



*Knowsley Council*

# **Knowsley Local Plan: Core Strategy**

Technical Report

**Spatial Profile**

**Knowsley and its townships**

Final Version - Core Strategy Submission Document

**July 2013**

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## **0. Executive Summary**

0.0.1 This Technical Report is one of a number produced by Knowsley Council to help ensure that the Borough's Local Plan: Core Strategy is backed by robust and credible evidence. It is a revised version of drafts published at earlier stages of preparation of the Core Strategy.

### **0.1 Introduction**

0.1.1 The Borough comprises a belt of towns, suburbs and countryside. It covers an area of 8,620 ha, of which 4,644 ha is designated as Green Belt. The largest urban areas are Huyton, Kirkby, Prescott, Whiston and Halewood, which are separated by areas of countryside. Within the countryside are located the attractive villages of Knowsley, Cronton and Tarbock, together with areas of good quality farmland.

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

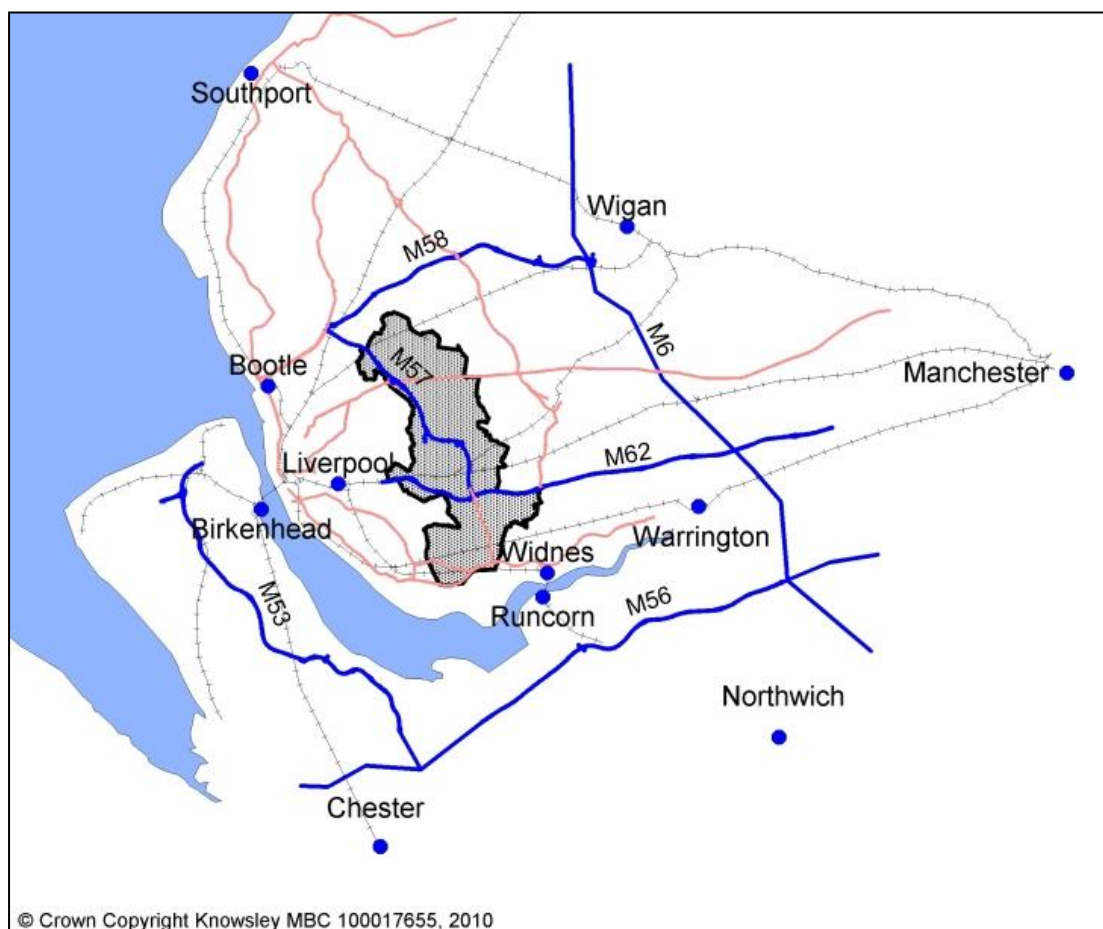
### **0.2 Liverpool City Region Context**

0.2.1 Knowsley is located between Liverpool to the west and St Helens to the east and plays an important role in the Liverpool City Region economy (see "Economy, Employment and Skills" below). The position of the Borough is shown on Figure 0.1.

0.2.2 The Borough has very good links to: Liverpool City Centre; the Port of Liverpool; Liverpool John Lennon Airport; and the national motorway network via the M62, M57, and A580 (East Lancashire Road). The Borough is likely to benefit from the development of the Liverpool Super Port area encompassing the Port of Liverpool, Liverpool John Lennon Airport, the Manchester Ship Canal and other complementary facilities.

### **0.3 Historical Context**

0.3.1 The Metropolitan Borough of Knowsley came into being on 1 April 1974. With the exception of Prescott and a few other smaller older settlements, the majority of the existing development in the area now known as Knowsley took place between the 1920s and the mid 1970s. From 1945, the Borough's employment role also developed, primarily through the growth of the Borough's Industrial and Business Parks and the Ford (now Jaguar / Land Rover) car plant at Halewood.

**Figure 0.1: Position of Knowsley in the Liverpool City Region**

## 0.4 Population

- 0.4.1 The Borough experienced a large population decline in the 1970s and 1980s. The population has subsequently fallen more slowly. Latest figures from the 2011 Census show the population of the Borough is 145,900, a fall of 3% from 2001<sup>1</sup>.
- 0.4.2 There has been a significant change in the structure of the Borough's population between 1981 and 2011. In 1981, 28% of the population was aged under 20; by 2011 this had fallen to 25%. The proportion of persons aged 65 plus rose from 9% to 16%<sup>2</sup>.
- 0.4.3 Population projections indicate that based on a continuation of past trends the Borough's population will increase by 3,100 between 2011 and 2021<sup>3</sup>. It is projected that there will be more births than deaths, combined with a net migration loss (more people leaving than coming into the Borough). The high levels of out-migration are considered to be

<sup>1</sup> 2011 Census (ONS, 2012)

<sup>2</sup> 2011 Census (ONS, 2012)

<sup>3</sup> Interim 2011 based Sub national Population Projections, (ONS, September 2012)

a threat to the future stabilisation of Knowsley's communities and future workforce.

0.4.4 Knowsley is ranked high in all measures of deprivation<sup>4</sup> and is among the most deprived Boroughs in the Country. 44.6% of the Borough's population live in the country's 10% most deprived Super Output Areas.

## 0.5 Housing

0.5.1 There are 62,967 dwellings in Knowsley.

0.5.2 The number of households in Knowsley is projected to rise by 2,400 between 2011 and 2021<sup>5</sup>. This is due, in the main, to an increase in the number of single-person households caused by elderly people living longer, higher rates of separation and divorce, and more young people forming single households of their own.

0.5.3 House prices in March 2013 ranged between £67,216 for a terraced house and £167,726 for a detached property. In general, pay levels for Knowsley residents are low. In March 2013 the average price for an entry-level house was 4.7 times the average annual pay for a full-time worker<sup>6</sup>.

0.5.4 The Council currently has no policy requiring provision of affordable housing as a matter of course in developments for market housing. This is due to a historic need to maximise opportunities to rebalance the housing market towards the market sector. However, the Borough's Strategic Housing Market Assessment (SHMA)<sup>7</sup> found that the Borough has a major housing affordability issue.

0.5.5 1890 new dwellings have been completed in Knowsley (net of loss through demolitions, conversion and changes of use between April 2003 and March 2013<sup>8</sup>). National policy requires local planning authorities to maintain a rolling five-year supply of deliverable (available, suitable, and achievable) land for housing. The Borough has a land supply for 5681 dwellings within the urban area, between April 2013 and March 2028, including land for 3017 dwellings available within the first five years of this period<sup>9</sup>. This complies with the requirements for a deliverable 5 year supply. However, there is insufficient land currently identified to cover the Core Strategy plan period. A review of Green Belts is proposed to address this issue.

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<sup>4</sup> Index of Multiple Deprivation 2010 (DCLG, 2011)

<sup>5</sup> Interim 2011 based Sub national Population Projections, (ONS, September 2012)

<sup>6</sup> Land Registry House Prices dataset (Land Registry, extracted 22/05/2013)

<sup>7</sup> Knowsley Strategic Housing Market Assessment (DCA, 2010)

<sup>8</sup> Housing Position Statement (Knowsley MBC, 2013)

<sup>9</sup> *ibid*

0.5.6 North Huyton is being comprehensively remodelled under the Revive regeneration programme. This includes approximately 1,200 demolitions<sup>10</sup> (which have already taken place as at July 2013) and plans to replace these with about 1,450 new dwellings. Development to replace the demolitions in North Huyton commenced in 2008 but the house building rate has been slower than anticipated due to the economic climate. The Council also intends to promote the remodelling of Tower Hill in Kirkby including the construction of about 300 new dwellings<sup>11</sup>.

## **0.6 Economy, Employment and Skills**

0.6.1 The Borough plays an important role in the Liverpool City Region. It contains several major industrial and business parks, including one of the largest in Europe (Knowsley Industrial Park) which is estimated to provide employment for 45,800 people<sup>12</sup>. It is estimated that around 24,870 of Knowsley's residents commute to Liverpool to work each day<sup>13</sup>.

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

0.6.3 The sectoral shift has resulted in issues for Knowsley's industrial areas where some existing premises and associated infrastructure are no longer suitable resulting in high vacancy levels. Parts of Knowsley Industrial Park form an example of this.

0.6.4 The Borough has low average wage levels for residents and a mismatch in wages between local residents and those working in the Borough. At £451 per week, Knowsley residents working full-time receive £57 less than the average for Great Britain. Although Knowsley residents receive the lowest average weekly wage in the Liverpool City Region, people who work in Knowsley receive the third highest average weekly wage (£492).<sup>14</sup>

0.6.5 As at April 2013 the Borough contained 170.15 hectares of land which were considered to be suitable for employment development<sup>15</sup>. Of

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<sup>10</sup> Figure sourced from policy H3 of the Knowsley Replacement Unitary Development Plan (2006)

<sup>11</sup> See North Huyton Action Area SPD (Knowsley MBC, 2007) and Tower Hill Action Area SPD, (Knowsley MBC, 2007)

<sup>12</sup> Annual Population Survey Commuting Flows (ONS, 2011)

<sup>14</sup> Annual Survey of Hours and Earnings resident analysis (ONS, 2012)

<sup>15</sup> Defined as development within Classes B1("Business"); B2 ("General Industrial") and B8 ("Storage and Distribution") of the Town and Country Use Classes Order 1997 (as amended)

these 94.05 hectares are considered suitable for development within 3 years. Since April 1995, a total of 180.22 hectares of employment land has been developed about 55% of which has been within Knowsley Industrial Park. There has been a general slowdown in the rate of development since 2008.

0.6.6 Although Knowsley is making progress in tackling educational attainment levels it has the second highest proportion of working age population in the North West that do not have any qualifications (16.2%)<sup>16</sup>. In 2012 Knowsley was still ranked 151 out of 151 local authorities nationally for the proportion of students achieving 5+ A\*-C grades, including English and maths, at GCSE level<sup>17</sup>.

## **0.7 Town Centres and Shopping**

0.7.1 Kirkby, Prescot and Huyton are the Borough's main centres for shopping and other local services. They are generally smaller than other town and city centres in neighbouring districts. Kirkby and Huyton centres date from the 1950s and 1960s while Prescot contains a much older historic core. The Borough's town centres and shopping study<sup>18</sup> states that Huyton, Kirkby and Prescot town centres are failing to perform well as locations for shopping, leisure and other town centres uses, and had very little "evening economy" uses such as restaurants. They also suffer from high levels of 'leakage' of retail expenditure to centres and "out of centre" retail parks outside the Borough, particularly Liverpool.

0.7.2 The Borough contains three suburban district centres in Halewood, Stockbridge Village and Page Moss. The centres at Halewood and Stockbridge Village have recently been comprehensively regenerated including new shopping, community and other facilities. A network of smaller local centres provide valuable neighbourhood shopping facilities, although some of these are experiencing difficulties.

0.7.3 Outline planning permission was granted in March 2011 that, if implemented, will regenerate Kirkby Town Centre through provision of a major foodstore, other shops, food and drink uses, professional and financial services, pubs / bars, hot food take away, and a replacement health centre and library in the Town Centre and on land adjoining it.

## **0.8 Natural Environment**

0.8.1 4,644 ha of land (representing 54% of the Borough) is designated as Green Belt. The urban areas contain a network of open spaces of

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<sup>16</sup> Annual Population Survey January 2012 - December 2012 (ONS, 2013)

<sup>17</sup> School Performance Tables (Department for Education, 2012)

<sup>18</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

various types, which contribute hugely to the quality of life and health of Knowsley's residents.

0.8.2 Knowsley has 16 established parks and gardens offering formal and informal recreation opportunities. A significant proportion of the parks are multi-functional and include a high proportion of natural and semi-natural woodland areas, together with 25 fixed children's playgrounds and five young people's facilities. Knowsley's urban areas also contain a further network of smaller open spaces, mostly in the form of amenity greenspace. Some amenity greenspaces are, however, of relatively poor quality and/or suffer from antisocial behaviour.

## **0.9 Huyton and Stockbridge Village**

0.9.1 Huyton and Stockbridge Village are located in the centre of the Borough and, with a population of 56,200, form the largest of Knowsley's townships<sup>19</sup>. The area is mainly suburban and includes a number of residential neighbourhoods. The main employment areas are Huyton town centre, which is the main administrative centre for the Borough, and the Huyton and King's Business Parks.

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

0.9.3 South Huyton is one of the more affluent areas within the Borough while the North Huyton and Stockbridge Village areas have significant social issues related to deprivation. North Huyton and Stockbridge Village also have high proportions of social rented housing (North Huyton as an overall area with 39% of homes being social rented, and Stockbridge ward with 59% of homes classed as social rented)<sup>20</sup> and the area overall is dominated by three bedroom terraced and semi-detached housing.

0.9.4 North Huyton is currently undergoing a comprehensive regeneration programme (delivered via the Revive consortium) which aims to tackle unemployment, poor examination results, ill health, poor housing, and crime and disorder. The regeneration programme includes approximately 1,200 demolitions<sup>21</sup> (which have already taken place as

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<sup>19</sup> 2011 Census (ONS, 2012)

<sup>20</sup> 2011 Census (ONS, 2012)

<sup>21</sup> Figure sourced from policy H3 of the Knowsley Replacement Unitary Development Plan (2006)



at July 2013) and plans to replace these with about 1,450 new dwellings.

- 0.9.5 Huyton town centre provides a range of local services, including health facilities, and is the main location for the Council's offices. Although Huyton has been improving its retail performance there is little evidence that it attracts any significant trade from outside its immediate catchment. Stockbridge Village district centre has recently been comprehensively regenerated including a new small supermarket, library, leisure centre and other facilities.
- 0.9.6 Land around the River Alt near Seth Powell Way and part of Huyton Business Park, near Logwood Mill Brook is considered to be at risk of flooding.

**KEY ISSUES – HUYTON AND STOCKBRIDGE VILLAGE**

- To re-balance the housing market to meet local needs and contribute to those of the wider Liverpool City Region through comprehensive housing led regeneration in North Huyton and Stockbridge Village and targeted release of sites in South Huyton to provide a diverse range of affordable and market sector housing.
- To strengthen the existing successful employment locations at Huyton and Kings Business Parks including the delivery of further employment development within these areas.
- To review the Green Belt boundary to meet longer term development needs at:
  - Knowsley Lane, to the north of Huyton (for mixed housing and employment uses);
  - Edenhurst Avenue, to the south west of Huyton (for housing).
- To enhance Huyton Town Centre, with appropriate retail uses focused within the Derby Road / Cavendish Walk primary shopping area, environmental enhancements and a broader mix of evening, leisure and other service uses encouraged primarily in other parts of the town centre.
- To further improve Stockbridge Village District Centre, in combination with wider regeneration proposals for the Stockbridge area.
- To support shopping and service provision of an appropriate scale relative to the size and function of local centres within Huyton.
- To deliver enhanced and sustainable transport connectivity between residential neighbourhoods and employment uses at Kings and Huyton Business Parks and linking to the wider transport network within the City Region.
- To recognise the role, character and distinctiveness of the area's pockets of historically important townscape through protection and enhancement of historic assets.
- To improve the quality and accessibility of existing local greenspace, and strengthen the role and value of the strategic Green Infrastructure network, including Stadt Moers Park and the Alt Corridor, and improve other areas of environmental importance.

