</p>	<ul style="list-style-type: none"> Physical and Environmental Green Infrastructure, Sport and Leisure 	<ul style="list-style-type: none"> Includes principle that “development proposals in Knowsley should preserve or enhance the Borough’s historic and architectural assets” and that the Council will require these to be preserved through “sensitive design of new development including appropriate integration with their setting and immediate landscape”. Supports prevention of demolition and/or development which may adversely affect historic assets. Supports the re-use of vacant or underused assets which will enable a sympathetic use, retain or introduce public access or enhance the asset for local gain, e.g. for tourism, leisure or for economic benefits.
<p>CS21: Urban Greenspace Strategy</p>	<ul style="list-style-type: none"> Transport Physical and Environmental Green Infrastructure, Sport and Leisure Social and Health 	<ul style="list-style-type: none"> Includes that the Council will seek to support the green Infrastructure functions of greenspace, including that the Council “will provide and seek to maintain individual and cumulative quantitative, qualitative and accessibility standards”. Support protection of greenspace through resisting proposals that would result in “significant harm to existing or potential Green Infrastructure functions”, “a loss of greenspace suitable in terms of size, location or character to prevent or address individual deficiencies of different types of greenspace, without suitable mitigation” or “obstruction of existing or identified potential, physical and/or visual linkages between adjoining greenspaces.” Recommends upholding of quantitative standards for the provision of public open space, including parks and gardens, amenity greenspace, provision for children and young people, allotments and outdoor sports provision. Support for improvements and new areas of greenspace in accordance with best practice standards (i.e. Green Flag or equivalent) which will also be: “accessible, safe and secure locations”, “clean and well maintained facilities”, and which conserve “natural

Preferred Option	Infrastructure Areas	Infrastructure Implications
		<p>features, wildlife, etc.</p> <ul style="list-style-type: none"> • Support for enhancements to greenspaces arising from securing on site provision or developer contributions as part of new development. • Includes that new development will need to provide for retention of existing trees, woodland and vegetation and appropriate provision of new trees and other landscaping measures.
CS22: Sustainable and Low Carbon Development	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Includes requiring development to meet “high standards of sustainable design and construction” which minimise carbon emissions. Includes: designing buildings for flexible use, using natural ventilation, ensuring buildings are comfortable and safe, landscaping to create shelter, and the use of sustainable materials. • Support for the use of decentralised energy systems, including renewable and low carbon energy. Identifies a “priority zone” for the use of decentralised and low carbon energy systems, within which new development will be required to connect to an existing or planned decentralised energy network or be sited to enable a future connection. • Also includes “managing flood risk, including through sustainable drainage systems and flood resilient design” and “promoting sustainable waste behaviour in new and existing developments. • Includes sustainable construction targets relating to Code for Sustainable Homes and BREAM. • Supports developers making a financial contribution to a “carbon compensation fund” where in kind provision of sustainable, low carbon development is not possible.
CS23: Renewable and Low Carbon Infrastructure	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Supports proposals that will produce decentralised, low carbon and renewable energy provided that they do not cause significant harm to natural resources, aviation and transport safety, historic or cultural assets, public amenity and living conditions or openness and amenity of the Green Belt.
CS24: Managing Flood Risk	<ul style="list-style-type: none"> • Physical and Environmental • Green 	<ul style="list-style-type: none"> • Includes that the Council will ensure that new development “reduces the extent and impact of flooding and does not cause an unacceptable

Preferred Option	Infrastructure Areas	Infrastructure Implications
	<p>Infrastructure, Sport and Leisure</p> <ul style="list-style-type: none"> • Social and Health 	<p>risk of flooding elsewhere”.</p> <ul style="list-style-type: none"> • Recommends that this is undertaken through “directing development to areas low probability of flooding in the first instance” and requiring that developers submit evidence to demonstrate that “development could not be practicably located in an area of lower flood risk”. Additionally through requiring developments on sites larger than one hectare to undertake flood risk assessment work, and through requiring, where necessary, that flood mitigation work is undertaken. • Includes that sustainable drainage systems be used to “significantly reduce surface water runoff unless it would be impractical to do so.”
CS25: Management of Mineral Resources	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure 	<ul style="list-style-type: none"> • Supports the minimisation of the need for minerals extraction through ensuring that “a proportion of construction aggregates are from recycled or secondary sources, “resource efficient design and construction methods are used”, “wastes are managed sustainably”, and “operators transport minerals in a sustainable, treating minerals on site where possible.” • Includes the introduction of minerals safeguarding areas and that non-minerals development will be required to “demonstrate that the mineral resources will not be sterilised”. • Includes that proposals for minerals extraction will be considered using available policies and giving weight to “any evidenced need for the mineral at a national or regional level”.
CS26: Waste Management	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green Infrastructure, Sport and Leisure • Social and Health 	<ul style="list-style-type: none"> • Supports the purposes of the Waste DPD in promoting sustainable waste management in accordance with the waste hierarchy. • Includes that actions will include: identifying and safeguarding sites for waste uses, ensuring that the Borough contributes to sub-regional waste management activities, encouraging good design and sustainability in new waste development, encouraging the sustainable transport of waste and ensuring that environmental and community impacts arising from waste management facilities are minimised.
CS27: Planning for and Paying for New	<ul style="list-style-type: none"> • Transport • Physical and Environmental • Green 	<ul style="list-style-type: none"> • Includes that “Knowsley’s communities will be supported by an appropriate range of infrastructure including the requirement for any additional infrastructure arising through new

Preferred Option	Infrastructure Areas	Infrastructure Implications
Infrastructure	<p>Infrastructure, Sport and Leisure</p> <ul style="list-style-type: none"> • Social and Health • Digital and Telecommunications 	<p>development”.</p> <ul style="list-style-type: none"> • Recommends that developers will” work with the Council and its infrastructure delivery partners to support, as appropriate: maintenance and improvement of existing infrastructure networks, replacement of inadequate infrastructure and provision of additional new infrastructure” • Includes that developers will be expected to contribute to “the provision of on-site or directly ancillary infrastructure to support new development” and “the provision of strategic infrastructure to support local communities and Borough-wide development, as identified in the Infrastructure Delivery Plan.” • Supports that developer contributions will be secured through legal agreements or infrastructure tariffs with regard to development viability.