## 0.10 Kirkby

- 0.10.1 Kirkby is located in the north of the Borough and, with a population of 41,200, is the second largest settlement in Knowsley<sup>22</sup>. It is a free standing town separated from Liverpool to the west by a narrow strip of Green Belt. It is easily accessible from the M57 and M58 motorways and is served by a local bus station a railway station on the Liverpool / Wigan line.
- 0.10.2 The area's rural landscape was largely undeveloped with only sporadic groups of buildings until the mid 20<sup>th</sup> century. During the Second World War, the Government built a munitions factory on what is now known as Knowsley Industrial Park. The area subsequently became one of the largest industrial estates in the country employing 26,000 people at its peak in the early 1970s.
- 0.10.3 During the 1950s large amounts of Council housing were built in Kirkby to provide replacement housing for Liverpool's slum clearance programme. The town grew to a population of over 50,000 by 1961 before declining by about 20% and then stabilising by 1991.
- 0.10.4 Kirkby is mainly suburban in character and includes a high proportion of social rented housing (36%)<sup>23</sup>. Housing affordability is a widespread issue despite the relatively low house prices. This is due to exceptionally low average household incomes.
- 0.10.5 Kirkby has high levels of deprivation with the majority of area falling within the most deprived 5% in the country<sup>24</sup>. Rates of economic activity are low with just 65% of the area's 16-74 population being economically active<sup>25</sup>. It also has significant health issues with high levels of smoking, poor diet, obesity and teenage conception.
- 0.10.6 More than 16,700 people are employed in Knowsley Industrial Park and the adjoining Knowsley Business Park. The Business Park, although contiguous with the Industrial Park, is within the Prescot, Whiston, Cronton and Knowsley Village township area. Generally the southern portion of Knowsley Industrial Park was developed later than the northern part and includes a range of modern large, small and prestigious units. A framework is being developed to improve the Park's accessibility and attractiveness.
- 0.10.7 Kirkby town centre was built in the 1960s and provides shops, a market, and a range of local services, mainly for local residents. It has had very little investment and consequently has a poor quality environment. The main 'anchor' food retailer vacated its town centre

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<sup>22</sup> 2011 Census (ONS, 2012)

<sup>23</sup> 2011 Census (ONS, 2013)

<sup>24</sup> Index of Multiple Deprivation (DCLG, 2010)

<sup>25</sup> 2011 Census (ONS, 2013)

premises in the 1970s and the store remains empty. The town centre has a strong local and discount retail focus and is under performing.

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

0.10.9 Some of Kirkby's local centres are considered to be experiencing significant difficulties<sup>26</sup>. This includes two that are considered to be no longer commercially sustainable in their current format.

0.10.10 For its population size, Kirkby has a large provision of amenity greenspace. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour. There is a strong network of interlinked linear open spaces along Valley Corridor and connected areas.

0.10.11 An area along Kirkby Brook and Simonswood Brook has been identified as having a greater than a 1 in 100 chance each year of flooding. This area includes about 180 dwellings.

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<sup>26</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

### KEY ISSUES – KIRKBY

- To improve the quality, choice and affordability of housing to meet local needs, with priority being given to comprehensive housing-led regeneration in Tower Hill, and further targeted provision appropriate to needs and opportunities in Northwood, Westvale and Southdene to provide a diverse range of affordable and market sector housing;
- To maximise the role of Knowsley Industrial and Business Parks as a strategic employment location for the Liverpool City Region, including delivery of new employment development prioritising existing employment allocations and previously developed sites with associated access improvements and linkages to other areas of Kirkby;
- To review the Green Belt boundary to meet longer term development needs at:
  - Land at Bank Lane (for housing); and
  - Land to the east of Knowsley Industrial Park (for employment uses).
- To deliver retail-led regeneration in Kirkby Town Centre, focused around the primary shopping area (St. Chads Parade) and expansion of the town centre to the south, to ensure it provides the focal point for high quality shopping, recreation, employment, education and leisure facilities;
- To enhance transport links between residential neighbourhoods and Kirkby Town Centre and Knowsley Industrial Park, and between Kirkby and other places in the Liverpool City Region. This may (subject to funding) include construction of Merseytram Line 1 and a rail interchange / park and ride at Headbolt Lane;
- To recognise the role and character of the area's heritage value through protection and enhancement of heritage assets; and
- To improve the quality and accessibility of Kirkby's local greenspaces and improve other areas of environmental importance, whilst strengthening the role and value of the strategic Green Infrastructure network, including the Valley Corridor green link, to provide a range of well-used multi-functional areas incorporating attractive walking and cycling provision linking different parts of Kirkby.

## 0.11 Prescott and Whiston Cronton Knowsley Village

0.11.1 The area of Prescott, Whiston, Cronton and Knowsley Village is located in the centre of the Borough and has a population of 28,400<sup>27</sup>.

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

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

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

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

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

0.11.7 Knowsley Village developed as an estate village for nearby Knowsley Hall. Since the Second World War it has grown significantly with a new housing estate to the east of the original village.

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<sup>27</sup> 2011 Census (ONS, 2012)

- 0.11.8 Cronton village has rural origins which are evident from its collection of buildings dating from the 17<sup>th</sup> to the 19<sup>th</sup> century. As with Knowsley Village, the main expansion of the settlement occurred in the 20<sup>th</sup> century with the development of housing estates to the south of the village core.
- 0.11.9 Prescott, Whiston, Cronton and Knowsley Village are more affluent compared to other parts of the Borough. This area has one of the lowest levels of worklessness and benefits claimants across Knowsley. The area generally scores more favourably on health and wellbeing indicators than other parts of Knowsley but less favourably than the national averages.
- 0.11.10 The area contains a large employment area (120 ha) north of Knowsley Village (Knowsley Business Park) which contains a range of good quality modern large and small employment buildings. It is contiguous with the Knowsley Industrial Park, which is in the Kirkby township.
- 0.10.11 Prescott town centre is based on an original mediaeval market town plot layout. It contains an indoor shopping centre built in the 1980s. Both the indoor centre and the older shops suffer from low rental levels and high vacancy rates<sup>28</sup>. Cables Retail Park, located to the south of Prescott town centre, was opened in 2000 and is very successful with a large food supermarket and non-food retail units.
- 0.11.12 Outside Prescott town centre, the Prescott/Whiston area contains two local centres both of which are experiencing some commercial difficulties<sup>29</sup>.
- 0.11.13 The presence of Stadt Moers Country Park contributes to a good standard of provision to the south of the area but there is a deficiency of parks elsewhere in the area. There is also a deficiency of other types of greenspace including allotments.
- 0.11.14 The Prescott Town Centre Conservation Area is considered to be at risk with its condition being described as "Improving". Prescott Town Centre has been awarded funding through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

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<sup>28</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>29</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

**KEY ISSUES – PRESCOT, WHISTON, CRANTON AND KNOWSLEY VILLAGE**

- To regenerate Prescott Town Centre, improving the mix of high quality shopping, recreation, employment, community and leisure facilities, by consolidating the primary shopping area on Eccleston Street and integrating Cables Retail Park more effectively with the town centre, including improved linkages on Sewell Street;
- To capitalise on the area's unique heritage by preserving, protecting and enhancing historic assets, particularly in Prescott Town Centre, Cranton and Knowsley Village;
- To improve the quality, choice and affordability of housing and accessible employment development to meet local needs, with an initial focus on the significant development and regeneration opportunities in South Prescott;
- To review the Green Belt boundary to meet longer term development needs at:
  - Land to the north west of Prescott (for housing);
  - Land at Carr Lane, to the west of Prescott (for employment uses);
  - Land to the south of Whiston (for housing);
  - Land at Knowsley Village (for housing); and
  - Cranton Colliery and adjacent land south of the M62 (for employment uses);
- To enhance links between individual communities and facilities and job opportunities in Prescott Town Centre, Knowsley Safari Park, Whiston Hospital, Huyton Business Park, Kings Business Park and Knowsley Industrial and Business Parks, and in the wider Liverpool City Region;
- To improve the quantity, quality and accessibility of local greenspaces, and improve other environmentally important areas, whilst strengthening the role and value of the Green Infrastructure network, including the Whiston to Cranton Corridor strategic green link and Stadt Moers Park, to provide well-used multi-functional areas incorporating attractive walking and cycling provision; and
- To recognise the historic and recreational significance and contribution of the Knowsley Hall Estate and Knowsley Safari Park at a local and sub-regional level and ensure appropriate support for complementary development of an appropriate scale at this location.



## 0.12 Halewood

- 0.12.1 With a population of 20,100, Halewood is the smallest of the Borough's townships<sup>30</sup>. It is located in the south of Knowsley and is generally perceived to be isolated from the other Knowsley townships due to its geographical location. It does, however, benefit from its good strategic links with Liverpool and close proximity to the A652 and A5300 offering good road access to Liverpool and Cheshire. It contains one of the Borough's key employers - Jaguar / Land Rover and also benefits from close proximity to Speke Industrial Park and Liverpool John Lennon Airport.
- 0.12.2 Halewood has a suburban character and is contiguous with the suburbs of Liverpool to the west. The Halewood Township also includes the attractive rural village of Tarbock.
- 0.12.3 Tarbock is by far the smallest settlement in the Borough. It is also one of the oldest and consists of a loose knit grouping of dwellings some dating from the 15th century. Due to its rural nature, Tarbock is relatively isolated in terms of transport links, although there are bus services which connect the village with Liverpool and Widnes.
- 0.12.4 Although the area contains a small number of historic buildings, the main urban area of Halewood was mainly developed in the 20<sup>th</sup> century, particularly since 1945. Initially development took place in the southern part of Halewood and consisted of overspill housing from Liverpool. More recently it has been from private sector developments in the northern part of the area.
- 0.12.5 Deprivation levels in Halewood are not as severe as they are in other parts of the Borough. There are, however, localised concentrations of deprivation in the south of the area. Halewood residents do not experience the severity of health problems experienced elsewhere in Knowsley. There are, however, some notable issues around mortality rates attributable to smoking, diet and alcohol intake.
- 0.12.6 Due to the relatively high house prices in Halewood, the area faces significant affordability issues.
- 0.12.7 The Ford (now Jaguar / Land Rover) car plant was built in the early 1960s and is one of the largest single employers on Merseyside. Halewood is heavily dependent for employment on the plant and adjoining supporting industries.
- 0.12.8 The Ravenscourt shopping centre at Halewood was constructed in the post war period and became rundown in recent years. Comprehensive regeneration of the area has recently been completed including health

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<sup>30</sup> 2011 Census (ONS, 2012)

and community facilities at the Halewood Centre, a 1,597 sq. m. food store and 12 retail non food units together with car parking and a bus interchange.

0.12.9 Halewood has a good provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour. In July 2011 Halewood's first open space received a Green Flag standard award.

0.12.10 Areas adjacent to Netherley Brook are identified as being at risk of flooding including the site at Bridgefield Forum (which is allocated for housing in the Knowsley Replacement Unitary Development Plan, 2006).

### **KEY ISSUES – HALEWOOD**

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

## **1. Introduction**

- 1.0.1 This Technical Report is one of several produced by Knowsley Council to help ensure that the Knowsley Local Plan: Core Strategy is supported by robust and credible evidence.
- 1.0.2 This report is a revision of earlier drafts, dated June 2011 and November 2012 which were published at earlier stages of preparation of the Core Strategy. Revisions have been made in the light of updated evidence and representations received at these earlier stages. The evidence has been obtained mainly from nationally published material and monitoring systems within the Council's Policy Impact and Intelligence Section.
- 1.0.3 The Core Strategy is the key overarching document for the Local Plan and will heavily influence subsequent Local Plan documents including the Site Allocations and Development Policies Development Plan Document.

### **1.1 Purpose of Report**

- 1.1.1 This Technical Report provides an overall portrait of the Borough of Knowsley, its role in the Liverpool City Region, and the key issues and opportunities which affect the Borough and each of its communities. The Report does not replicate the level of detail contained in the other technical reports for individual topics. For example, the "Planning for Housing Growth" Technical Report<sup>31</sup> contains a more complete description of housing issues facing the Borough.

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<sup>31</sup> Technical Report: Planning for Housing Growth (Knowsley MBC, 2013)

## 2. Knowsley Spatial Profile

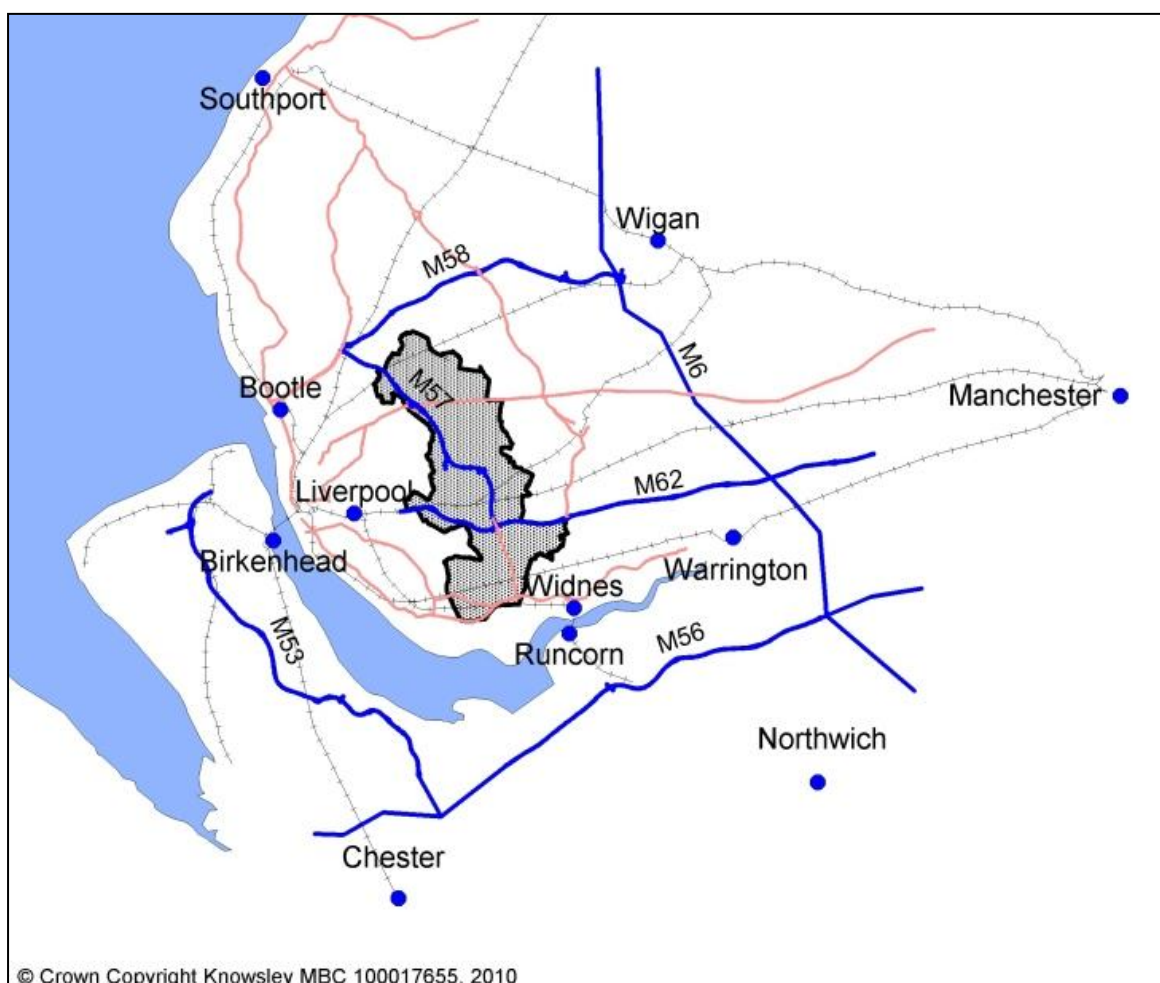
### 2.1 Introduction

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

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

### 2.2 Liverpool City Region Context

**Figure 2.1: Liverpool City Region Context**



- 2.2.1 Knowsley is located between Liverpool to the west and St Helens to the east and plays an important role in the Liverpool City Region. It contains several major industrial and business parks including one of the largest in Europe (Knowsley Industrial Park) and provides employment for 45,800 people<sup>32</sup>. It is therefore a major location for employment in the City Region. The Borough's links with Liverpool are particularly strong with around 24,870 of Knowsley's residents estimated to commute into Liverpool to work each day.
- 2.2.2 The Borough has very good links to: Liverpool City Centre; the Port of Liverpool; and Liverpool John Lennon Airport. It also has good links to the national motorway network via the M62, M57, and A580 (East Lancashire Road) which runs through the Borough and the M58 which runs just to the north of it.
- 2.2.3 The Master Plan for Liverpool John Lennon Airport<sup>33</sup> sets out the proposals for the long term expansion of the airport together with the economic growth and job creation opportunities that the proposals could bring. The proposed expansion of the airport includes a new Eastern Access Transport Corridor linking the airport directly to the southern end of Knowsley at the A561/A562 (Speke Boulevard). This may contribute to future economic investment in the Borough.
- 2.2.4 The Liverpool Super Port area encompasses the Port of Liverpool, Liverpool John Lennon Airport, the Manchester Ship Canal and other complementary facilities. Although these facilities are located outside the Borough, it is considered that the Borough's good links will provide opportunities to promote future growth in Knowsley; particularly through the provision of logistics and warehousing.

## 2.3 Historical Context

- 2.3.1 The Metropolitan Borough of Knowsley came into being on 1 April 1974. It takes its name from the village of Knowsley where the Earls of Derby have lived at Knowsley Hall since the 14th century.
- 2.3.2 The communities within Knowsley are, probably more so than almost any other metropolitan area, a creation of the 20th century. With the exception of Prescott and a few other smaller older settlements, the majority of the existing development in the area now known as Knowsley took place between the 1920s and the mid 1970s. Much of this expansion was as a result of Liverpool overspill development. From 1945, the Borough's employment role also developed, primarily through the growth of the Borough's Industrial and Business Parks and the Ford (now Jaguar / Land Rover) car plant at Halewood.
- 2.3.3 During the 1970s and 1980s over 20,000 jobs were lost from Knowsley Industrial Park alone and thousands of local people faced unemployment. At

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<sup>32</sup> Annual Population Survey Commuting Flows (ONS, 2011)

<sup>33</sup> Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)

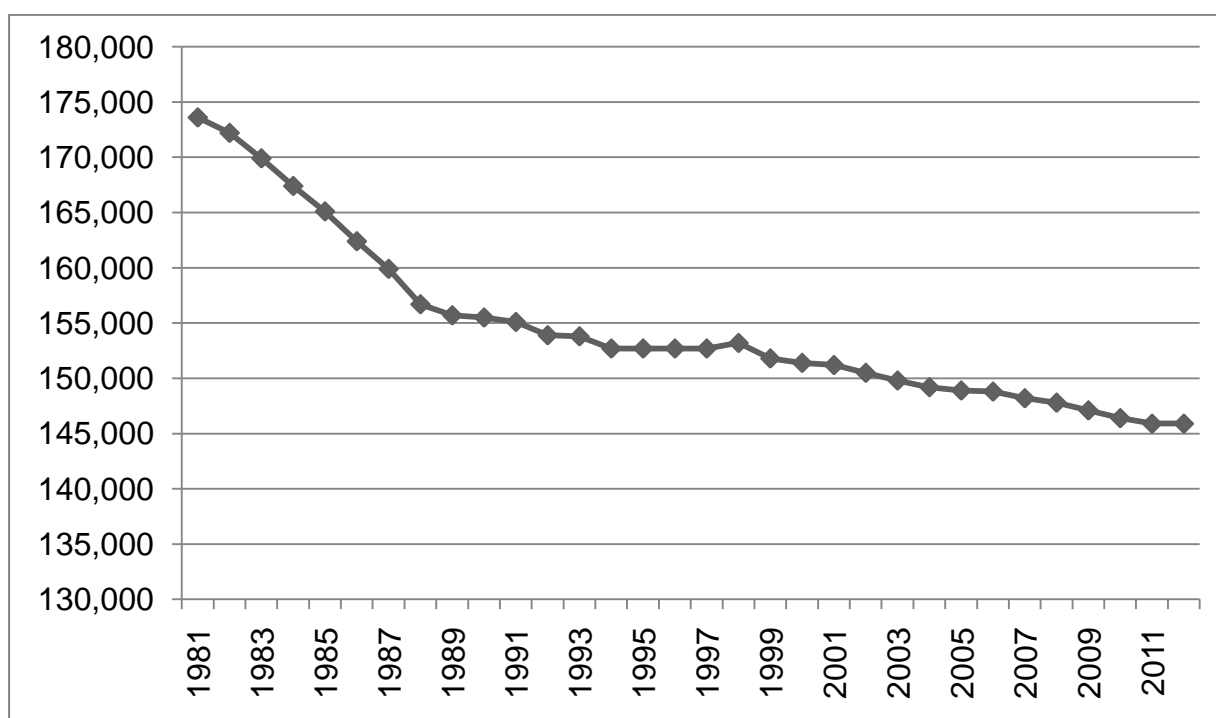
the same time Knowsley had a relatively poor choice of housing to buy while nationally there was an unprecedented growth in the demand for owner-occupation. These factors contributed to a large number of people leaving the Borough. Between 1971 and 1991, Knowsley's population declined by nearly 40,000<sup>34</sup>.

## 2.4 Population

2.4.1 As a result of the large population decline in the 1970s and 1980s, in 1991 the Council embarked on an ambitious "stabilisation strategy". This included extensive house building that led to over 6,000 dwellings being built up to 2002. It contributed to a significant slowing in the rate of population loss in the 1990s and since 2000.

2.4.2 The 2001 Census estimated the population of Knowsley to be 150,459. By the 2011, this had declined to 145,900. ONS have published revised mid year estimates for the period 2002 – 2010, which shows a gradual population decline over this period. Figure 2.2 shows the estimated change in population from 1981 until 2012.

**Figure 2.2 - Knowsley Population 1981 – 2012**



Source: Mid-year estimates (ONS, various); Census 2011 (ONS, 2012)

2.4.3 The fall in population between 1981 and 2011 masks a significant change in the structure of the Borough's population. The number of persons aged 65+ rose by 31% while the number of persons aged under 20 fell by 30%. In

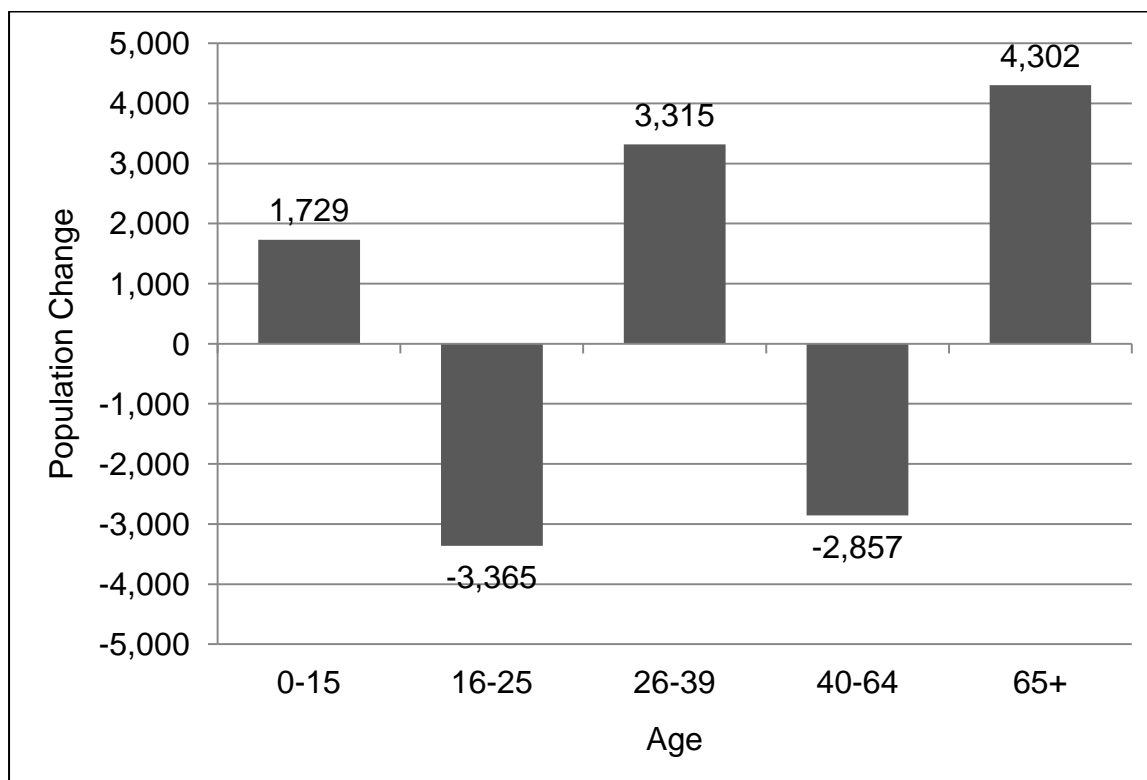
<sup>34</sup> ONS Mid-year Population Estimates (ONS, various)

1981, 28% of the population was aged under 20; by 2011 this had fallen to 25%. The proportion of persons aged 65 plus rose from 9% to 16%.

2.4.4 Population projections indicate what will happen if past trends continue. The Borough's population is expected to rise by 3,100 between 2011 and 2021<sup>35</sup>. This is due to it being projected that there will be more births than deaths, combined with a net migration loss (more people leaving than coming into the Borough).

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

**Figure 2.3 - Knowsley Population Projection 2011 – 2021**



Source: Interim 2011-based sub national population projections (ONS, 2013)

2.4.6 Figure 2.3 shows that it is expected that the population of the Borough will become increasingly dependent over the next ten years. It is projected that there will be an increase in the younger (0-15) and older (65+) populations, by approximately 6,000 people. The working age population is expected to

<sup>35</sup> Interim 2011-based sub national population projections (ONS, 2013)

decrease from 61.8% of the total population in 2011 to 59.1% in 2021. The people leaving the Borough are projected to be the younger, more mobile working age population. The change in population structure is likely to impact on requirements for housing, employment, and health provision.

2.4.7 Knowsley has a comparatively small Black and Minority Ethnic population, with around 2.8% of the overall population falling into this category, compared to around 14.6% nationally. Table 2.1 shows that the population of the Borough is predominantly white (97.2%). This is considerably more than the percentage for Liverpool but is in line with the other authorities in the Liverpool City Region.

**Table 2.1 - Ethnicity**

	Number	Percentage					
	Knowsley	Knowsley	Halton	Liverpool	Sefton	St. Helens	Wirral
<b>White</b>	141,858	97.2%	97.8%	88.9%	97.4%	98.0%	97.0%
<b>Mixed</b>	1,913	1.3%	1.1%	2.5%	1.0%	0.7%	1.0%
<b>Asian</b>	1,403	1.0%	0.7%	4.2%	1.0%	1.0%	1.6%
<b>Black</b>	505	0.3%	0.2%	2.6%	0.3%	0.1%	0.2%
<b>Other</b>	214	0.1%	0.1%	1.8%	0.3%	0.1%	0.2%
<b>BME</b>	4,035	2.8%	2.2%	11.1%	2.6%	2.0%	3.0%

Source: 2011 Census (ONS, 2011)

## 2.5 Deprivation

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

2.5.2 In order to identify different types of deprivation, six measures of deprivation have been produced. For each measure, each district across England is given a rank, with a rank of 1 indicating that the district is the most deprived in the Country and 354 as the least deprived. Table 2.2 shows Knowsley Borough's ranking against the different measures for 2004, 2007, and 2010.



**Table 2.2 Types of Deprivation**

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

Source: Index of Multiple Deprivation 2004, 2007, 2010

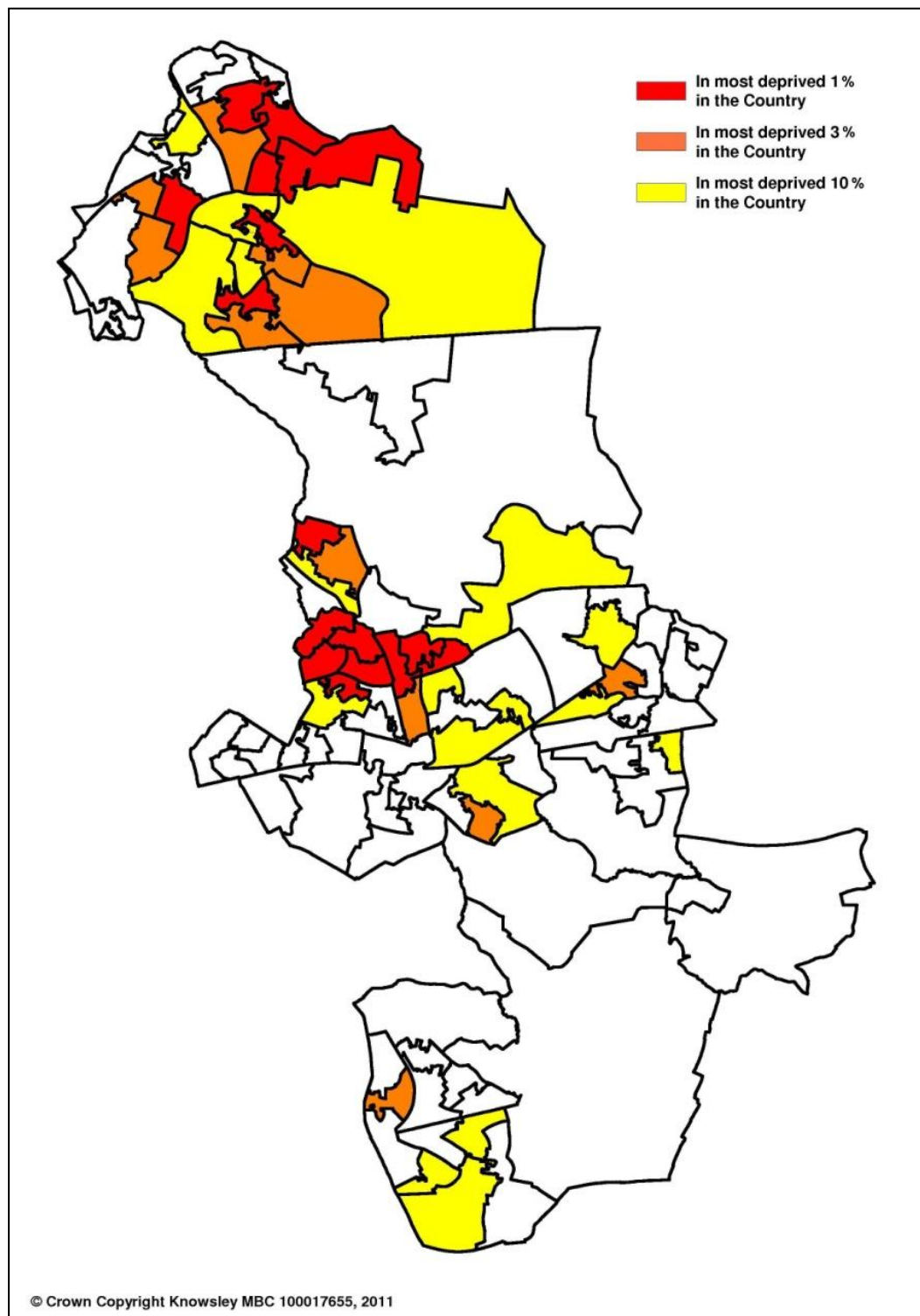
2.5.3 Knowsley is ranked high in all measures of deprivation and is among the most deprived Boroughs in the Country<sup>36</sup>.

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

2.5.5 Figure 2.4 shows the SOAs that are ranked in the upper ten percent most deprived nationally. It shows that the most deprived areas of the Borough are in Kirkby, Stockbridge Village and North Huyton, with several other parts of the Borough falling within the 3% and 10% most deprived areas in the country.

<sup>36</sup> Index of Multiple Deprivation 2010 (DCLG, 2011)

**Figure 2.4: Deprivation in Knowsley**



Source: Index of Multiple Deprivation 2004, 2007, 2010

- 2.5.6 Approximately 20,290 residents in Knowsley are classed as 'workless'<sup>37</sup>. This represents 21.5% of the working age population (WAP), compared to the national rate of 11.6%. In 2011 24.8% of households in Knowsley were classed as workless (those which include at least one person aged 16 to 64 and no-one in work)<sup>38</sup>. The national rate was 18.9%. Liverpool has the highest level of workless households in the country with 31.6% of households being workless. Sickness or disability is the main reason for being workless across the country.
- 2.5.7 At 11,540, the number of people claiming Employment Support Allowance and incapacity benefits is a significant issue for Knowsley<sup>39</sup>. This is equivalent to 12.2% of the working age population, compared to the Great Britain rate of 6.3%. Whilst the Borough has had recent success in creating jobs, 6.1% of working age residents claim Job Seeker's Allowance (JSA) (April 2013)<sup>40</sup>. Of those claiming JSA, 30% have been claiming for 12 months or more.