Table 6.2: Core Strategy – Infrastructure Projects

Preferred Option	Infrastructure Project Mentioned
CS1: Spatial Strategy for Knowsley	n/a
CS2: Development Principles	n/a
CS3: Housing Supply, Delivery and Distribution	<ul style="list-style-type: none"> • Delivery of 7650 new dwellings
CS4: Economy and Employment	<ul style="list-style-type: none"> • Delivery of 216.5ha of employment land
CS5: Green Belts	n/a
CS6: Hierarchy of Centres and Retail Strategy	<ul style="list-style-type: none"> • Delivery of additional comparison and convenience retail floorspace • Address the potential need for new or restructured local centres in Knowsley Industrial Park, North Huyton and Tower Hill.
CS7: Transport Networks	<ul style="list-style-type: none"> • Provide transport infrastructure necessary to support the future expansion of Liverpool John Lennon Airport • Electrification of railway lines • Enhancements to stations and passenger interchange facilities • Provision of Park and Ride Facilities • Delivery of Merseytram Line 1 • Enhancement to provision of buses • Enhancement of principal bus routes including Quality Bus Partnerships and Quality Bus Contracts • Enhancement of provision of walking and cycling facilities • Provision of infrastructure for low carbon emission vehicles.
CS8: Green Infrastructure	<ul style="list-style-type: none"> • Preservation of strategic green links • Implementation of the Mersey Forest Sub-Regional Green Infrastructure Network • Implementation of the North Merseyside Biodiversity Action Plan, species and habitat action plans • Implementation of programmes relating to local priorities within Knowsley's Green Space Strategy
CS9: Principal Regeneration Area - North Huyton and Stockbridge Village	<ul style="list-style-type: none"> • Delivery of 1450 – 2000 new dwellings in North Huyton • Regeneration of Stockbridge Village centre
CS10: Principal Regeneration	<ul style="list-style-type: none"> • Improvements to Kirkby bus station • Public realm enhancements in Kirkby town centre including strategic

Area - Kirkby Town Centre	<p>green links</p> <ul style="list-style-type: none"> • Delivery of Merseytram Line 1
CS11: Principal Regeneration Area - Knowsley Industrial & Business Parks	<ul style="list-style-type: none"> • Implementation of “priority zone” within Knowsley Industrial Park for the production of renewable, low carbon and decentralised energy • Provision of a local service centre within Knowsley Industrial Park • Road access improvements within Knowsley Industrial Park • New footpaths and cycle routes within Knowsley Industrial Park and Knowsley Business Park • Maximise access to national rail network from Knowsley Rail Freight Terminal
CS12: Principal Regeneration Area - Tower Hill	<ul style="list-style-type: none"> • Delivery of 300 – 600 new dwellings in Tower Hill • Enhancements to retail, leisure, health and community facilities in Tower Hill • Enhanced public transport provision and maximised walking and cycling opportunities • Delivery of a new railway station and Park and Ride south of Headbolt Lane
CS13: Principal Regeneration Area - South Prescott	<ul style="list-style-type: none"> • Delivery of 300 – 500 new dwellings in South Prescott • Creation of new footpaths and cycle routes to provide a sustainable extension of the Whiston to Cronton green link, improved linkages to Prescott Town Centre and other areas of Prescott and Whiston
CS14: Principal Regeneration Area - Prescott Town Centre	<ul style="list-style-type: none"> • Improvement to linkages and integration between Cables Retail Park and Prescott Town Centre along Sewell Street corridor • Utilise heritage assets of town centre to maximise tourism and cultural opportunities • Enhanced sustainable transport links between Eccleston Street, Cables Retail Park and Sewell Street
CS15: Delivering Affordable Housing	n/a
CS16: Specialist and Supported Accommodation	<ul style="list-style-type: none"> • Provision of new specialist and supported residential accommodation
CS17: Housing Sizes and Design Standards	n/a
CS18: Accommodation for Gypsies and Travellers and Travelling Showpeople	n/a
CS19: Design Quality and Accessibility in New	n/a

Development	
CS20: Managing Heritage	n/a
CS21: Urban Greenspace Strategy	<ul style="list-style-type: none"> • Implementation of quantitative greenspace standards as part of new development • Improvements to greenspaces leading to Green Flag (or equivalent) designation
CS22: Sustainable and Low Carbon Development	<ul style="list-style-type: none"> • Implementation of sustainable construction targets as part of new development • Implementation of “priority zone” within Knowsley Industrial Park for the production of renewable, low carbon and decentralised energy
CS23: Renewable and Low Carbon Infrastructure	n/a
CS24: Managing Flood Risk	n/a
CS25: Management of Mineral Resources	<ul style="list-style-type: none"> • Implementation of Minerals Safeguarding Areas
CS26: Waste Management	<ul style="list-style-type: none"> • Identification and safeguarding of waste management sites
CS27: Planning for and Paying for New Infrastructure	n/a

7. PAYING FOR INFRASTRUCTURE – PLANNING OBLIGATIONS AND VIABILITY TESTING

This section sets out the implications of the infrastructure planning process in terms of funding, including consideration of the role of the development process in providing or paying for new infrastructure provision. This also includes a consideration of the potential impact of the level of developer contributions on the economic viability of new development.

7.1 Funding Background

- 7.1.1 Within the range of ongoing, planned and required infrastructure identified in Knowsley, it is clear that management and funding processes must be in place to ensure successful delivery of infrastructure, whether this is a large specific item of new infrastructure, like a school or hospital, or whether this is piecemeal infrastructure provision, for example in connecting new development to the utilities network. In the cases of many of the infrastructure items identified, funding mechanisms are already in place, including through public and private capital investment. However, some required infrastructure does not have an identified funding mechanism through these routes, and hence an alternative must be identified. This is particularly important given the context of national planning policy, which indicates that policies and projects identified in LDFs must be clearly deliverable, if they are to be included in a plan which is to be found sound at Examination in Public.
- 7.1.2 A clear method by which new infrastructure can be funded is through the planning obligations process. This is also known as “planning gain” or “developer contributions”, and is essentially a method by which, as part of the planning application process, the developer is identified as the agent for provision of resources to support new infrastructure. In broad terms, this can either be an “in kind” contribution, which means the infrastructure is built and paid for by the developer, or alternatively as a monetary payment, which is then spent by on the required infrastructure, usually by the local authority. The process by which a new development is supported by infrastructure provision can be an extremely complex one, and is highly dependent on the policies which the local authority uses to identify infrastructure which should be paid for by new development. This means that this Infrastructure Delivery Plan has an important role to play in clarifying the process and providing supporting information for the development of the aforementioned local policies.

7.2 Public Sector Funding

- 7.2.1 Clearly public sector funding has an important role to play in delivering new infrastructure. The term “public sector funding” covers a wide variety of organisations, including national and local government, public agencies, “quangos” (quasi non-governmental organisations, also known as non-departmental public bodies or NDPBs) and other state-owned enterprises; a basic interpretation would be to assume that any funds drawn from government and/or tax contributions would be classed as public sector funding. Funds can be drawn from public sector capital investment, often in major projects, or alternatively through grants, private finance initiative (PFI) credits or through match-funding applications. In addition, some public sector agencies, for example the Homes and Communities Agency, are equipped with their own budgets from central government to distribute at the local level (e.g. to local authorities or Registered Providers) through a bidding process.
- 7.2.2 Whilst public sector funding has been relied upon to provide finance for infrastructure projects in recent years, the amount of funds available will be substantially reduced and restructured subsequent to the government’s Comprehensive Spending Review in October 2010. Whilst overall funding will be reduced, the government has pledged a commitment to continue to invest in strategic infrastructure projects, particularly those where there is a demonstrable link with supporting economic growth. This includes, for example, investment in strategic transport infrastructure, such as Crossrail in London, or more locally, the Mersey Gateway Bridge in Halton. However, the government has acted upon reducing the number of quangos nationally, whilst substantially reforming and restructuring others, which will have an impact on the ability of such organisations to support infrastructure projects. Again using the example of the Homes and Communities Agency, the government has signalled its intention to reduce the amount of funding available to the organisation to support the provision of affordable housing. Overall, pressure on public finances during the Comprehensive Spending Review period is likely to have a major impact on the public sector’s ability to invest in infrastructure.
- 7.2.3 The local authority is one of the major funding sources for infrastructure provision at the local level. The Council funds ongoing service provision, including critical functions like education and social services, and also invests in specific capital projects and programmes, for example for regeneration schemes. The local authority receives funds through national government and locally-collected Council tax and business rates, and is also able to bid for funds from other public sector funding streams, i.e. direct from national government or from quangos or other agencies. For large projects, local authorities may choose to work with partners in the public or private sector, hence assembling a portfolio of funding options for a particular programme. It is important to note that strict procurement regulations affect the Council’s ability to plan and fund large projects and service delivery.
- 7.2.4 Further significant investors in infrastructure are the public sector health agencies which operate in Knowsley, including the Knowsley

Primary Care Trust (PCT) and St.Helens and Knowsley Teaching Hospitals Trust. These organisations are responsible for investment in health infrastructure, ranging from surgery and hospital buildings to GP services, public health programmes and staffing for outreach services. Health funding, from national government or from other sources (e.g. PFI for very large projects), is carefully structured around local priorities and the importance of maintaining provision of service. Such funding could be directed to new development projects, including where health funding is included alongside other funding streams for a specific project, e.g. a new local centre which includes a GP surgery or walk-in centre. It is important to note that other health infrastructure is funded privately.

- 7.2.5 Additional public sector funds can be gathered from a variety of sources, including many public and voluntary sector organisations. This includes through public bodies bidding processes for particular capital and revenue funding streams held by other organisations, or through direct investment by non-local authority organisations in new infrastructure, e.g. new schools.

7.3 Consortium / Partnership Funding

- 7.3.1 As mentioned above, consortia or partnerships are common mechanisms by which available funds are pooled or shared to achieve a particular project aim. This can include partnerships between the public, voluntary or private sector, including example through a PFI partnership, or through a Joint Venture company, whereby public funds are combined with private investment through agreed terms.

7.4 Funding Shortfalls

- 7.4.1 There are some development projects which will stall or be cancelled due to a lack of funding, or an uncertainty around funding availability over the project. In other areas, there may be a clearly identified need for infrastructure provision, e.g. based on local needs and standards, and yet a severe lack of available funding to support such provision. This issue of funding shortfalls is a critical one for local authorities seeking to implement regeneration or other strategic change; being unable to identify a clear funding mechanism represents a clear barrier to delivery. Given the emphasis on demonstrating deliverability through the plan preparation process, this can also cause a barrier to include certain priorities or actions within a Local Development Framework.
- 7.4.2 There is a potential role for accounting for identified funding shortfalls through the planning obligations process. This process enables the infrastructure costs associated with new development to be accounted for through obligations placed on the developer and the development process. Planning obligations are subject to change under national government policy, and there are also options to explore how the local authority can make the most of planning obligations through new planning policies within the Local Development Framework. The following sections explore the current use of planning obligations in

Knowsley, and also explore the options for the future development of this process.

7.5 Planning Obligations in Knowsley

- 7.5.1 Currently, the Council seeks developer contributions through the Section 106 system, albeit for limited items, as set out within the adopted development plan (i.e. UDP policies). The main item for which contributions are sought is greenspace provision, which is sought as part of new residential development, in accordance with standards and evidence about levels of provision in different areas of the Borough. The mechanism for this is set out within the Greenspace Standards in New Development SPD, adopted by the Council in 2007. This represents an important source of funding for the Council's greenspace functions in terms of improving and maintaining the range of greenspaces within Knowsley, and also helps to absorb the financial pressures created by additional use of such infrastructure by new residents. Section 106 agreements are also secured for larger developments of a range of other development-specific matters, including highways and access, although these are negotiated on a case-by-case basis. Again, this tool is used, albeit to a small extent in Knowsley, to support infrastructure provision that is directly linked to new development.
- 7.5.2 Many other local authorities seek a much wider range of developer contributions through Section 106 agreements, including the provision of a wide range of infrastructure items, such as those relating to education, health, transport, leisure and culture, public art, lighting and recycling and waste facilities. The in-kind infrastructure provision, or financial contributions, sought in association with new development represents a much wider and more substantial source of funding for infrastructure than is currently operational in Knowsley.

7.6 Other Infrastructure Standards in Knowsley

- 7.6.1 Through the UDP and SPD policies, the Council also sets out its expectations and requirements for infrastructure provision as part of new development. These are set out through "development control" type policies and may not be immediately obvious as infrastructure provision standards, and hence their impact on infrastructure provision may not be immediately linked to the planning process. Such policies including those relating to parking standards, security shutters, signage, historic environment, and minerals and waste management, and must be adhered to as part of new development.
- 7.6.2 Again, the Core Strategy and LDF preparation process offers opportunities to expand the range of infrastructure standards embedded within the Council's planning policies. With reference to the previous section, which sets out the infrastructure implications associated with the Core Strategy Preferred Options, including both "standard" type implications and also specific infrastructure projects. Although not a direct funding mechanism for new infrastructure, this

type of policy can make an important contribution to the overall level of infrastructure which supports new development.

7.7 Changes to Planning Obligations

7.7.1 In planning for future funding of infrastructure through developer contributions, it is critical to note changes to the system introduced in recent years, the impact of which will be felt over the coming years. These changes include both reforms to the planning obligation process, currently run under Section 106 agreements, as well as the introduction of a new charge which local authorities are able to implement, referred to as the Community Infrastructure Levy.

7.7.2 As part of the process of recognising the changes to the planning obligations process, and through developing its own Local Development Framework, it is important for the Council to fully understand the implications of the changes. This Infrastructure Delivery Plan will play a key role in supplying evidence to support the potential changes to planning obligations in Knowsley. Therefore, at this point in its preparation, it is helpful to outline the proposed changes so that these can be fully accounted for in the future. The following sections describe the changes to the planning obligations system and the potential responses to this from the Council.

7.8 The Community Infrastructure Levy

7.8.1 As noted above, a new system for planning obligations has been under preparation, called the Community Infrastructure Levy (CIL). The system was introduced in 2008, with various consultations resulting in the regulations coming into force in April 2010. The CIL represents a tariff on new development and is to be an heir to the Section 106 agreement-based system for planning obligations. In summary, the broad aims of the CIL system are to:

- Increase certainty and transparency for developers;
- Increase fairness by broadening the range of developments asked for contributions;
- Allow the cumulative impacts of smaller developments to be better addressed;
- Provide a more flexible system which can develop over time;
- Provide a better and more predictable flow of revenue for Local Authorities; and
- Link contributions to robust infrastructure planning and economic viability evidence.