## 2.6 Health and Well Being

- 2.6.1 A quarter of residents (24.5%) said that they had a long-term health problem or disability which limited their day to day activities<sup>41</sup>. An increasing ageing population may exacerbate this issue.
- 2.6.2 People living in Knowsley have a lower life expectancy at birth than the national average – 76.5 years for males compared to a national average of 79.0, and 81.0 for females compared to a national average of 82.9<sup>42</sup>. Although life expectancy levels have increased, the Borough's level is still among the lowest in the Country.
- 2.6.3 The lifestyle choices made by some residents have a significant impact on their health. The Borough has higher than average numbers of residents who die from lung cancer, liver disease, respiratory problems and heart disease<sup>43</sup>. These conditions are associated with smoking, drinking and other lifestyle choices. Other indicators such as childhood obesity and dental health issues in children indicate that children living in Knowsley are experiencing a greater number of health problems than the national average. Children's health issues are associated with lifestyle choices, activity levels and diet.
- 2.6.4 Within the Borough, the distribution of health issues is extremely uneven. Residents in North Huyton and Kirkby face the most significant health related problems, while those living in South Huyton have relatively better levels of health although they are still below the Country as a whole<sup>44</sup>.

<sup>37</sup> DWP key-out-of work benefit claimants (Job seekers allowance, Incapacity benefit, Lone parent benefit, Employment support allowance and other income related benefits), November 2012 (ONS, 2013)

<sup>38</sup> Workless households for regions across the UK in 2011 (ONS, 2012)

<sup>39</sup> DWP benefit claimants, November 2012 (ONS, 2013)

<sup>40</sup> Claimant Count with rates and proportions (ONS, 2013)

<sup>41</sup> 2011 Census (ONS, 2013)

<sup>42</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

<sup>43</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

<sup>44</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

## 2.7 Education

2.7.1 Knowsley is making progress in raising educational attainment but its performance still lags behind performance at the national level. The Borough has the second highest proportion of working age population in the North West that do not have any qualifications (16.2%)<sup>45</sup>. Table 2.3 shows the proportion of students achieving 5+ A\*-C grades, including English and maths, at GCSE level. At 40.9%, the Borough has improved by 0.01 percentage points from the 2010/11 performance. Nationally the percentage who achieved 5+ A\*-C grades increased from 58.2% to 58.8%. Knowsley remains bottom of the league table nationally for GCSE attainment.

**Table 2.3: Percentage of pupils at the end of Key Stage 4 achieving 5 or more A\* - Cs Including English and Maths**

	2009	2010	2011	2012
<b>Knowsley</b>	33.5	38.0	40.8	40.9
<b>England (state funded schools only)</b>	50.7	55.2	58.2	58.8
<b>Gap between Knowsley and England</b>	17.2	17.2	17.4	17.9

Source: School Performance Tables (Department for Education, 2012)

2.7.2 In Knowsley, there is a noticeable difference between the proportion of girls and boys achieving 5+ A\*-C grades including English and maths (44.2% for girls and 37.7% for boys)<sup>46</sup>.

2.7.3 In recent years 11 secondary schools have been replaced by 6 new learning centres. Knowsley's primary schools have also received significant investment with some new schools being built and some merging. The programme provides an improved range of educational opportunities together with broader uses of school premises by the community.

2.7.4 There continue to be improvements in the percentage of 16 – 18 year olds in education, employment or training (EET). Between March 2012 and March 2013 the Borough saw an increase in this figure of 3%. At 82.5% of 16-18 year olds the Borough is currently performing above the national average of 80.9%<sup>47</sup>.

2.7.5 The proportion of 16 – 18 year olds not in education, employment or training (NEET) at March 2013 saw a reduction of 17.3% on the previous year's figure<sup>48</sup>. However, at 8.1% Knowsley still has one of the highest rates nationally. Compared to the other Liverpool City Region authorities Knowsley's performance is mid-range, with Liverpool, St. Helens and Halton all having a higher NEET population. There are significant variations of NEET

<sup>45</sup> Annual Population Survey January 2012 - December 2012 (ONS, 2013)

<sup>46</sup> GCSE and Equivalent Results 2011/12 (Revised) (Department for Education, 2013)

<sup>47</sup> Academic Age 16-18 year old cohort in full time learning by type of learning (NCCIS, 2013)

<sup>48</sup> Adjusted NEET figures (NCCIS, 2013)

across the Borough ranging from 4.3% of 16-18 year olds in South Huyton to 11.25% in North Huyton. Young people who are not in education, employment or training are more vulnerable to problems in later life including low skills, unemployment and lower incomes.

## 2.8 Households and Housing

- 2.8.1 The average household size in the Borough is 2.36 persons, in line with the England average. A large proportion of households contain dependent children and lone parent families. Knowsley has the highest average household size in the Liverpool City Region<sup>49</sup>.
- 2.8.2 Table 2.4 shows the forecast change in the number of households in the Borough. This is an interim projection based on an estimate of the number of houses in 2011 and is calculated using past trends. It does not represent housing need.

**Table 2.4 - Knowsley Household Forecast 2011 to 2028**

Year	2011	2015	2021	Change 2011 - 2021
<b>Number</b>	61,300	62,400	63,700	2,400
<b>% Change</b>		1.8%	2.1%	3.9%

Note: household projections are an indication of the likely increase in households given the continuation of recent demographic trends.

Source: CLG 2011-based Interim Household Projections (CLG, 2013)

- 2.8.3 The estimated number of households in the Borough is 61,323<sup>50</sup>. The number of households in Knowsley is projected to rise by 2,400 between 2011 and 2021<sup>51</sup>. This is due, in the main, to an increase in the number of single-person households caused by elderly people living longer, higher rates of separation and divorce, and more young people forming single households of their own.
- 2.8.4 Knowsley has a total housing stock of 62,967 properties<sup>52</sup>. Semi detached and terraced properties are the most abundant house type in Knowsley. The most common property size is for three bedroom properties, with an established need for smaller and larger homes. Home ownership remains low when compared with the City Region and although tenure has been diversified from registered providers into home ownership, there has been small growth in the private rented sector from 2001 to 2011. The level of households classed as in fuel poverty in Knowsley, currently stands at a 23.45%<sup>53</sup> (14,500) of all households, approximately 2.45% higher than the England level (21%), and 1.45% higher than the Liverpool City Region level (22%). The most commonly

<sup>49</sup> Household projections by type and district (ONS, 2012)

<sup>50</sup> 2011 Census (ONS, 2012)

<sup>51</sup> Interim 2011-based CLG Household Projections (CLG, 2013)

<sup>52</sup> 2011 Census - Table QS418EW - Housing Stock (ONS, 2012)

<sup>53</sup> Fuel Poverty by Local Authority – (DECC, 2011)

occurring household hazards appear to be attributable to poor insulation (excess cold) and poor building design (falls), highlighting significant problems with a proportion of the private rented stock<sup>54</sup>.

- 2.8.5 Further information about the housing stock in Knowsley is set out in the Strategic Housing Market Assessment, Housing Market Update 2013 and the Technical Report: Planning for Housing Growth in Knowsley.
- 2.8.6 As already stated the Council's population stabilisation policy started in the early 1990s resulted in high levels of development during the late 1990s and early 2000s. This had the effect of broadening the choice of housing in the Borough. However subsequently there has been a slowing in the rate of development. Between 2003 and 2013 4419 new dwellings have been completed and 2529 demolished or lost through conversion or change of use. The "net" completions over this period therefore were only 1890 dwellings.
- 2.8.7 The rate of development since 2003 has been broadly consistent with the 2003 Regional Planning Guidance for the North West<sup>55</sup> (which set a maximum of 230 dwelling completions per annum in Knowsley) but has fallen considerably short of the higher target of 450 per annum which was introduced in the 2008 Regional Spatial Strategy<sup>56</sup>. This is particularly significant as the target in the 2008 RSS was pre-dated to a start date of 2003.
- 2.8.8 Further details on the past housing completions and demolition rates are set in the Council's Housing Position Statement<sup>57</sup>. The policy implications in relation to the Core Strategy are explained in the "Planning for Housing Growth in Knowsley" Technical Report 2013.
- 2.8.9 A key priority of the Council and its partner organisations is the renewal of existing housing areas. Since the 1990s this has included the selective demolition or part demolition for example of former blocks of flats and apartments and replacement with other forms of housing.
- 2.8.10 The Council with the support of the Revive Consortium is promoting the comprehensive remodelling of an area in North Huyton. Under the current proposals (set out in policy H3 of the Knowsley Replacement Unitary Development Plan 2006) about 1,200 mainly former social rented dwellings have been demolished in this area and are being replaced by (under current plans) about 1,450 new dwellings in a mix of tenures. Although the North Huyton programme has proceeded at a slower rate than originally intended about 300 dwellings have been completed and it is envisaged that redevelopment will continue in this area over the next few years<sup>58</sup>.

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<sup>54</sup> Knowsley Private Sector Stock Condition Survey (CPC, 2010)

<sup>55</sup> Regional Planning Guidance for the North West (RPG13) (ODPM, 2003, page 69)

<sup>56</sup> The North West Plan: Regional Spatial Strategy to 2021 (GONW, 2021)

<sup>57</sup> Housing Position Statement (Knowsley MBC, 2013)

<sup>58</sup> North Huyton Action Area SPD (Knowsley MBC, 2007)

2.8.11 A further area of significant proposed remodelling is at Tower Hill in Kirkby<sup>59</sup>. Redevelopment proposals involving the construction of about 300 new dwellings have been established. Although these proposals stalled due to the national economic slowdown in 2008 it is envisaged that these or similar proposals for this area will be brought forward again in the next few years.

## 2.9 Affordable Homes

2.9.1 Table 2.5 shows the average price of residential property in Knowsley for March each year since 2002. House prices in March 2013 ranged between £67,216 (an increase of £312 from March 2012) for a terraced house and £167,726 (an increase of £777 from March 2012) for a detached property. The average price for all types of dwelling was £105,805, which was £490 (0.5%) more than the previous year.

**Table 2.5: Average Property Prices by House Type**

Month	Detached (£)	Semi-Detached (£)	Terraced (£)	Maisonette / Flat (£)	All £	Sales Volume
Mar-02	98,025	56,491	39,283	46,407	61,836	157
Mar-03	118,837	68,485	47,624	56,261	74,965	182
Mar-04	154,545	89,064	61,934	73,166	97,490	217
Mar-05	188,982	108,910	75,734	89,469	119,214	137
Mar-06	192,298	112,550	78,266	92,459	123,198	188
Mar-07	204,969	118,123	82,141	97,038	129,298	235
Mar-08	209,599	120,791	83,997	99,230	132,219	104
Mar-09	173,720	100,114	69,618	82,244	109,586	58
Mar-10	171,885	99,057	68,883	81,375	108,429	82
Mar-11	167,709	96,650	67,209	79,398	105,794	66
Mar-12	166,949	96,212	66,904	79,038	105,315	85
Mar-13	167,726	96,660	67,216	79,406	105,805	-

Source: Land Registry House Prices dataset, extracted 22/05/2013

2.9.2 The lower quartile (entry-level / first time buyer) house price earnings ratio in Knowsley is currently 4.7:1 based on data from the latest Annual Survey of Hours and Earnings and sales and valuations over the last 12 months. This is less than the regional house price to earnings ratio of 5.5:1<sup>60</sup>.

2.9.3 The Council does not at present have any policy requiring affordable housing to be provided as a matter of course as part of new market sector development. This has been because historically the Council has wished to

<sup>59</sup> Tower Hill Action Area SPD (Knowsley MBC, 2007)

<sup>60</sup> Hometrack Intelligence, March 2013

maximise opportunities to rebalance the housing stock away from social rented housing and towards the provision of more market sector housing.

2.9.4 However, the Borough's Strategic Housing Market Assessment (SHMA)<sup>61</sup> found that the Borough does have a major housing affordability issue. It also found that Knowsley has an unbalanced housing stock with some parts of the Borough having shortages of some housing types, sizes and tenures while in other parts the same types are in excess. It found that there is a shortage of larger executive market homes, and smaller one-and two-bedroom units in the affordable sector. The SHMA also emphasises the need to provide housing which is suitable for occupation by older people.

2.9.5 While Knowsley retains a higher than average percentage of social rented housing (over 26%)<sup>62</sup>; there is, in most areas, a healthy demand for the tenure as low income households struggle to afford market housing. The demolition of unpopular and poor condition social rented homes and modernisation in the remaining affordable housing stock in recent years has also made it a more attractive proposition.

## 2.10 Five-year land supply

2.10.1 The National Planning Policy Framework<sup>63</sup> requires local planning authorities to maintain a rolling five-year supply of deliverable land for housing. This five year supply must be calculated through reference to an established annual housing target. Depending on past completion rates this must be supplemented by an additional 5% to 20% provision to ensure adequate choice and flexibility in the housing market. In this context, to be counted as "deliverable" sites must be available, suitable and achievable for housing within the subsequent 5 year period.

2.10.2 The Council publishes a Strategic Housing Land Availability Assessment each year which sets out land supply from existing sources of land in the urban area over the following 5 years and also for later years. An update of this information is also provided in the Council's Housing Position Statement<sup>64</sup>. This shows that (as at April 2013) the Council's assessed capacity for new dwellings which are deliverable within the 5 year period 2013/14 to 2017/18 amounted to 3017 dwellings. This included a risk assessment to take account of viability issues and expected non delivery of a portion of the sites.

2.10.3 In the Council's view this level of provision satisfies the requirements of the National Planning Framework, including the provision of a 20% "buffer" over and above the five year supply target.

2.10.4 The Housing Position Statement identified a total urban housing supply of 5681 dwellings from 2013/14 to 2027/28. There is insufficient land supply for new housing to meet Knowsley's full needs up to 2028. The Core Strategy

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<sup>61</sup> Knowsley Strategic Housing Market Assessment 2010 (David Coultie Associates, 2010)

<sup>62</sup> Dwelling Stock by Tenure and Condition (ONS, 2011)

<sup>63</sup> National Planning Policy Framework (DCLG, 2011)

<sup>64</sup> Housing Position Statement (Knowsley MBC, 2013)



therefore proposes to review the Green Belt in some areas of Knowsley so that additional land can be brought forward to address this shortfall. Further details of this issue are set out in other documents for example the Council's supporting Position Statements<sup>65</sup> and Technical Reports<sup>66</sup>.

## **2.11 Gypsies and Travellers and Travelling Show people**

2.11.1 National planning policy for traveller sites<sup>67</sup> requires local planning authorities to set pitch targets for gypsies and travellers and plot targets for travelling show people. Working collaboratively with neighbouring local planning authorities, the targets should address the likely permanent and transit site accommodation needs of travellers in their area.

2.11.2 There are currently no authorised sites for gypsies and travellers or travelling show people accommodation in Knowsley. The 2008 Merseyside Gypsy and Traveller Accommodation Needs Assessment identified a need of five permanent pitches in the Borough and ten transit pitches across Merseyside<sup>68</sup>. The Council has recently in partnership with neighbouring districts commissioned further research which will confirm the needs for new gypsy and traveller provision in the future.

## **2.12 Economy, Employment and Skills**

2.12.1 Over the last 20 years there have been a number of major developments on the Borough's industrial and business parks and town centres and at Whiston Hospital which have facilitated the creation of new jobs. There has been a growing role for the business services, ICT, creative, tourism, leisure, financial services, health care, communications, logistics and distribution sectors. More than a third of existing businesses cite access and availability of affordable commercial space as the main reason that they are based in Knowsley<sup>69</sup>.

2.12.2 The manufacturing sector (which accounts for 10% of businesses and more than 20% of total employment) has declined as a proportion of total jobs in recent years but still makes a significant contribution to the local economy. The proportion of manufacturing employment in Knowsley is higher than the national level<sup>71</sup>. This reflects the Borough's role for example in the advanced manufacturing and engineering sub-sectors (including the automotive industry and its supply chain).

2.12.3 Sectoral shifts in employment patterns have contributed to issues for Knowsley's industrial areas where some of the existing premises and

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<sup>65</sup> Housing Position Statement (Knowsley MBC, 2013)

<sup>66</sup> Technical Report: Planning for Housing Growth (Knowsley MBC, 2013) and Technical Report: Green Belt (Knowsley MBC, 2013)

<sup>67</sup> Planning Policy for Traveller Sites (DCLG, 2012)

<sup>68</sup> Merseyside Gypsy and Traveller Accommodation Needs Assessment Final Report (Salford Housing & Urban Studies Unit, 2008)

<sup>69</sup> Partnership Strategic Needs Assessment Key Messages – May 2012 (The Knowsley Partnership, 2012)

<sup>71</sup> Knowsley MBC: Core Evidence Base Report (Regeneris Consulting Ltd, 2007)

associated infrastructure are no longer considered suitable. This has resulted in high vacancy levels for example in Knowsley Industrial Park<sup>72</sup>.

2.12.4 Knowsley's business start up rate in 2011 (28.6 per 10,000 residents aged 16+) is below the Great Britain average of 51.6. However the start up rate has increased over the last three years (by 2.3 percentage points since 2009)<sup>73</sup>.