7.8.2 CIL will be implemented by charging authorities⁴⁰ through the production and adoption of a “Charging Schedule”, which will set out the CIL charges. The Government expects that charging authorities will implement the CIL where there is an up-to-date development strategy

⁴⁰ In the case of Knowsley, this will be the local authority, although in other areas, charging authorities include National Park Authorities or the Mayor of London.

for the area in which they propose to charge⁴¹. The preparation of a Charging Schedule is a long and resource intensive process, comparable to that associated with a DPD. The process must be closely linked to the LDF and specifically to the infrastructure planning associated with this. In setting the CIL, there is a need to collect a large amount of evidence, in terms of infrastructure delivery planning as well as economic viability testing of the proposed levels of CIL to be charged. The preparation of a Charging Schedule must also be supported by extensive public consultation and must be subject to an Examination in Public by a Planning Inspector, in a similar manner to a DPD. It is in this respect that the CIL differs from the Section 106 system, which is often introduced in detail through one or more SPDs, or negotiated on a site-by-site basis with developers. Also, unlike Section 106 agreements, once adopted, the CIL Charging Schedule will be a standard charge to be consistently applied, with no negotiation permitted between Local Authority and developer to reduce the charge owing (except in exceptional circumstances).

7.8.3 CIL guidance and legislation sets out the following parameters within which a Charging Schedule must be prepared:

- The levy will be charged per square metre net additional increase of floorspace on most buildings that people normally use (not just for housing);
- Most developments under 100 square metres in area will not pay the levy, for example, a small extension to a house;
- Differential rates can be set based on uses and/or area, where evidence indicates that this would be appropriate. Zoned areas must be defined in relation to economic viability evidence;
- Exemptions exist including use of land by and for charities or for social housing;
- Charging authorities can offer relief from paying the levy in exceptional circumstances where a specific scheme cannot afford to pay it (strict conditions apply);
- Affordable housing cannot currently be funded through CIL receipts, but financial contributions for affordable housing can still be sought through Section 106 agreements⁴²;
- A proportion of CIL payments can be used for maintenance of infrastructure, but only where this expenditure is associated with infrastructure that is eligible to be wholly or partly funded by CIL; and
- It is not intended that CIL receipts be the main source of finance for infrastructure and should not be used to remedy pre-existing deficiencies unless the new development makes the deficiency more severe.

⁴¹ It is for the local authority to decide whether the adopted development plan for the area is sufficiently up-to-date to implement CIL, but an up-to-date development plan would usually include an adopted Core Strategy DPD.

⁴² The Government has indicated that this may be subject to change, and that affordable housing may be one of the infrastructure categories considered as part of the CIL process.

- 7.8.4 Once the Charging Schedule has been examined and adopted, the charging authority can begin collecting the CIL receipts on commencement of development. Other considerations for Local Authorities in collecting CIL receipts are:
- CIL payments will be indexed (e.g. to the Retail Price Index);
 - The levy can be paid in kind (land and any existing buildings);
 - Payments over £10,000 can be collected in instalments;
 - Up to 5% of the total levy can be used to administer it;
 - There are extensive enforcement powers related to the levy including stop notices;
 - An individual or organisation (for example the developer) may assume liability for payment of the CIL. If no one assumes liability, the land owner is automatically liable for the charge;
 - Authorities will be required to monitor and report annually on the collection and spending of their levy; and
 - The Homes and Communities Agency (HCA), development corporations and enterprise zones can collect CIL receipts if the relevant charging authority agrees.

7.9 CIL and Planning Obligations

- 7.9.1 It is the Government's intention that CIL will not replace Section 106 agreements in their entirety, and that these will remain operational in a limited capacity. There is an aim to avoid "double charging" by Local Authorities, i.e. funds being sought for the same piece of infrastructure through both Section 106 agreements and a CIL charge. The Government is also seeking to encourage the adoption of CIL through limitations on the ability to use Section 106 agreements when the CIL should be used instead – that is, limiting the ability of Local Authorities to introduce and/or continue to operate tariff-based Section 106 agreements.
- 7.9.2 The main mechanism for this is the reduction in the scope of authorities to "pool" Section 106 agreement monies to pay for an item of infrastructure. Local Authorities will only be able to pool Section 106 contributions from up to a maximum of five separate planning obligations in order to fund infrastructure works. This will occur either when a Charging Schedule is adopted by an authority, or in April 2014, whichever is sooner. This could have serious impacts for Local Authorities who wish to expand the range of planning obligations they seek currently, potentially through the introduction of a tariff-based system for Section 106 agreements, or indeed for those authorities who already have a SPD adopted based on such a system.
- 7.9.3 The Government has also retained aspects of the guidance contained within Circular 05/05⁴³ and made these legal requirements, hence limiting the flexibility of Section 106 agreements. This means that it is unlawful for a planning obligation to be charged (that is capable of

⁴³ See Circular 05/05: Planning Obligations at: <http://www.communities.gov.uk/publications/planningandbuilding/circularplanningobligations>

being charged CIL) if the obligation does not meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

7.9.4 The tests mean that the discretion of Local Authorities to decide how the tests within Circular 05/05 are used is diminished. Hence, developers will be in a stronger position when negotiating the type and level of contribution, through a Section 106 agreement, that is required to secure a planning permission. As a result of this, planning obligations will be restricted to matters which mitigate the direct impacts of the development proposals to which they relate, so as to make development acceptable in planning terms.

7.9.5 Advice indicates that Section 106 agreements will remain in place for some items of infrastructure, for example, some maintenance payments for schemes not eligible for inclusion within a CIL Charging Schedule - this is because the CIL is intended to provide capital receipts rather than revenue over an extended time period. This means that authorities adopting a CIL regime will also keep a Section 106 agreement system in place, albeit in a limited capacity. Since there is no legal obligation for an authority to adopt a CIL Charging Schedule, it may be possible for some authorities to continue to use Section 106 agreements and remain relatively unaffected, although this is only where Section 106 funds are not being used to pool capital contributions.

7.10 CIL and the Coalition Government

7.10.1 In November 2010, the government confirmed the CIL system would be continued because it provided a fairer system to fund new infrastructure. However, the coalition planned to reform the levy to ensure neighbourhoods share the advantages of development by receiving a proportion of the funds Councils raise from developers. To explain the reforms in more detail, CLG published a “CIL Overview”⁴⁴, which included a short explanation of what the levy will be used for and how it will work.

7.10.2 To this end, regulations to amend the CIL regulations 2010 were laid in parliament in early 2011 and came into force on 6 April 2011⁴⁵. The changes include:

- The requirement for Local Authorities to allocate a “meaningful proportion” of the levy revenues raised in a neighbourhood to be spent in the neighbourhood;

⁴⁴ See The Community Infrastructure Levy: An Overview (CLG, 2010), at: <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevy>

⁴⁵ See The Community Infrastructure Levy (Amendment) Regulations 2011 at: http://www.legislation.gov.uk/uksi/2011/987/pdfs/uksi_20110987_en.pdf

- The binding nature of the examiner's report will be limited - examiners will only be able to ensure Councils do not set unreasonable charges and Local Authorities will have discretion on how they correct charges that are judged as being unreasonable;
- Local Authorities are enabled to decide their own payment deadlines and instalment options;
- The £50,000 minimum threshold for payment in kind, where authorities receive land instead of money, is removed. There is no change to the limitation that the payment is limited to land and any existing buildings and structures; and
- Other amendments to reduce administrative burdens on Councils and developers, and make minor changes to clarify and correct the operation of the regulations.

7.11 CIL Implementation – Issues and Potential Actions

7.11.1 As the CIL system has only very recently been finalised, there remains a variety of unknown factors which present risks in terms of the resources and finances required to successfully implement the CIL. However, CLG and PAS have published a number of guidance documents and there are also a number of authorities currently progressing with the preparation of a Charging Schedule, whose experiences may provide useful lessons for authorities yet to implement the system. It is important to consider how CIL implementation will dovetail the preparation of LDFs, because much of the work involved in setting the CIL is linked to that involved in preparing DPDs. Core Strategies will also include policies on planning obligations and recognise that this will be a key delivery mechanism for the priorities contained in the LDF. This means that it would be highly beneficial to state a preferred approach to the preparing of a CIL, even if this is in the long term.

7.11.2 It will be important to consider how the CIL and other planning obligations could fit within their short- and long-term funding regimes and resources. There is a need to account for the risks posed by the changes to the current system of planning obligations, and the impacts that this may have on the future ability to collect receipts from new development, also accounting that the impacts that this could have on local infrastructure provision and Local Authority services. It is possible to identify several essentially “non-optional” actions which Local Authorities must pursue in developing their LDFs, which could be linked to work on preparing a CIL Charging Schedule. These are:

- Developing of an Infrastructure Delivery Plan to support the Core Strategy and other DPDs within the LDF;
- Considering the implications of changes to the planning obligations system as a result of the introduction of the CIL, on both current systems and potential future systems; and
- Completing economic viability testing as appropriate to support planning obligations policies within the LDF (notably including affordable housing) in accordance with guidance and best practice (see below).

- 7.11.3 In developing a preferred position on CIL and planning obligations, there are several “optional” courses of action which Local Authorities could pursue. These are not mutually exclusive and include:
- Continuing with current Section 106 agreement based regimes;
 - Expanding current Section 106 regimes to account for a wider range of infrastructure / tariff system (in the short term, prior to translation to a CIL system);
 - Actively pursuing the CIL for adoption;
 - Delays to pursuing the CIL for adoption; and/or
 - Seeking to pursue the CIL in partnership with sub-regional partners.

7.12 Economic Viability Assessments

7.12.1 As noted above, as part of the preparation of policies relating to affordable housing and other planning obligations, there is a need for the Council to prepare economic viability evidence to support policy approaches. In simple terms, this is required to ensure that the level of contributions expected from developers is set as an appropriate level, which would not have any negative impacts on the financial viability of the scheme. Such work can be undertaken at the plan-level (i.e. when planning policies are being set) or also at the development level (i.e. in association with a particular development and associated planning application). In setting a CIL, this is particularly important at the plan-level (i.e. DPDs and/or Charging Schedules), as once set, a CIL charge is not negotiable on a development-by-development basis.

7.12.2 It is important that, as part of the viability assessment process, the full range of potential planning obligation charges are taken into account, including those set to be collected through the Section 106 process, and also those to be included within a CIL Charging Schedule. This principle will be accounted for by Knowsley Council in its work towards setting planning obligations through its Local Development Framework.

7.13 Knowsley Council's position

7.13.1 Knowsley Council's adopted position regarding planning obligations is set out within its Unitary Development Plan, and is described in summary in section 7.5 of this report. Its preferred future position is set out within Preferred Option CS27 of its Core Strategy Preferred Options report (June 2011). In summary, the Council has not yet decided whether to pursue a Community Infrastructure Levy at the current time, although it has recognised the likelihood of it pursuing such a path in due course. This flexibility in policy approach has been maintained to allow for the continued operation of the existing Unitary Development Plan policies in relation to planning obligations, and also to account for any changes to the CIL system which may be forthcoming prior to the adoption of the Core Strategy. This position also maintains flexibility for the subsequent stages of preparation of this Infrastructure Delivery Plan, which will play a critical role in supporting any planning obligations system introduced, including the CIL.

7.13.2 In terms of economic viability evidence, the Council has clearly stated in its Core Strategy Preferred Options report, the intention to undertake the preparation of such evidence to support its policy approaches in relation to planning obligations, including specifically in the case of affordable housing contributions (Preferred Option CS15.) This reflects awareness of the existing guidance and case law in the case of affordable housing contributions.

8. TOWARDS AN INFRASTRUCTURE DELIVERY PLAN

The previous sections of this report represent an initial step towards the development of an Infrastructure Delivery Plan for Knowsley. These sections have assembled useful background information about infrastructure provision in Knowsley, as well as planned and forthcoming projects. In addition, these sections have started to “set the scene” in terms of the impacts and influences of the Local Development Framework and its policies on infrastructure provision in Knowsley, in terms of the Core Strategy policies, and also in terms of policies and strategies relating to planning obligations.

This concluding section begins to draw this information together within a Draft Infrastructure Priority List, which is essentially a summary “project plan” for infrastructure provision in Knowsley. Finally, this section introduces the suggested tasks for the completion of the Infrastructure Delivery Plan for Knowsley, highlighting outstanding tasks, as well as a plan for completing these stages and finalising the overall plan alongside stakeholders and other interested parties.

8.1 Draft Infrastructure Priority List

8.1.1 Annex 1 of this document includes a schedule of ongoing, forthcoming and planned infrastructure projects within Knowsley. The schedule is organised on a township area basis, with projects falling within each township clearly stated. In addition, a range of infrastructure projects which cut across the township areas are given separately, demonstrating their impact on all of Knowsley’s communities. Finally, a range of infrastructure projects outside of Knowsley – but with implications for some or the entire Borough – are included in the schedule.

8.1.2 The infrastructure projects given in the draft Priority List have been sourced from a variety of information, including that presented in the previous sections of this draft Infrastructure Delivery Plan. This includes projects that are already under construction or in the final planning phases, as set out in section 4.2 of this report. In addition, this also includes projects which are planned or safeguarded for the longer term, as identified in section 4.3 of this report. Finally, additional projects have been drawn from the Core Strategy discussion above, where specific infrastructure projects are highlighted as being critical to the delivery of Core Strategy policies, as they currently stand as Preferred Options.

8.2 Headings of the Draft Infrastructure Priority List

- 8.2.1 The schedule has several sections, which seek to demonstrate different aspects of infrastructure projects. These include the following column headings.
- 8.2.2 **Delivery Period:** Details about the anticipated timescales for delivery of projects have been included. In the case of ongoing projects, the delivery period can commence in the past, with the completion date anticipated for the future. For some projects, particularly where funding arrangements have been made the appropriate consents given, it is possible to be very specific about the delivery period for the project. For other projects, which may be longer term or more aspirational in nature, it has been possible only to give an approximate delivery period, and in some cases, it has not been possible to give an indication of likely delivery periods at all.
- 8.2.3 **Estimated Cost:** The total costs of infrastructure projects has been indicated in the schedule, including, where appropriate, indicating that the total project cost includes other project elements, e.g. those which have already been completed. In some cases, information about the likely cost of infrastructure projects has not been made available, either due to the stage of project planning being too early to identify even broad costs, or for reasons of commercial sensitivity.
- 8.2.4 **Delivery Lead:** This is organisation or organisations that have been identified as leading on the delivery of an infrastructure project, including project planning and management. In some cases, it has been possible to clearly identify the delivery leads, while in others the stage of project planning has meant that a clear delivery lead has not yet been identified. The identification of a delivery lead or leads can be directly linked to the identification of funding arrangements for the project. It is critical for the purposes of this document to accurately identify as many delivery leads as possible, in order that the accountable body can be contacted for updates on project delivery, for monitoring and policy review processes.
- 8.2.5 **Funding Arrangements:** Details about funding arrangements for infrastructure projects have been sought, including identifying the sources of funding which have been, or will be, drawn upon to support a project. In some cases, specific funding sources have been identified, often when the project has reached the late planning or delivery stages. As above, in other cases, the course of project planning has not yet resulted in the identification of funding sources, for example, where bids are outstanding, or where projects have been stalled due to a lack of funding availability.