## 2.13 Workforce

2.13.1 Around 59,600 of the Borough's residents are in employment<sup>74</sup>. The total number of employment opportunities in Knowsley is approximately 61,000, including employees and self employed<sup>76</sup>.

2.13.2 Table 2.6 shows the estimated commuter flows to and from Knowsley within 2011. This shows extremely strong commuting links with Liverpool, and also with Sefton, St.Helens and Halton. These figures are based on a sample population survey only and should not be used to estimate total job numbers.

**Table 2.6: Travel to Work to and from Knowsley, 2011**

Origin	Commuters in to Knowsley from this district	Commuters out from Knowsley to this district
Liverpool	7596	24870
Sefton	3048	3518
St.Helens	5632	1635
Wirral	856	612
Halton	1624	1537
West Lancashire	839	971
Warrington	1321	796
Cheshire West and Chester	0	276
Elsewhere (England and Wales)	1043	3065
<b>Total</b>	<b>45764</b>	<b>61625</b>

Source: Area Based Analysis, Commuting Patterns from the Annual Population Survey, Local Authorities, 2011 (ONS, 2013)

2.13.3 Table 2.7 shows that Knowsley is under represented in managerial and professional occupations. It has the lowest representation in the Liverpool City Region in these occupations. Professional occupations are significantly lower than rates for the North West and also for Great Britain.

<sup>72</sup> Delivering a New Future for Knowsley Industrial Park: A Strategic Framework (DTZ, Arup and Taylor Young, 2010)

<sup>73</sup> Business demography (ONS, 2011)

<sup>74</sup> Annual Population Survey January 2012 - December 2012 (ONS, 2013)

<sup>76</sup> ONS Jobs Density (ONS, 2013).

**Table 2.7: Occupations of residents**

	Knowsley		North West (%)	Great Britain (%)
	Number	%		
<b>Managers, directors and senior officials</b>	4,100	6.8	9.4	10.1
<b>Professional occupations</b>	7,200	12.0	18.0	19.4
<b>Associate professional &amp; technical</b>	6,200	10.4	13.1	14.2
<b>Administrative &amp; secretarial</b>	8,000	13.5	11.5	10.9
<b>Skilled trades occupations</b>	7,300	12.2	9.9	10.5
<b>Caring, leisure and Other Service occupations</b>	7,200	12.0	10.1	9.0
<b>Sales and customer service occupations</b>	7,000	11.8	9.1	8.2
<b>Process plant &amp; machine operatives</b>	6,200	10.4	7.0	6.3
<b>Elementary occupations</b>	5,800	9.8	11.1	10.8

Source: Annual Population Survey Jan 2012 to Dec 2012 (ONS, 2013)

2.13.4 The Borough has low average wage levels for residents and there is a mismatch in wages between local residents and those working in the Borough. Table 2.8 shows the average weekly and hourly wage for residents in full-time employment. At £450, Knowsley residents receive £58 less than the average weekly wage for Great Britain. Although Knowsley residents receive the lowest average weekly wage in the Liverpool City Region, people who work in Knowsley receive the third highest average weekly wage (£492)<sup>77</sup>.

**Table 2.8: Residents Pay 2012**

	Knowsley	North West	Great Britain
<b>Gross weekly pay (£)</b>			
Full Time Workers	450.8	472.5	508.0
Male Full Time Workers	502.4	509.6	548.8
Female Full Time Workers	387.2	419.5	449.6
<b>Hourly Pay (£)</b>			
Full Time Workers	11.14	11.98	12.88
Male Full Time Workers	12.14	12.52	13.48
Female Full Time Workers	10.04	11.24	12.04

Source: Annual Survey of Hours and Earnings resident analysis (ONS, 2012)

<sup>77</sup> Annual Survey of Hours and Earnings (ONS, 2012)

## 2.14 Employment Land

2.14.1 In order to secure the Borough's employment growth, it is essential to ensure that a sufficient quantity of land will be available for employment purposes when it is required. The latest information on this issue is provided in a separate statement<sup>78</sup>. This indicates that at April 2013 the Borough contained 170.15 hectares of land which were considered to be suitable for employment development<sup>79</sup>. Of these 94.05 hectares are considered suitable for development within 3 years.

2.14.2 The Council's position statement also describes the trends which have taken place in employment development in recent years. Since April 1995, a total of 180.22 hectares of employment land has been developed. About 55% of this development has been within Knowsley Industrial Park. There have also been variations on a year on year basis which have included a general slowdown in the rate of development since 2008. This has reflected the difficult economic conditions since 2008 and the reduced level of public sector funding support compared to previous years.

## 2.15 Town Centres and Shopping

2.15.1 Kirkby, Prescot and Huyton are the Borough's main centres for shopping and a range of other local services. They are smaller than other town and city centres in neighbouring districts, particularly Liverpool to the west and St. Helens to the east. The Kirkby and Huyton centres date from the 1950s and 1960s while Prescot contains a much older historic core. A recent town centres and shopping study<sup>80</sup> states that Huyton, Prescot and especially Kirkby town centres are failing to perform well as locations for shopping, leisure and other town centres uses. They were considered to have very little in the way of an evening economy with no cinemas or theatres and a very restricted range of restaurants. They also suffer from high levels of 'leakage' of retail expenditure to centres and "out of centre" retail parks outside the Borough, particularly in Liverpool.

2.15.2 The Borough also contains smaller suburban district centres in Halewood, Stockbridge Village and Page Moss. Stockbridge Village and Halewood district centres have recently undergone significant regeneration. There is a network of smaller local centres. Whilst the shopping study<sup>81</sup> suggests that some of these are experiencing difficulties the network as a whole provides valuable neighbourhood shopping facilities for residents.

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<sup>78</sup> Employment Position Statement (Knowsley MBC, 2013)

<sup>79</sup> Defined as development within Classes B1 ("Business"); B2 ("General Industrial") and B8 ("Storage and Distribution") of the Town and Country Use Classes Order 1997 (as amended)

<sup>80</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>81</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

## 2.16 Transport

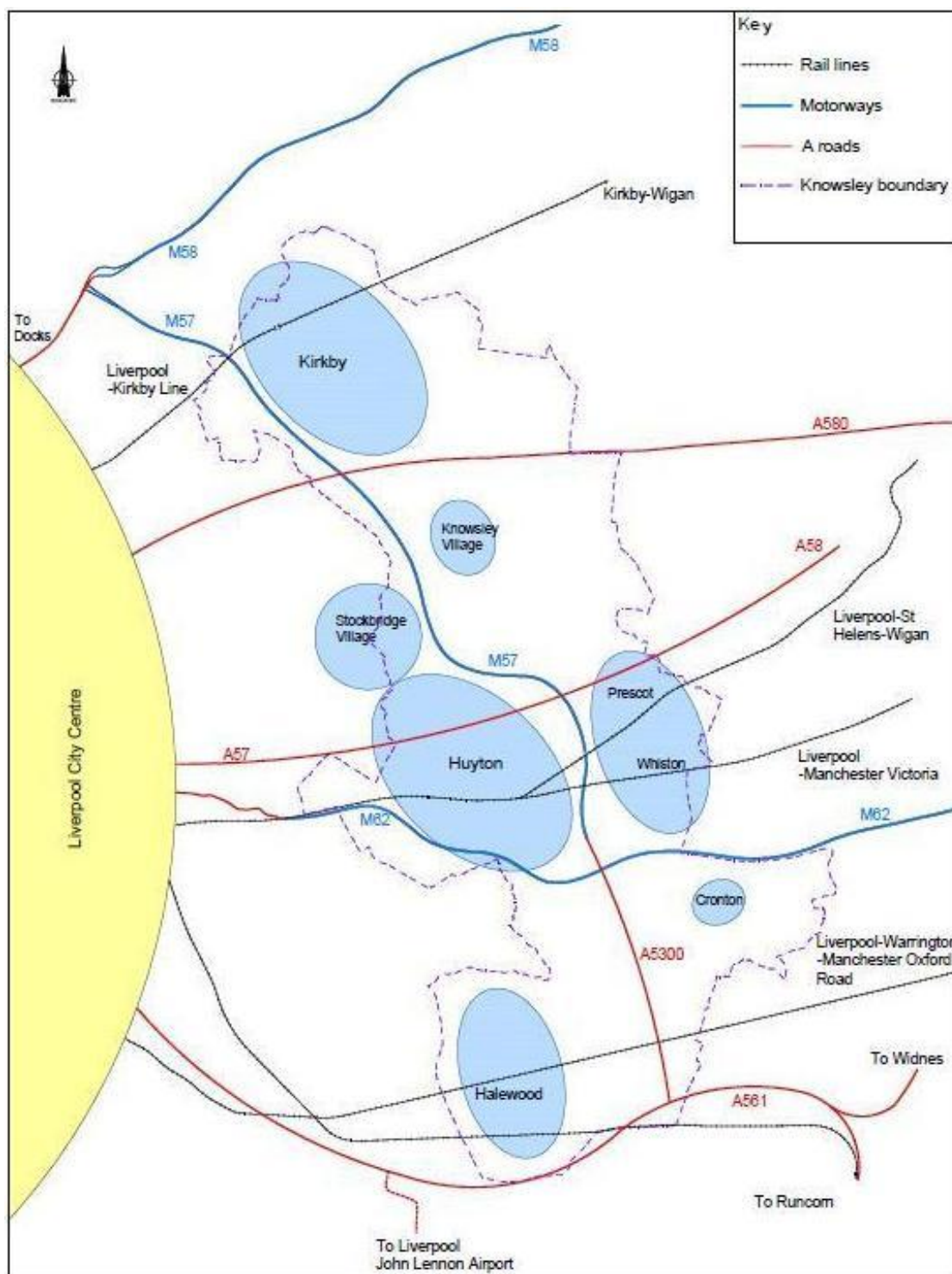
2.16.1 Knowsley's transport network is a key asset which strengthens the Borough's position as a key location in which to live, work and invest.

2.16.2 The M57 and A5300 (Knowsley Expressway) provide the major north to south linkage through the Borough. These roads also connect with the M62 motorway which runs through the Borough and links Liverpool to the west with Hull to the east. A further west to east route is provided by the A580 (East Lancashire Road) which crosses the Borough to the south of Kirkby. Other routes include the A562, which provides a strategic route into Liverpool (including Liverpool John Lennon Airport) and Halton.

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

2.16.4 The strategic road and rail networks are shown on Figure 2.9.

**Figure 2.9: Key Transport Linkages**

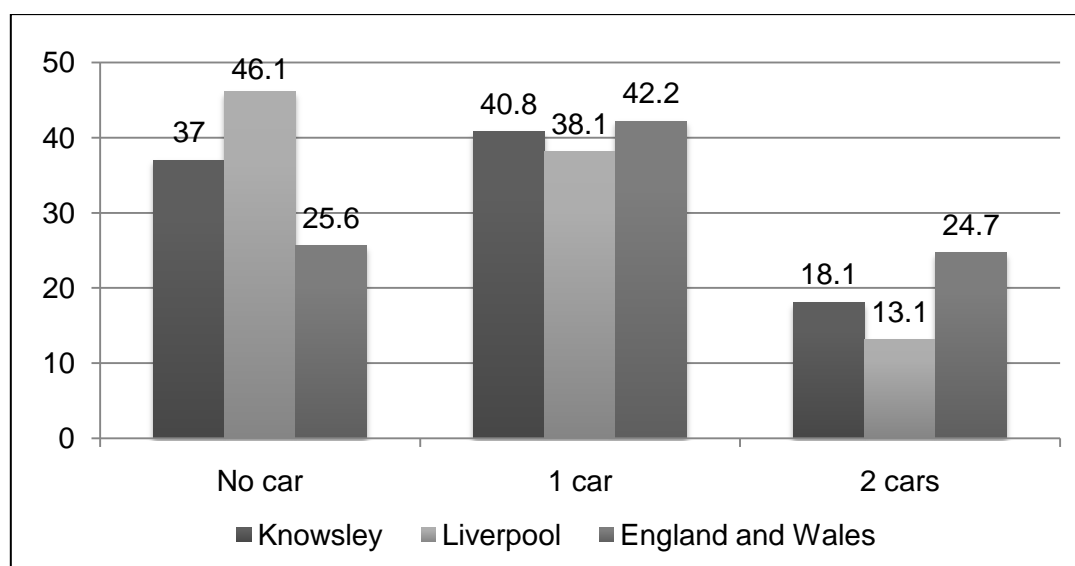


2.16.5 Knowsley has a significant network of walking and cycling routes. Sections of the strategic footpaths and cycleways are of regional or national significance. This includes the Trans Pennine Trail from Southport to Kingston upon Hull via Halewood.

2.16.6 In recent years there has been significant investment in the sustainable travel network. Recent schemes which have been developed<sup>82</sup> include the Connect2 Kirkby Valley Greenway (Completed in 2012), and the Connect2 Knowsley Mineral Gateway (Completed in 2011). A further 20km of sustainable travel routes will be also be constructed using investment from the Local Sustainable Travel Fund.

2.16.7 Car ownership levels in the Borough have changed slightly since 2001 but remain lower than the national level. In 2011 37% of households had no access to a car. This has fallen slightly from 42% in 2001. In England and Wales the level of households with no access to a car is 25%. 18% of households in the Borough have access to two or more cars compared to 24% nationally. In 2001 15% of households in the Borough had access to two or more cars.

**Figure 2.10 Household Car Ownership levels in Knowsley (%)**



Source: 2011 Census (ONS, 2012)

**Table 2.9: Method of Travelling to Work**

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

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

<sup>82</sup> Funded by Knowsley MBC and partners such as Sustrans and the Heritage Lottery Fund

2.16.8 A study undertaken in 2011<sup>83</sup> identified current key stress points in terms of additional journey times/congestion during the AM peak period time, at a number of locations around the Borough.

2.16.9 This work has been supplemented by a Transport Feasibility Study produced by AECOM<sup>84</sup> to assess transport implications and issues which may arise from development of each of the sites. A further Transport Modelling Report produced by Mott MacDonald<sup>85</sup> is at a more strategic level and assesses the difference that developing in the Green Belt will have over and above the effect of building in the urban area.

2.16.10 The junction of the A5300 Knowsley Expressway with the A562 experiences severe queuing problems at peak periods, especially for vehicles accessing the A562 southbound from the A5300. The improvement of this junction is identified as a priority in the third Local Transport Plan<sup>86</sup>, and in June 2013, Knowsley Council successfully secured nearly £2 million pounds from the Department for Transport's Pinch Point Programme to undertake remedial works at this location.

2.16.11 Generally the bus service provision from east to west is good within the Borough with many routes going to and from Liverpool City Centre. However, there are fewer routes between Knowsley's towns. Research<sup>87</sup> has shown that people in Knowsley are concerned that the existing transport network does not adequately cater for their needs. The following barriers to travel have been identified:

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

2.16.12 Knowsley Council will continue to seek funding support as appropriate to further enhance the Borough's transport network. Knowsley's new Community Transport Framework<sup>88</sup> will also help to develop local services which can respond to community needs.

2.16.13 In 2012, the number of persons killed or seriously injured in Knowsley was 66. The number of children killed or seriously injured was 8. The trends in this data are shown in table 2.9.

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<sup>83</sup> Supporting Sustainable Access to opportunity in Merseyside, Large Project Business Case Submission (Merseyside Integrated Transport Authority, 2011)

<sup>84</sup> Knowsley Local Plan Transport Feasibility Study (Aecom, 2012)

<sup>85</sup> Knowsley Local Plan Core Strategy Transport Modelling (Mott Macdonald, 2012)

<sup>86</sup> A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

<sup>87</sup> For example as stated in Knowsley Young People's Commission - Unlocking the potential of young people in Knowsley (4Children, 2010)

<sup>88</sup> Knowsley Community Transport Framework (Mott Macdonald, 2013).



**Table 2.10: Persons killed and injured in road traffic accidents in Knowsley**

	2008	2009	2010	2011	2012
<b>Persons Killed or Seriously Injured</b>	57	56	55	41	66
<b>Slight injuries</b>	484	434	459	381	432
<b>Children Killed or Seriously Injured</b>	8	11	5	4	8

Source: STATS19 Data Collection (Merseyside Police, 2008-2012)

## 2.17 Transport Improvement Projects

2.17.1 Knowsley's transport network has been subject to recent improvements, including investment in the M57 / M62 interchange at Tarbock Island. Pinch Point Funding will be utilised to fund the upgrade of the junction of the A5300/A562 as explored in 2.16.

2.17.2 Further transport infrastructure investment programmes are anticipated in the future. These include the electrification of the Liverpool to Manchester railway line, and the long term aspiration of the Council and Merseytravel to create a new railway station at Headbolt Lane in Kirkby<sup>89</sup>.