8.3 Finalising the Infrastructure Priority List

- 8.3.1 There are various instances within the draft Infrastructure Priority List where information is currently unknown or missing. As eluded to above, it is important to recognise that there could be a variety of reasons as to why the information may be missing, including that due to the stage of project planning the information may not yet be available for

publication. In addition, it is recognised that there is further research and communication work to be undertaken by the Council in finalising the Infrastructure Priority List. This may include further work by the proposed steering and stakeholder groups to engage those responsible for delivering projects in sharing information. It is also clear that as time passes, the Infrastructure Priority List will need to be updated with emerging information relating to specific projects, as they pass through the planning and delivery phases. This will also include additional projects which will emerge over the coming months and years, and the removal from the list of projects which have been completed. In this sense, the Infrastructure Delivery Plan, and its particular Infrastructure Priority List, will be an evolving document, which will be amended continually over time.

8.4 Additional Tasks

- 8.4.1 A version of the Infrastructure Delivery Plan will be finalised to support the Knowsley Core Strategy through its examination, after which the Plan will be revised as appropriate alongside new Development Plan Documents, or in the light of newly emerging evidence. It is recognised that prior to the Core Strategy submission, there are several additional tasks to be undertaken, supplementary to those already outlined within this chapter and elsewhere in this report, which include identifying infrastructure standards, shortfalls and excesses, as well as further investigating infrastructure funding mechanisms including planning obligations and the CIL. A further major task is the undertaking of economic viability assessment work, as described in section 7 of this report. The main additional tasks not already mentioned in this report are described below.
- 8.4.2 **Sustainability Appraisal:** There is a need to ensure that the actions outlined within the Infrastructure Delivery Plan are subject to sustainability appraisal measures. This can be undertaken as part of the overall sustainability appraisal for the Core Strategy (and indeed for subsequent DPDs which may result in revisions or additions to the Infrastructure Delivery Plan). This is because the main requirement is for planning policies, rather than supporting documents, to be assessed in terms of their sustainability.
- 8.4.3 **Risk Assessment:** There is a need to ensure that the risks associated with the actions contained within Infrastructure Delivery Plan have been properly accounted for. This includes the delay or non-delivery of key infrastructure projects highlighted within the plan, including commentary about issues such as funding obstacles or unexpected constraints to infrastructure delivery. This process will highlight the uncertain and aspirational nature of some of the infrastructure items included in the plan, and explain the conflicts between maintaining flexibility within the plan whilst securing deliverability.
- 8.4.4 **Implementation and Monitoring Framework:** It will be important to clearly set out how the implementation and monitoring of the Infrastructure Delivery Plan, alongside the other elements of the Local

Development Framework, will be undertaken. This includes whether the progress of the Plan will be reported within the Annual Monitoring Report (or its successor), which will assess the performance of the Local Development Framework more widely. This may involve the development of a set of indicators or performance measures against which project progress can be assessed.

8.5 Next Steps and Project Plan

- 8.5.1 As described at various points in this document, this version of the Infrastructure Delivery Plan is not yet completed, with various key tasks outstanding. Following the consultation period for the Core Strategy Preferred Options, and accounting for any comments or responses received in relation to the Infrastructure Delivery Plan in its capacity as a supporting document, further tasks will need to be undertaken to complete the Infrastructure Delivery Plan.
- 8.5.2 Annex 2 of this document sets of a summary of the outstanding tasks to be completed on the Infrastructure Delivery Plan, prior to the finalisation of a version to support the examination of the Core Strategy, which will need to be completed towards early 2012.

ANNEX 1: DRAFT INFRASTRUCTURE PRIORITY LIST

- 1.1 The following draft schedule of infrastructure schemes provides the summary details of the main schemes that are planned for delivery and will support the delivery of the key areas of development within the Core Strategy. As explained in section 8 of this report, this is not an exhaustive list but represents the best available information at the time of production. Further work reviewing and finalising the draft list will be required as the Core Strategy Proposed Submission document is prepared.
- 1.2 As noted in section 8, the information presented here has been drawn from the Council's capital programme, internal departments, and also from initial consultation with a wide range of partners who deal with public infrastructure across Merseyside. There is also symmetry between the Infrastructure Priority List and the infrastructure projects arising as part of the Core Strategy Preferred Options Report.
- 1.3 The schedule is organised by the areas represented by the Townships, as presented in the Core Strategy's Spatial Strategy. These areas are: Kirkby; Huyton and Stockbridge Village; Prescott, Whiston, Cronton and Knowsley Village; and Halewood. The final section of the schedule relates to projects outside of the Knowsley area, but which are identified as having a potential impact on the Borough.

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Kirkby				
Kirkby Town Centre Regeneration <ul style="list-style-type: none"> • Improvements to Kirkby bus station • Provision of retail floorspace • Public realm enhancements 	Late 2011 – July 2015	£450m	Spennhill Regeneration	Private Investment
Tower Hill Residential Regeneration <ul style="list-style-type: none"> • Provision of 300 – 600 dwellings • New local centre • Improvements to local facilities 	Unknown	£Unknown	Knowsley MBC / potential regeneration partner	Unknown
Kirkby Rail Electrification and Headbolt Lane Railway Station (including Park and Ride)	Unknown	£22m	Merseytravel	None – potentially LTP3, RFA

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Knowsley Industrial Park - Green Routes	2010 - 2015	£2.075m	Potential Joint Venture Company	KMBC, EU funding, Sustrans, RFA, LTP3
Knowsley Industrial Park - Gateways	2010 - 2015	£2.25 - £2.7m	Potential Joint Venture Company	KMBC, Single Pot, EU funding, RFA, LTP3, developer contributions
Knowsley Industrial Park - Accessibility	2010 - 2020	£1,870,000	Potential Joint Venture Company	Network Rail, EU funding, RFA, Merseytravel, KMBC, bus operators, HA, PFI, Sustrans
Knowsley Industrial Park - Utility Provision	2010 - 2015	£400,000 - £6.5m	Potential Joint Venture Company	Businesses, bus operators, Merseytravel, KMBC, RFA, EU funding
Knowsley Industrial Park - Green energy infrastructure	2010 - 2020	£10.1m +	Potential Joint Venture Company	ELANA/Carbon Trust for business case, private sector, EIB, NWDA, Scottish Power, businesses, OFGEM, EST, KMBC, landowners
Knowsley Industrial Park - New local centre	Unknown	Unknown	Unknown	Unknown

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Expansion of Knowsley Rail Freight Terminal	2010 - 2020	£500,000 - £10m	Potential Joint Venture Company / Knowsley MBC / Potter Group	Unknown
Delivery of Merseytram Line 1 (Liverpool to Kirkby)	Unknown	£170m	Merseytravel	Unknown
Springfield and the Elms Special Educational Needs School	2011 - 2013	£18.3m	Knowsley MBC	Primary / SEN Future Schooling Programme
Northwood Community Primary School	2010 - 2011	£9.06m	Knowsley MBC	Primary / SEN Future Schooling Programme
Park Brow Community School	2010 - 2011	£6.12m	Knowsley MBC	Primary / SEN Future Schooling Programme
Mersey Forest: Northwood planting	2011 - 2012	£167, 000	The Mersey Forest / Knowsley MBC	FC EWGS, NWDA

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Huyton and Stockbridge Village				
North Huyton New Deal for Communities Regeneration <ul style="list-style-type: none"> • Provision of 1450 – 2000 new dwellings • New local centre 	2000 - 2030	£200m (whole scheme)	North Huyton NDC inc. Revive Consortium and Knowsley MBC	Revive Consortium / Knowsley MBC
Stockbridge Village Centre Regeneration <ul style="list-style-type: none"> • Primary School • Neighbourhood Centre • Retail floorspace 	2010 - 2012	£25m	Knowsley MBC	Knowsley MBC / Primary / SEN Future Schooling Programme / DCFS / SureStart / Merseyside Police
Stockbridge Village Housing Regeneration	Unknown	£Unknown	Knowsley MBC, Knowsley Housing Trust and Villages Housing Trust	Unknown
Northern Hub: Huyton – Roby Rail Improvements	2014 onwards	£Unknown – (part of £530m project)	Network Rail	Network Rail / DfT
Knowsley Leisure and Culture Park – Phase 1	2010 - 2011	£16.1m	Knowsley MBC	Knowsley MBC Leisure Strategy Funding

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Knowsley Leisure and Culture Park – Phase 2 (BMX and Velodrome)	2011 - 2012	£1.3m	Knowsley MBC	Knowsley MBC Leisure Strategy Funding
OurPlace Youth Facility	2010 - 2011	£5m	Knowsley MBC	Big Lottery Fund / DCFS
National Wildflower Centre Expansion	2012 - 2015	£5.4m	National Wildflower Centre / Landlife	National Wildflower Centre / Landlife / NWDA
“Hope” Joint Catholic and Church of England Primary School	2010 - 2011	£6.8m	Knowsley MBC	Primary /SEN Future Schooling Programme
Prescot, Whiston, Cronton and Knowsley Village				
Prescot Town Centre - Co-location of Council Facilities	2011 - 2012	£1.2m	Knowsley MBC	Knowsley MBC
Prescot Town Centre - Townscape Heritage Initiative Bid	Unknown	£2.95m (potential)	Knowsley MBC	Knowsley MBC / HLF
Prescot Town Centre - Shakespeare North Project	Unknown	£15m	Knowsley MBC	Unknown

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Prescot Leisure Centre Improvements	2010 - 2012	£1.4m	Knowsley MBC	Knowsley MBC Leisure Strategy funding
Whiston Hospital – Parking and Demolition of Redundant Buildings and completion of Parking Provision	2011 - ongoing	Total Project - £250m	St.Helens and Knowsley Hospital Trust	Unknown
Cronton Claypit Minerals Extraction and Landfill	1999 - ongoing	Unknown	Ibstock Group	Unknown
Halewood				
Liverpool John Lennon Airport Access Road	2014 – 2018	Unknown	Liverpool Airport	Unknown – likely to include both public and private sector funding
Ravenscourt District Centre Regeneration <ul style="list-style-type: none"> • Provision of retail floorspace 	2011 - 2012	£5.5m	Knowsley MBC / Neptune Developments	Knowsley MBC / private investment
“Yew Tree” Primary School	2010 - 2011	£6.5m	Knowsley MBC	Primary / SEN Future Schooling Programme

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Borough Wide Schemes				
Street Lighting and Signage PFI Scheme	2011 – 2036	£58m	Knowsley MBC / Tay Valley Lighting Ltd.	PFI - DfT / Knowsley MBC
Liverpool to Manchester Railway Electrification (Chat Moss Line)	Unknown	£100m approx	Network Rail	DfT / Network Rail
Implementation of Quality Bus Corridors and Quality Bus Contracts	Ongoing	Unknown	Merseytravel	Local Transport Plan / other public investment
Preservation and maintenance of Strategic Green Links	Ongoing	Unknown	Knowsley MBC / public and private landowners	Knowsley MBC / developer contributions / other public investment
Implementation of Green Space Strategy priorities	Ongoing (current GSS 2011 – 2014)	Approx £1.2m capital spend per annum (2008 – 2014)	Knowsley MBC	Public investment / external grants / developer contributions
Green Flag (or equivalent standard) achievement and maintenance	Ongoing (current GSS 2011 – 2014)	As per Green Space Strategy Priorities	Knowsley MBC	Public funding External grant sources Developer contributions

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Implementation of Minerals Safeguarding Areas	By end 2014	n/a	Knowsley MBC	n/a
Identification of waste sites	By end 2013	n/a	Knowsley MBC	n/a
Mersey Forest - Woodland Management	2011/2012	£500,000	The Mersey Forest / Knowsley MBC	SSFG, various
Mersey Forest - Specific site improvements including: Acornfields; Ten Acre Pits; New Hutte; Stadt Moers; Carr Lane Wood and Little Wood	2011 onwards	Varies across each site	The Mersey Forest / Knowsley MBC	Various including: FC EWGS Community Spaces Developer Contributions
Mersey Forest - Big Tree Plant: Millbank Park; Halewood Env Centre; St. Alberts Primary School; St. John Fisher school; Eaton Street; The Pasture	2011 - 2012	£57,400	The Mersey Forest / Various	Big Tree Plant

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Access to Nature: Work around Little Wood with Community groups	2011 - 2013	Unknown	The Mersey Forest	Access to Nature
Forest Schools: High Field Special School; Sandfield Nursery; Stadt Moers; Halewood Triangle; Northwood and Millbrook Park.	2011/ - 2012	Unknown	The Mersey Forest	Various including Landfill tax
Sub-regional Schemes (In other LA areas but with potential impact(s) on Knowsley)				
Mersey Gateway Project	2012 - 2016	£430m - £600m	Halton BC	Halton BC / Department for Transport / PFI
Expansion of Mersey Multi-Modal Gateway (3MG)	2010 - 2013	£92m	Halton BC / Stobart Group	Halton BC / various public sector / private investment
Mersey Gateway Port	2011 - 2015	£50m	Stobart Group	Halton BC / various public sector / private investment