2.17.3 A further project that may affect Knowsley is the proposed Merseytram scheme, whose network would connect Liverpool City Centre to Kirkby (Line 1) and Prescot (Line 2). This strategic project which has been in the planning stages since 2002 has been subject to significant delay due to funding issues. However it remains a long term priority in LTP3.

2.17.4 The planned expansion of Liverpool John Lennon Airport<sup>90</sup> includes proposals for an expanded passenger and freight transport service which would offer further opportunities for air travel for local communities and businesses. The proposals include a proposed Eastern Access Transport Corridor connecting the Airport with the A562 east of the Jaguar / Land Rover Plant.

## 2.18 Natural Environment

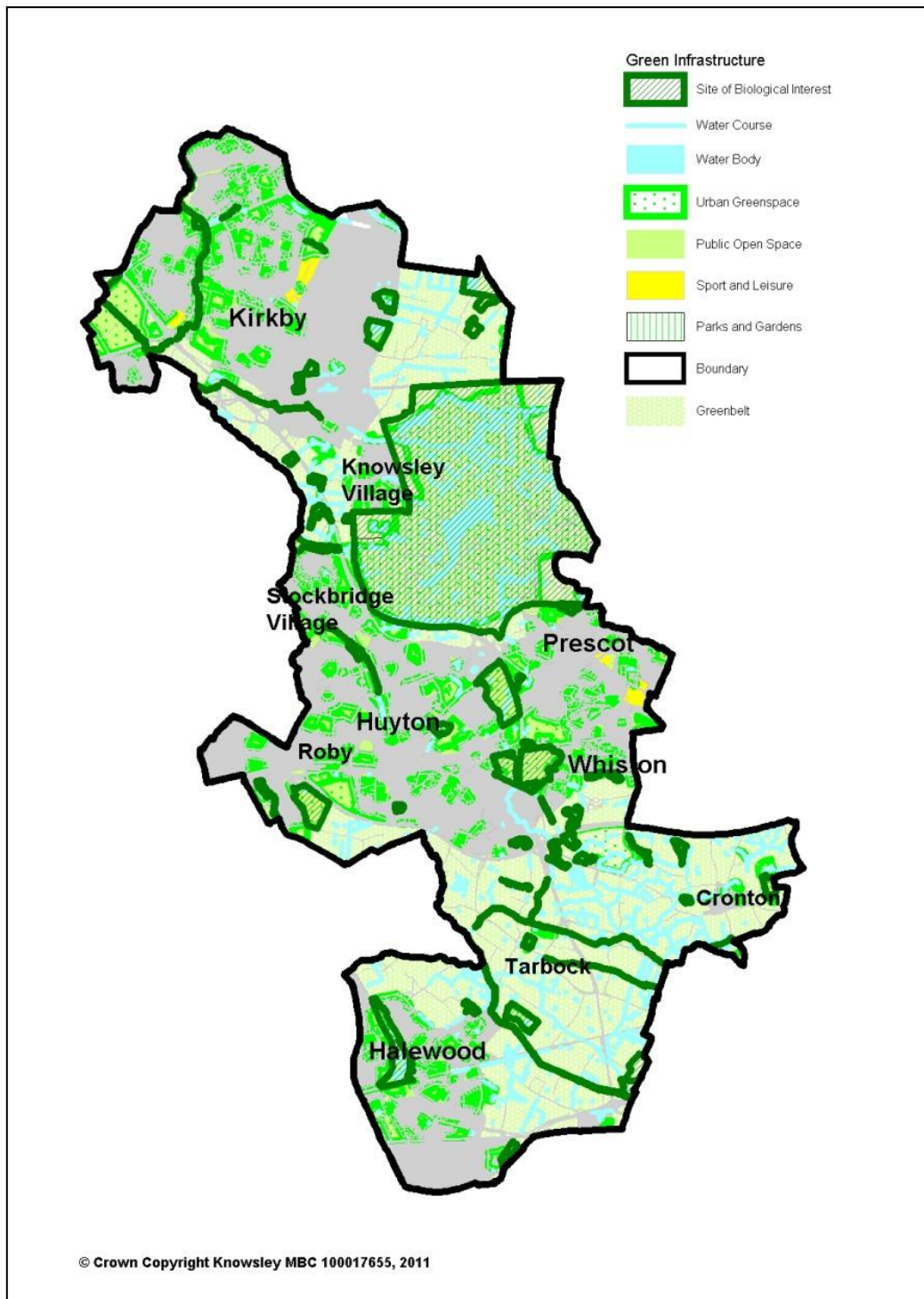
2.18.1 The Borough's natural environment and network of greenspaces is one of its greatest assets. The urban areas contain a network of open spaces of various types, which contribute hugely to the quality of life and health of

<sup>89</sup> A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside, Merseyside Integrated Transport Authority, 2011

<sup>90</sup> Airport Master Plan to 2030, Liverpool John Lennon Airport, 2007

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

**Figure 2.11: Green Infrastructure**



2.18.2 The Borough contains 4,644 ha of land that is designated as Green Belt. This represents 54% of the Borough. The Green Belt also has recreational, health and environmental benefits.

2.18.3 Knowsley has 16 established parks and gardens offering various formal and informal recreation opportunities. These are identified and subdivided within the Council's Greenspace Strategy<sup>91</sup> as follows:

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

2.18.4 A significant proportion of the parks are multi-functional and include a high proportion of natural and semi-natural woodland areas, together with 25 fixed children's playgrounds and five young people's facilities.

2.18.5 Nine of the open spaces in the Borough are managed to Green Flag Award standard (see Table 2.10) covering 24.2% of the open space that was eligible for this award. The Council's Greenspace Strategy identifies objectives for the protection and enhancement of green space and aims to ensure that a further four open spaces will be managed to Green Flag Award standard by March 2014.

**Table 2.11: Open spaces managed to Green Flag Award standard**

Name	Area	Area (ha)
Halewood Park	Halewood	27.9
Court Hey Park	Huyton	13.4
King George V Playing Fields	Huyton	13.7
McGoldrick Park	Huyton	4.9
Sawpit Park	Huyton	1.2
Millbrook Park Millennium Green	Kirkby	13.9
St. Chad's Gardens	Kirkby	1.3
Henley Park	Whiston	2.4
Knowsley Cemetery	Whiston	2.2

Source: Directorate of Neighbourhood Delivery, (Knowsley MBC, 2012)

2.18.6 The Knowsley Greenspace Audit<sup>92</sup> shows that the Borough has a significant quantity of green spaces. The amount and accessibility of these green spaces is, however, unevenly distributed. The quality of green spaces also varies with many in a poor condition. Much of the provision is in the form of amenity greenspace some of which is extremely small with a shape that provides little functional use. They have often been left over from developments with little thought being given as to how they fit into the neighbourhood. This has led in some cases to underuse and anti-social behaviour.

<sup>91</sup> The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

<sup>92</sup> Knowsley Greenspace Audit (Knowsley MBC, 2012)

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

2.18.8 Knowsley does not have any Sites of Special Scientific Interest, Special Areas of Conservation, Special Protection Areas, or Ramsar sites. It does, however, have a number of locally designated sites consisting of 64 Local Wildlife Sites (formerly Sites of Biological Interest), 6 Local Geological Sites (formerly Sites of Local Geological Interest), of which 4 overlap with Local Wildlife Sites; and 1 Local Nature Reserve. Table 2.11 shows a summary of their general location. Appendix A contains a full listing of sites. Details of all site evaluations can be obtained by contacting Policy, Impact and Intelligence.

**Table 2.12: Sites of Environmental Importance by Area**

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

Source: Saved Policies of the Knowsley Replacement Unitary Development Plan (Knowsley MBC 2006)

2.18.9 Each year, Merseyside Environmental Advisory Service (MEAS) monitors a number of sites as part of a rolling programme of all sites. Problems with rubbish and tipping are often reported as are invasive species such as Japanese Knotweed and Spanish Bluebell. Although no management can be a valid tool for some conservation aims, lack of management is considered by MEAS to have had a negative impact on some of the sites.

## **2.19 River water quality**

2.19.1 Table 2.13 shows an assessment of the quality of biological life in the River Alt. It is produced by comparing the number of small animals and insects in a

sample of water with water from an unpolluted river. It shows that, since at least 2000, the biological quality of the river has been "Poor". It has a very high level of nitrates and excessively high levels of phosphates.

**Table 2.13: Biological River Water Quality**

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

Source: Environment Agency [accessed 12 September 2012]

2.19.2 Table 2.14 shows an assessment of the amount of ammonia and oxygen in the River Alt.

**Table 2.14: Chemical River Water Quality**

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
<b>Ammonia</b>	Fairly Good	Fairly Good	Good	Good	Good	Good	Good	Fairly Good	Fairly Good	Fairly Good
<b>Dissolved Oxygen</b>	Fairly Good	Fairly Good	Good	Good	Good	Good	Very Good	Very Good	Very Good	Very Good

Source: Environment Agency [accessed 12 September 2012]

2.19.3 The level of dissolved oxygen in the River Alt has increased significantly since 2000 and is now in the highest classification. The level of ammonia in the water is described as "Fairly Good".

## 2.20 Flood Risk

2.20.1 The National Planning Policy Framework<sup>93</sup> states that Local Plans should be supported by Strategic Flood Risk Assessments (SFRAs). SFRAs refine the information provided by Environment Agency flood maps, taking into account flooding from all sources.

2.20.2 A joint SFRA for Knowsley and Sefton was completed in 2009<sup>94</sup>. This demonstrates that Flood Zone 3 could increase as a result of climate change and spread into existing residential and commercial areas.

<sup>93</sup> National Planning Policy Framework (DCLG, 2011)

<sup>94</sup> Knowsley Council and Sefton Council Strategic Flood Risk Assessment – Final (Atkins, 2009)

2.20.3 The Council undertook a Preliminary Flood Risk Assessment in June 2011<sup>95</sup>. It found that Knowsley has approximately 3000 properties (2400 residential, 600 non-residential) that are at risk from flooding to a depth of 0.3m once every 200 years. Knowsley therefore is considered not to have a nationally significant flood risk.

2.20.4 A level 2 SFRA<sup>96</sup> was published in 2012 which provides more detailed information regarding the nature of flood risk at a number of sites being considered for allocation in the emerging Local Plan. It provides information on flood depth, velocity and hazard and appropriate measures that could be implemented to manage flood risk at the sites.

## 2.21 Air Quality

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

## 2.22 Minerals and Waste

2.22.1 Knowsley has a long history of minerals exploitation such as the mining of coal and clay extraction for brick making. With the exception of Cronton Clay Pit, the operations have now ceased. A study of minerals resources<sup>97</sup> recommended that the Cronton Clay Pit and surrounding area be safeguarded from other forms of development which could sterilise it as a resource. There are currently no Minerals Safeguarding Areas in place. Knowsley no longer has any production of primary aggregates. The Coal Authority, however, has indicated that coal resources still exist under a large part of the Borough<sup>98</sup>. Although the scope for these resources to be realistically extracted in the future is unclear at present, there is a need to consider whether new development should be prevented where it would sterilise the future extraction of these resources, or indeed would be endangered by the presence of existing mining infrastructure.

2.22.2 The Merseyside and Halton Joint Waste Local Plan is being prepared by Merseyside Environmental Advisory Service on behalf of Knowsley and the other Councils in Greater Merseyside. The Waste Local Plan is concerned with the scale, location and type of facilities required to manage all types of waste in Merseyside and Halton. It will guide future development of waste management and treatment facilities by allocating the most suitable sites in the sub-region for such uses. It will help deliver a more sustainable future for

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<sup>95</sup> Preliminary Flood Risk Assessment (Knowsley MBC, 2011)

<sup>96</sup> Knowsley MBC Level 2 Strategic Flood Risk Assessment (Capita Symonds, 2012)

<sup>97</sup> Evidence Base for Minerals Planning in Merseyside (Urban Vision, 2008)

<sup>98</sup> Coal Mining Development Referral Areas (The Coal Authority, 2010)

Merseyside and Halton's waste management needs by moving waste management away from reliance on landfill and towards the use of more sustainable technologies.

2.22.3 The proposed site allocations in Knowsley include:

- one sub-regional site at Butlers farm in Knowsley Industrial Park (capable of supporting the larger and more complex built waste facilities);
- three district sites (suitable for smaller built facilities for waste management operations) of which one is in Knowsley Industrial Park and two in Huyton Business Park; and
- one future site for landfill of inert waste at Cronton Clay Pit.

2.22.4 The Waste Local Plan underwent its Examination hearing sessions in June 2012 and is expected to be adopted in mid 2013.

2.22.5 Table 2.15 shows the amount of household waste arisings managed by management type (when? What year?). The amount of household waste being disposed of via landfill continues to decline (down by 1,731 tonnes to 40,139 tonnes). The proportion going to landfill, however, is significantly greater than for England as a whole (68.0% compared with 37.4% nationally).

**Table 2.15: Amount of household waste arising, and managed by management type**

	Knowsley		England	Knowsley						
	11/12 Tonnes	11/ 12 %	11/ 12 %	10/ 11 %	09/ 10 %	08/ 09 %	07/ 08 %	06/ 07 %	05/ 06 %	04/ 05 %
<b>Landfill</b>	40,138.52	68.0	37.4	68.8	72.2	74.9	81.6	84.0	87.3	89.6
<b>Incineration with Energy from Waste</b>	-	-	19.1	-	-	-	-	-	-	-
<b>Incineration without Energy from Waste</b>	-	-	-	-	-	-	-	-	-	-
<b>Recycled / composted</b>	18957.70	32.0	43.0	31.2	27.8	25.1	18.4	16.0	12.8	10.4
<b>Other</b>	-	-	1.7	-	-	-	-	-	-	-
<b>Total waste arising</b>	59,096.23	100	100	100	100	100	100	100	100	100

Source: Local Authority Collected Waste Management Statistics (DEFRA, 2012)

## 2.23 The Historic Environment

2.23.1 Knowsley has a varied built environment, including the historic town of Prescot and also including a number of other smaller settlements. The newer parts of the Borough, however, are characterised by their suburban character typical of urban development from the 1920s and 1930s as well as more recent municipal and private sector estates. The employment and housing

areas of the Borough are generally highly segregated, being split into large industrial areas (such as Knowsley Industrial Park) and large residential areas, often centred on town or district centres. The rural villages within the Borough, including Knowsley Village, Cronton and Tarbock are notable for their more rural character, comprising a higher proportion of historic properties than elsewhere in the Borough. There is a strong local sense of place evident in some of the older parts of the Borough based for example on the use of local red sandstone and red brick in the buildings.

2.23.2 A Listed Building is a structure which is included on a statutory list because it is recognised for its special architectural or historic interest. Knowsley contains 121 listed buildings of which 1 is Grade I, 4 are Grade II\*, and 116 are grade II. The listed buildings range from large buildings of grandeur such as Knowsley Hall to places of worship and railway bridges. There are no listed buildings in Knowsley on the national buildings at risk register<sup>99</sup>. Appendix B contains details of individual listed buildings.

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

2.23.4 Knowsley has fifteen conservation areas of which two, Prescott Town Centre and South Park Road, Kirkby, are considered by English Heritage to be at risk. South Park Road is described as “deteriorating” while Prescott Town Centre is described as “Improving”<sup>100</sup>. Prescott Town Centre has been awarded funding through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

**Table 2.16: Conservation Areas in Knowsley**

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

<sup>99</sup> Heritage at Risk Register 2011 / North West (English Heritage, 2011)

<sup>100</sup> Heritage at Risk Register 2011 / North West (English Heritage, 2011)



- 2.23.5 Three of the conservation areas are designated as Article 4 conservation areas where certain permitted development rights have been withdrawn. These are Ingoe Lane, Kirkby; Huyton Church, Huyton; and Knowsley Village.
- 2.23.6 In 2005 a Conservation Area Appraisal was published for each area, which assesses the area's character and note any changes which have occurred since its designation. This includes new developments or changes to specific buildings and streetscapes.
- 2.23.7 As part of the continuing process it is intended that conservation management plans will be drafted for each of the conservation areas. They will include management proposals for a five year period.
- 2.23.8 There are currently no designated ancient monuments in Knowsley.