Scheme	Delivery Period	Estimated Cost	Delivery Lead	Funding Arrangements
Mersey Tidal Power Scheme	2020 onwards	£2 - £3bn approx	Peel Energy	Peel Energy / NWDA
Port of Liverpool Post-panamax Container Terminal (Sefton)	2011 - 2014	£300m	Peel Ports	Peel Ports
John Lennon Airport Expansion	Up to 2030	£600m	Liverpool Airport	Peel Airports
Edge Lane Project	Ongoing	£65m	Liverpool Vision	Liverpool CC / Department for Transport / other partners
Liverpool and Wirral Waters	2012 – 2042 and beyond	£10bn	Peel Holdings	Peel Holdings / private investment
Newheartlands HMRI	Ongoing	£800m approx	Liverpool CC / Sefton MBC	HMRI / various public sector / private investment
Thornton to Switch Island Link Road	2012 - 2013	£17.4m	Sefton MBC	Sefton MBC / Department for Transport
Halton Curve	Unknown	£12m	Merseytravel / Merseyrail	None

ANNEX 2: SUMMARY PROJECT PLAN FOR THE INFRASTRUCTURE DELIVERY PLAN

Task	Partners Involved	Timescales	Notes
Establishment of steering group and stakeholder group	Council Officers Steering Group Stakeholder Group	Summer 2011	Establishing a steering group and stakeholder group for the Infrastructure Delivery Plan will be a key priority after the public consultation on the Core Strategy Preferred Options Report.
Review of existing infrastructure audit, list of planned and proposed infrastructure	Council Officers Consultation with Steering Group and Stakeholder Group	Autumn 2011	In order to ensure that the Infrastructure Delivery Plan contains up-to-date information, an ongoing review of the existing infrastructure audit will be undertaken, with consultation with and input from the steering group and stakeholder group, as well as with other infrastructure partners.
Review of draft Infrastructure Priority List	Council Officers Consultation with Steering Group and Stakeholder Group	Autumn 2011	A review of the draft Priority List will be undertaken to update any appropriate information, and to add new projects, or remove those which should no longer appear. Efforts will also be made to gather information to populate currently “unknown” parts of the Priority List.
Revisions to IDP in line with Proposed Submission Version of the Core Strategy	Council Officers	Winter 2011	It will be important to ensure that the Infrastructure Delivery Plan accords with the Proposed Submission version of the Core Strategy, and hence a review and revisions will be undertaken to ensure that the IDP adequately reflects the infrastructure priorities of the Core Strategy, as lead strategy within the LDF.

Task	Partners Involved	Timescales	Notes
Establishing infrastructure standards and identifying infrastructure shortfalls and excesses	Council Officers Consultation with Steering Group and Stakeholder Group	Autumn 2011	This important element of the Infrastructure Delivery Plan has not yet been undertaken and will involve extensive research and communication within the Council, its partners, and wider stakeholders.
Investigating infrastructure funding options	Council Officers	Autumn 2011	Following on from the existing background work, this task will include assessing the feasibility of different options for seeking planning obligations, including through infrastructure tariffs or the Community Infrastructure Levy.
Establishing Monitoring and Implementation framework	Council Officers	Winter 2011	Working together with the preparation of other monitoring processes, a methodology for assessing progress of the Infrastructure Delivery Plan and monitoring its impacts will be produced.
Sustainability Appraisal of Infrastructure Delivery Plan	Council Officers	Winter 2011	Alongside Sustainability Appraisal work on the LDF, the social, economic and environmental impact of the implementation of the Infrastructure Delivery Plan will be assessed. Changes to the Plan to enhance its sustainability outcomes may be made.
Sign off of final Infrastructure Delivery Plan to support Core Strategy examination	Council Officers Steering Group Stakeholder Group Political approval	Winter 2011	The version of the Infrastructure Delivery Plan which will support the Core Strategy through its examination will need to be approved using the appropriate political processes, reflecting the plan's role as a key supporting document for the LDF.

ANNEX 3: GLOSSARY

Term	Definition / Explanation
Core Strategy	The Core Strategy forms the central part of the Local Development Framework and sets out the long term spatial vision, spatial objectives and strategic policies for the Borough. A Core Strategy has the status of a Development Plan Document.
Communities and Local Government (CLG)	The Core Strategy forms the central part of the Local Development Framework and sets out the long term spatial vision, spatial objectives and strategic policies for the Borough. A Core Strategy has the status of a Development Plan Document.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a charge on new development, which local authorities are permitted to collect to fund infrastructure to support housing and economic growth. The CIL must be collected through the preparation of a Charging Schedule, supported by a range of infrastructure planning and economic viability evidence.
Development Plan Document (DPD)	Development Plan Documents are Local Development Documents, being those which carry the most weight in a Local Development Framework. 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 certain tests.
Green Infrastructure	Green Infrastructure is 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, airports etc. green infrastructure has its own physical components, including parks, rivers, street trees and moorland.
Infrastructure Delivery Plan (IDP)	Supporting the Core Strategy and the wider Local Development Framework, the Infrastructure Delivery Plan will set out the range of existing, planned and required infrastructure within the local authority area. This will include identifying standards of provision which should be adhered to, as well as setting out the key infrastructure projects which will be critical to the successful delivery of LDF objectives.

Term	Definition / Explanation
Liverpool City Region (LCR)	Liverpool City Region refers to the sub-regional area, including the authorities of Liverpool, Halton, Knowsley, Sefton, St.Helens and Wirral. The term can also sometimes be used in relation to a wider area, encompassing the authority areas of West Lancashire and Cheshire West and Chester.
Local Development Framework (LDF)	The Local Development Framework is a portfolio of Local Development Documents that form the local development plan. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy and policies for the local authority area.
Local Transport Plan (LTP)	The Local Transport Plan 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 and is prepared by the Integrated Transport Authority, Merseytravel.
Multi-Area Agreement (MAA)	A type of cross-boundary Local Area Agreement, a Multi Area Agreement strengthens partnerships across a wider spatial area than a local authority, for example across a sub-region. MAAs complement and do not duplicate the work of existing LAAs, the new performance framework or existing regional strategies, but offer opportunities for more meaningful joint working and more efficient leveraging of funding.
Planning Policy Guidance (PPG)	Planning Policy Guidance Notes are Central Government statements of national planning policy and guidance. Some of these have been superseded by Planning Policy Statements (PPSs).
Planning Policy Statement (PPS)	Planning Policy Statements are prepared by the Government after public consultation. PPSs explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system.
Supplementary Planning Document	Part of the LDF, Supplementary Planning Documents provide supplementary information in respect of the policies contained in DPDs, and tend to focus on particular

Term	Definition / Explanation
(SPD)	issues or on particular places. They do not form part of the Development Plan and are not subject to an independent examination.
Sustainable Community Strategy (SCS)	The Local Strategic Partnership creates a long-term vision for the area to tackle local needs. The vision is set out in the Sustainable Community Strategy. The Local Area Agreement (LAA) is the mechanism for making the vision a reality. All the outcomes and targets are designed to deliver the vision set out in the SCS.
Sustainable Drainage Systems (SuDS)	Sustainable Drainage Systems (SuDs) 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.
Unitary Development Plan (UDP)	The Unitary Development Plan is the existing statutory development plan and contains the planning framework to guide development in the local area. It covers a wide range of issues from strategic to detailed policies, and includes a separate Proposals Map including site allocations and designations for various land uses. In Knowsley, the existing UDP is the Knowsley Replacement Unitary Development Plan, which was adopted by the Council in June 2006.