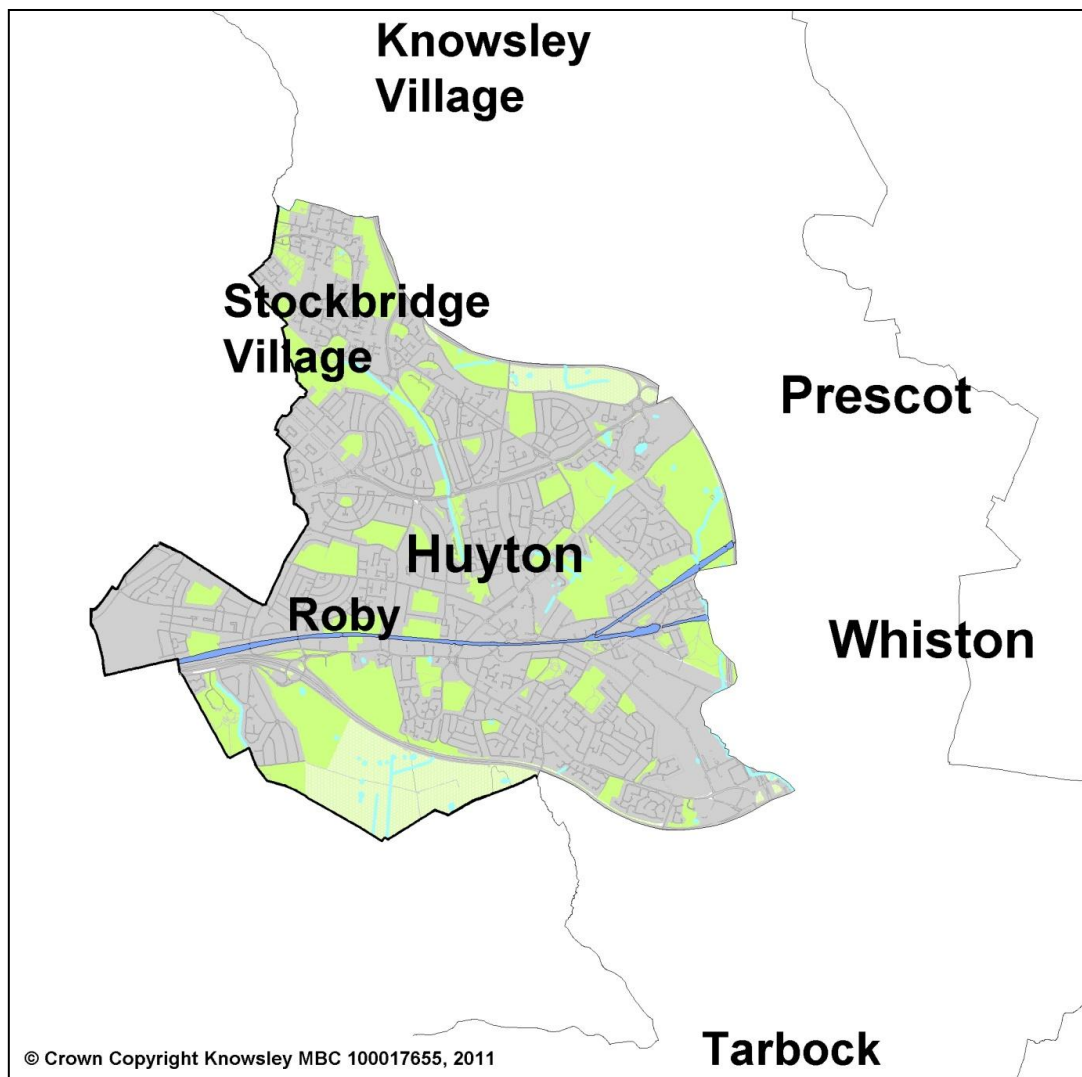
### 3. Huyton and Stockbridge Village Spatial Profile

#### 3.1 Introduction

3.1.1 Huyton together with Stockbridge Village is located in the centre of the Borough and, with a population of 56,200<sup>101</sup>, is the largest of Knowsley's townships. The built up area of Huyton is contiguous with the suburbs of Liverpool to the west and is well connected to other areas by road, rail, and local bus services.

3.1.2 The area is mainly suburban and includes a number of residential neighbourhoods. The main employment areas are Huyton town centre, which is the main administrative centre for the Borough, and the Huyton and King's Business Parks.

**Figure 3.1: Huyton Township Area**



<sup>101</sup> 2011 Census, (ONS, 2012)

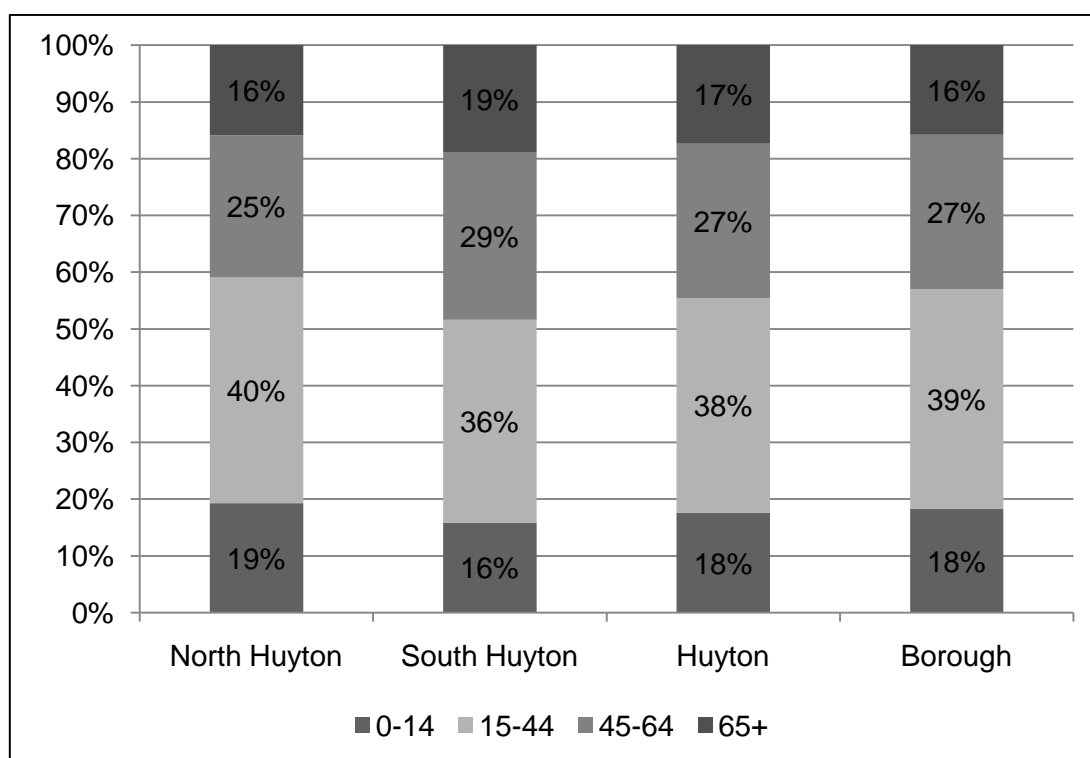
### 3.2 Historical Context

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

### 3.3 Population

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

**Figure 3.2: Huyton Population Structure 2011**



Source: 2011 Census (ONS, 2012)

3.3.2 Life expectancy in South Huyton is the highest in the Borough for both males (77.8 years) and females (81.9 years)<sup>102</sup>. North Huyton, however, has the lowest life expectancy for males (74.3 years) and females (78.9 years). This

<sup>102</sup> Knowsley Public Health & Intelligence Health Matrix, 2013

split between North and South Huyton is reflected in other measures of health and well being. North Huyton has the highest all age all cause mortality rate across the Borough and the highest prevalence of cardiovascular disease, cancer and respiratory disease. Admissions for alcohol-attributable conditions are also the highest for the Borough. Conversely South Huyton has the lowest level of alcohol admissions, all cause mortality, cancer and respiratory disease for the Borough.

### 3.4 Deprivation

- 3.4.1 South Huyton is one of the more affluent areas within the Borough while the North Huyton and Stockbridge Village areas have significant social issues related to deprivation. Rates of economic activity are particularly low in North Huyton with 59% of the area's 16-74 population economically active, the lowest of all areas within the Borough<sup>103</sup>. One in seven of the economically active population (14%) are unemployed. Stockbridge Village has the lowest economic activity level of the Borough's wards at 54% (18% of which are unemployed).
- 3.4.2 North Huyton and Stockbridge Village also have extremely high proportions of social rented housing (North Huyton as an overall area with 39% of homes being social rented, and Stockbridge ward with 59% of homes classed as social rented)<sup>104</sup> and the area overall is dominated by three bedroom terraced and semi-detached housing. Like all areas of Knowsley, housing affordability is an established problem. This not only includes where house prices are comparatively high, that is South Huyton, but also where house prices and rents are comparatively low. This is due to the relatively poor wages and employment levels in the area.
- 3.4.3 The North Huyton Revive programme is a regeneration programme that aims to tackle unemployment, poor examination results, ill health, poor housing, and crime and disorder. The area is designated within the current Unitary Development Plan as an Action Area and this is supported by a Supplementary Planning Document<sup>105</sup>. A comprehensive regeneration programme is being undertaken in North Huyton which includes substantial replacement of houses.

### 3.5 Economy, Employment and Skills

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

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<sup>103</sup> 2011 Census (ONS, 2013)

<sup>104</sup> 2011 Census (ONS, 2013)

<sup>105</sup> North Huyton Action Area Supplementary Planning Document (Knowsley MBC, 2007)

### 3.6 Town Centre and Shopping

- 3.6.1 Huyton town centre was developed in the 1960s. In recent years it has expanded with the development of a new ASDA Walmart superstore, the Cavendish Walk retail development, and a new bus station. It provides a range of local services, including health facilities, and is the main location for the Council's offices. A new leisure and culture park has been built on redundant school site in Longview Drive near to the town centre.
- 3.6.2 The Town Centres and Shopping Study<sup>106</sup> found that Huyton town centre has a high customer satisfaction for the range and quality of shops in the centre. It identified, however, a limited evening economy. Although Huyton has been improving its retail performance there is little evidence that it attracts any significant trade from the wider area outside its immediate catchment. The smaller centre serving Stockbridge Village has (as a result of previous problems e.g. in letting units) been subject to a comprehensive regeneration scheme which was completed in 2012. The new development is a partnership between the Council and Villages Housing and includes a new small supermarket, library, leisure centre and other facilities.
- 3.6.3 Huyton also contains smaller scale shopping facilities at Liverpool Road (also known as Page Moss) in North Huyton. The centre is heavily reliant on shoppers from the immediate area. Huyton has a further eight local shopping centres plus four smaller parades. The Town Centres and Shopping Study<sup>107</sup> suggests that local centres at Hillside Road, Longview Drive and Manor Farm Road, and the parade at Greystone Road are experiencing significant difficulties.

### 3.7 Transport

- 3.7.1 Huyton benefits from close proximity to the Borough's strategic road network, including the junctions of the M57 and M62 motorways. There is therefore good road connectivity north to south within the Borough, and east to west to Liverpool City Centre and St. Helens. The third Local Transport Plan<sup>108</sup> identified congestion hotspots in Knowsley including the A5300 Knowsley Expressway junction with the A561. It stated that there are already severe queuing problems at peak periods, especially for vehicles accessing the A561 southbound from the A5300.
- 3.7.2 The east to west connectivity is supported by the Liverpool to Manchester rail route, with both Huyton and Roby stations being situated on this line. A further rail station at Broad Green, just to the west of the Borough boundary, also serves part of the area.

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<sup>106</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>107</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>108</sup> A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

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

### **3.8 Natural Environment**

- 3.8.1 Huyton and Stockbridge Village is surrounded on three sides by Green Belt. It contains three of the Borough's nine open spaces that are managed to Green Flag Award standard. These are Court Hey Park, King George V Playing Fields and McGoldrick Park. Jubilee Park is being targeted by the Council with the aim of bringing it up to Green Flag Award standard. The area also contains a network of greenspace including the strategic link from the southern part of Stockbridge Village to Huyton Town Centre via the Alt Corridor. The network contains two of the area's 9 Local Wildlife Sites. These are important for sustaining valuable biodiversity (flora and fauna).
- 3.8.2 The Huyton and Stockbridge Village area has a surplus of both parks and amenity greenspace when compared to the Unitary Development Plan's open space standards<sup>109</sup>. The areas of amenity greenspace are, however, often small and of poor quality. There are three allotments in the area, all of which are well used.

### **3.9 Historic Environment**

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

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<sup>109</sup> See Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

**KEY ISSUES – HUYTON AND STOCKBRIDGE VILLAGE**

- To re-balance the housing market to meet local needs and contribute to those of the wider Liverpool City Region through comprehensive housing led regeneration in North Huyton and Stockbridge Village and targeted release of sites in South Huyton to provide a diverse range of affordable and market sector housing.
- To strengthen the existing successful employment locations at Huyton and Kings Business Parks including the delivery of further employment development within these areas.
- To review the Green Belt boundary to meet longer term development needs at:
  - Knowsley Lane, to the north of Huyton (for mixed housing and employment uses);
  - Edenhurst Avenue, to the south west of Huyton (for housing).
- To enhance Huyton Town Centre, with appropriate retail uses focused within the Derby Road / Cavendish Walk primary shopping area, environmental enhancements and a broader mix of evening, leisure and other service uses encouraged primarily in other parts of the town centre.
- To further improve Stockbridge Village District Centre, in combination with wider regeneration proposals for the Stockbridge area.
- To support shopping and service provision of an appropriate scale relative to the size and function of local centres within Huyton.
- To deliver enhanced and sustainable transport connectivity between residential neighbourhoods and employment uses at Kings and Huyton Business Parks and linking to the wider transport network within the City Region.
- To recognise the role, character and distinctiveness of the area's pockets of historically important townscape through protection and enhancement of historic assets.
- To improve the quality and accessibility of existing local greenspace, and strengthen the role and value of the strategic Green Infrastructure network, including Stadt Moers Park and the Alt Corridor, and improve other areas of environmental importance.

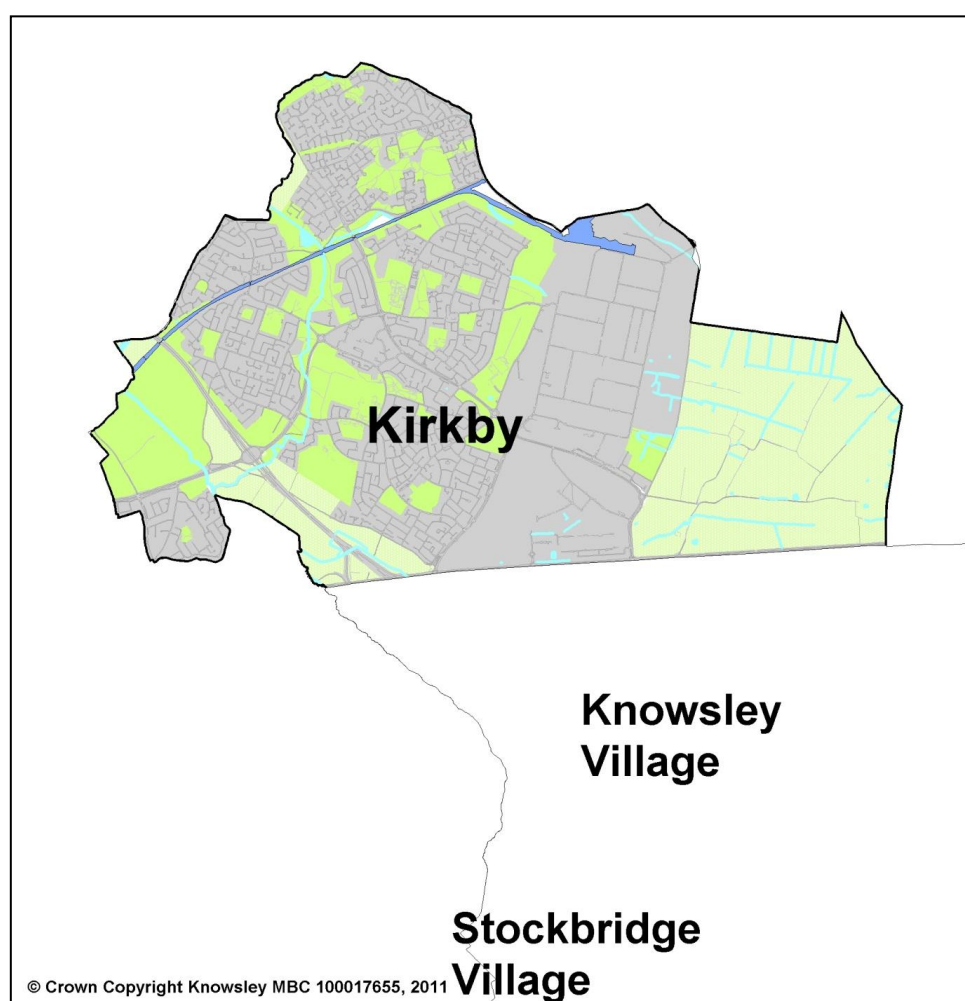
## 4. Kirkby Spatial Profile

### 4.1 Introduction

4.1.1 Kirkby is located in the north of the Borough and, with a population of 41,200<sup>110</sup> is the second largest settlement in Knowsley. It is a free standing town separated from Liverpool to the west by a narrow strip of Green Belt. It is easily accessible from the M57 and M58 motorways and is served by a local bus station and a railway station on the Liverpool / Wigan line.

4.1.2 The area is mainly suburban and includes the residential neighbourhoods of Kirkby Park, Tower Hill, Northwood, Westvale and Southdene.

**Figure 4.1: Kirkby Township Area**



### 4.2 Historical Context

4.2.1 The name Kirk-by means Church and Settlement and it is believed that a simple chapel existed in the Kirkby area at about 870AD. The area's rural landscape was largely undeveloped with only sporadic groups of buildings

<sup>110</sup> 2011 Census, (ONS, 2012)



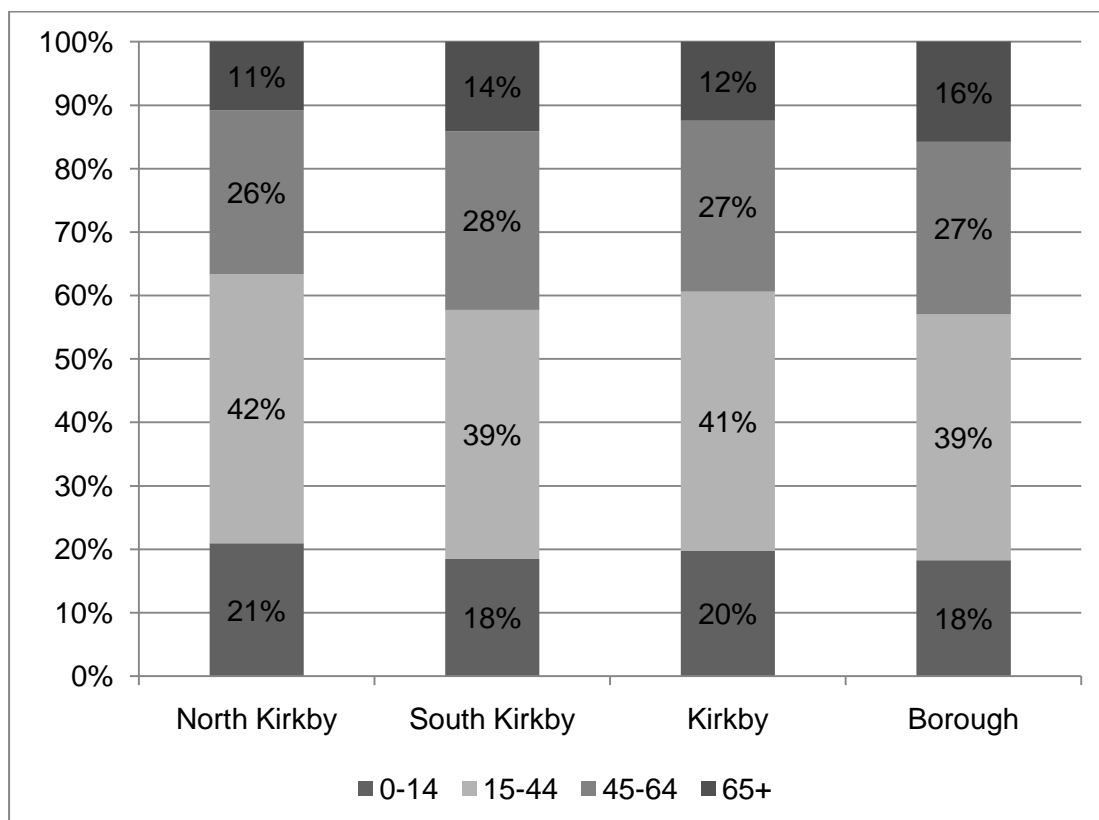
until the mid 20<sup>th</sup> century. During the Second World War, the Government built a munitions factory on what is now known as Knowsley Industrial Park. In 1942, the munitions factory had a workforce of 20,000. The area subsequently became one of the largest industrial estates in the country employing 26,000 people at its peak in the early 1970s.

4.2.2 During the 1950s large amounts of Council housing were built in Kirkby to provide replacement housing for Liverpool's slum clearance programme. Although Kirkby did not achieve its target population of 70,000, the town grew to a population of over 50,000 by 1961 before declining by about 20% and then stabilising at 42,000 by 1991<sup>111</sup>.

### 4.3 Population

4.3.1 Of the four township areas, Kirkby has the highest proportion of children aged 0 – 14. North Kirkby has a younger population structure than South Kirkby<sup>112</sup>.

**Figure 4.2 Kirkby Population Structure 2011**



Source: 2011 Census (ONS, 2012)

4.3.2 North Kirkby has significant health issues where life expectancy is the second lowest in the Borough for males (74.9 years) and females (79.1 years)<sup>113</sup>.

<sup>111</sup> Present residents 1991 Census (ONS, 1992)

<sup>112</sup> 2011 Census (ONS, 2012)

<sup>113</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

This compares with 76.2 years for males and 80.6 years for females in South Kirkby.

- 4.3.3 Whitefield in South Kirkby has the highest instance of recorded crime in Knowsley (127 crimes per 1,000 people). Kirkby Central is also in the top five wards for recorded crime in the Borough with a rate of 92 crimes per 1,000 people. The Borough average is 63.04 crimes per 1,000 people and the national average is 68 per 1,000 people<sup>114</sup>.

#### 4.4 Deprivation

- 4.4.1 Rates of economic activity are low in Kirkby where just 65% of the area's 16-74 population are economically active<sup>115</sup>. Kirkby has high levels of deprivation with the majority of the area falling within the most deprived 5% in the country<sup>116</sup>.
- 4.4.2 There is a relatively limited choice of housing types in Kirkby. The proportion of social rented housing is high (36%)<sup>117</sup> with very high concentrations within the Tower Hill, Northwood and Westvale neighbourhoods. The housing stock in Kirkby is dominated by three bedroom terraced and semi-detached housing. There are widespread problems of housing affordability in Kirkby, despite the relatively low house prices. This is due to exceptionally low average household income in the area<sup>118</sup>. Proposals to comprehensively regenerate the Tower Hill area, including developing new houses, remain a key objective for the Council.

#### 4.5 Economy, Employment and Skills

- 4.5.1 More than 16,000 people are employed in Knowsley Industrial Park<sup>119</sup>. The Knowsley Business Park, although contiguous with the Industrial Park, is within the Prescott, Whiston, Cronton and Knowsley Village township area. Generally the southern portion of Knowsley Industrial Park (between South Boundary Road and the East Lancashire Road A580) has been most recently developed with a range of modern large, small and prestigious units. The area to the north of South Boundary Road is, generally, more dated. A regeneration framework for the area<sup>120</sup> contains proposals to improve the accessibility and attractiveness of the Industrial Park, including the identification of areas of opportunity and potential re-modelling.

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<sup>114</sup> Merseyside Police Crime Statistics (Merseyside Police, 2012)

<sup>115</sup> 2011 Census (ONS, 2013)

<sup>116</sup> Index of Multiple Deprivation 2010 (DCLG, 2011)

<sup>117</sup> 2011 Census (ONS, 2013)

<sup>118</sup> Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

<sup>119</sup> LCR Superport Action Plan 2011-2020 (LCR Local Enterprise Partnership, 2011)

<sup>120</sup> Delivering a New Future for Knowsley Industrial Park: Strategic Framework (DTZ, Arup and Taylor Young, 2010)

## 4.6 Town Centres and Shopping

- 4.6.1 Kirkby town centre was built in the 1960s and provides shops and a market, mainly for local residents. It also provides a range of local services including a health centre, council offices and a large office presence by Barclaycard. There is a bus station within the town centre, with the train station (with park and ride facilities) approximately 1 km to the centre's north west.
- 4.6.2 The town centre has had very little investment and consequently has a poor quality environment. The main 'anchor' food retailer vacated its town centre premises in the 1970s and the store remains empty. The town centre has a strong local and discount retail focus and is under performing. The Merseyside Disadvantaged Communities Study<sup>121</sup> noted that the lack of a large central supermarket meant that some people felt 'trapped' into paying to travel further or use more expensive local independents who have a narrower choice of products.
- 4.6.3 A new leisure centre has recently been opened close to the town centre. The Town Centres and Shopping Study<sup>122</sup> identified a need for new development in the centre.
- 4.6.4 Outline planning permission was granted in March 2011 that, if implemented, will regenerate Kirkby Town Centre. The permission is for a mixed use development including a foodstore, retail shops, food and drink uses, professional and financial services, pubs / bars, hot food take away, and library in the Town Centre and on land adjoining it. A replacement health centre has recently been completed in the town centre.
- 4.6.5 Kirkby has five local centres plus six smaller parades. The Town Centres and Shopping Study<sup>123</sup> suggests that existing local centres at Bewley Drive / Broad Lane, Old Rough Lane, and Moorfield, and the parades at Kennelwood Avenue, Loweswater Way, and Richard Hesketh Drive are experiencing significant difficulties. The study reported that the local centre at Park Brow Drive and the parade at Old Farm Lane are considered to be no longer commercially sustainable in their current format.

## 4.7 Transport

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

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<sup>121</sup> Merseyside Disadvantaged Communities Study Transport Research Report (LTP Support Unit, 2010)

<sup>122</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>123</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

- 4.7.2 Kirkby's rail station is a strategic asset that offers good access to Liverpool (via the Merseyrail electrics system) and to Wigan. The Council and Merseytravel have long term aspirations to extend the Merseyrail electrics system and create a new railway station at Headbolt Lane in Kirkby<sup>124</sup>.
- 4.7.3 Bus provision to employment areas is perceived to be poor. Under the proposed Merseytram scheme, Kirkby was to be connected to Liverpool City Centre via "Line 1" of the tram system. Funding for this scheme has not been identified.
- 4.7.4 The Knowsley Rail Freight Terminal is located at the northern end of the Knowsley Industrial Park and represents a strategic opportunity for the town to expand its role in the logistics and freight transport sectors offering an alternative to road-based freight distribution.
- 4.7.5 Like the other areas within Knowsley, Kirkby benefits from accessibility to the walking, cycling and Public Rights of Way networks in the Borough.

## 4.8 Natural Environment

- 4.8.1 There is a network of green space linking Tower Hill to the north of Kirkby with the town centre and linking southwards alongside Valley Road towards the M57. The network forms an important strategic link encouraging people to walk and cycle and also sustaining valuable biodiversity (flora and fauna).
- 4.8.2 Kirkby contains 15 Local Wildlife Sites, two sites of Local Geological Interest, and a Local Nature Reserve. Of the eight open spaces in the Borough that are managed to Green Flag Award standard, two are in Kirkby. These are Mill Brook Park (Millennium Green), and St. Chads Gardens. Acornfield Plantation is being targeted by the Council with the aim of bringing it up to Green Flag Award standard<sup>125</sup>.
- 4.8.3 When compared to the Unitary Development Plan's open space standards<sup>126</sup>, Kirkby has a large provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems in some areas of under use, tipping and anti social behaviour.
- 4.8.4 Some areas of Kirkby are at risk of flooding alongside Kirkby Brook and Simonswood Brook where about 180 dwellings have been identified as having a greater than a 1 in 100 chance each year of flooding.

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<sup>124</sup> A New Mobility Culture for Merseyside The third Local Transport Plan for Merseyside (Merseyside Integrated Transport Authority, 2011)

<sup>125</sup> The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

<sup>126</sup> Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

## 4.9 Historic Environment

4.9.1 Kirkby contains 34 listed buildings of which 33 are grade II and one is grade II\*. It contains five conservation areas of which one, South Park Road, is considered to be at risk<sup>127</sup>.

### KEY ISSUES – KIRKBY

- To improve the quality, choice and affordability of housing to meet local needs, with priority being given to comprehensive housing-led regeneration in Tower Hill, and further targeted provision appropriate to needs and opportunities in Northwood, Westvale and Southdene to provide a diverse range of affordable and market sector housing;
- To maximise the role of Knowsley Industrial and Business Parks as a strategic employment location for the Liverpool City Region, including delivery of new employment development prioritising existing employment allocations and previously developed sites with associated access improvements and linkages to other areas of Kirkby;
- To review the Green Belt boundary to meet longer term development needs at:
  - Land at Bank Lane (for housing); and
  - Land to the east of Knowsley Industrial Park (for employment uses).
- To deliver retail-led regeneration in Kirkby Town Centre, focused around the primary shopping area (St. Chads Parade) and expansion of the town centre to the south, to ensure it provides the focal point for high quality shopping, recreation, employment, education and leisure facilities;
- To enhance transport links between residential neighbourhoods and Kirkby Town Centre and Knowsley Industrial Park, and between Kirkby and other places in the Liverpool City Region. This may (subject to funding) include construction of Merseytram Line 1 and a rail interchange / park and ride at Headbolt Lane;
- To recognise the role and character of the area's heritage value through protection and enhancement of heritage assets; and
- To improve the quality and accessibility of Kirkby's local greenspaces and improve other areas of environmental importance, whilst strengthening the role and value of the strategic Green Infrastructure network, including the Valley Corridor green link, to provide a range of well-used multi-functional areas incorporating attractive walking and cycling provision linking different parts of Kirkby.

<sup>127</sup> Heritage at Risk Register 2011 / North West (English Heritage, 2011)

## 5. Prescott, Whiston, Cronton and Knowsley Village Spatial Profile

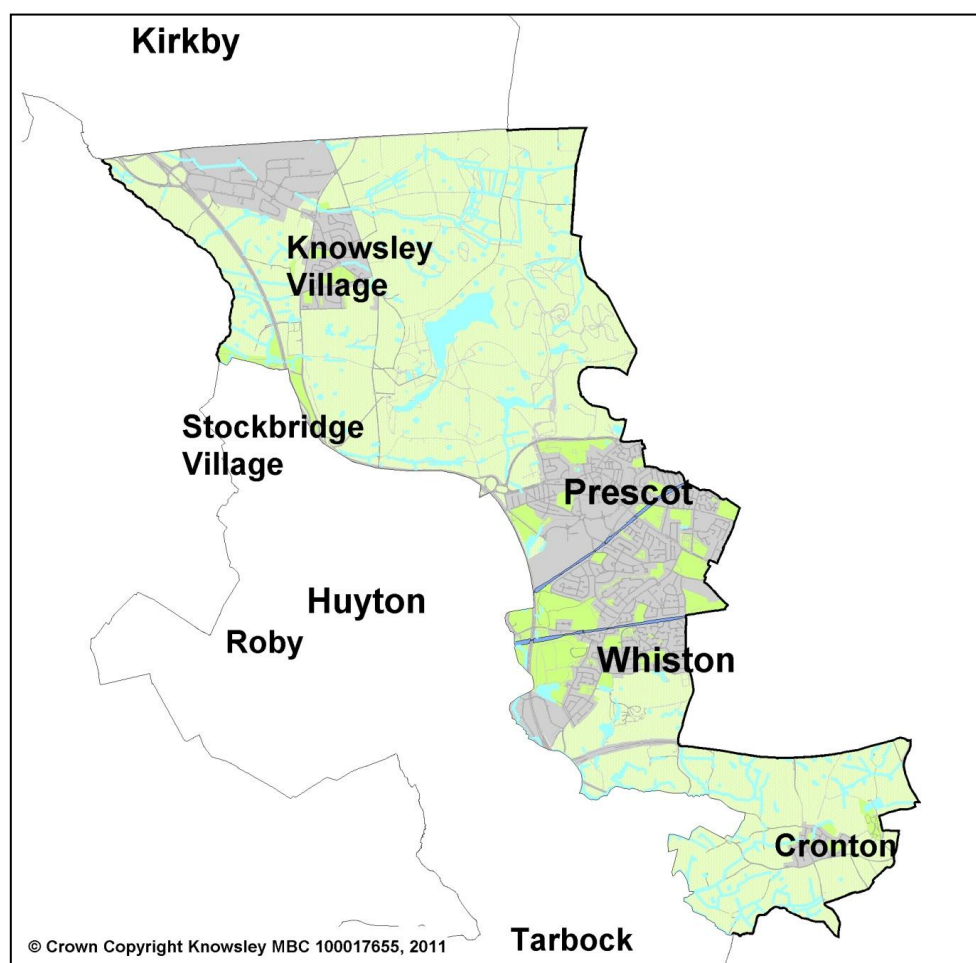
### 5.1 Introduction

5.1.1 The Prescott, Whiston, Cronton and Knowsley Village area has a population of 28,400<sup>128</sup> and is located in the centre of the Borough to the east of Huyton.

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

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

**Figure 5.1: Prescott, Whiston, Cronton and Knowsley Village Spatial Profile**



<sup>128</sup> 2011 Census, (ONS, 2012)

## 5.2 Historical Context

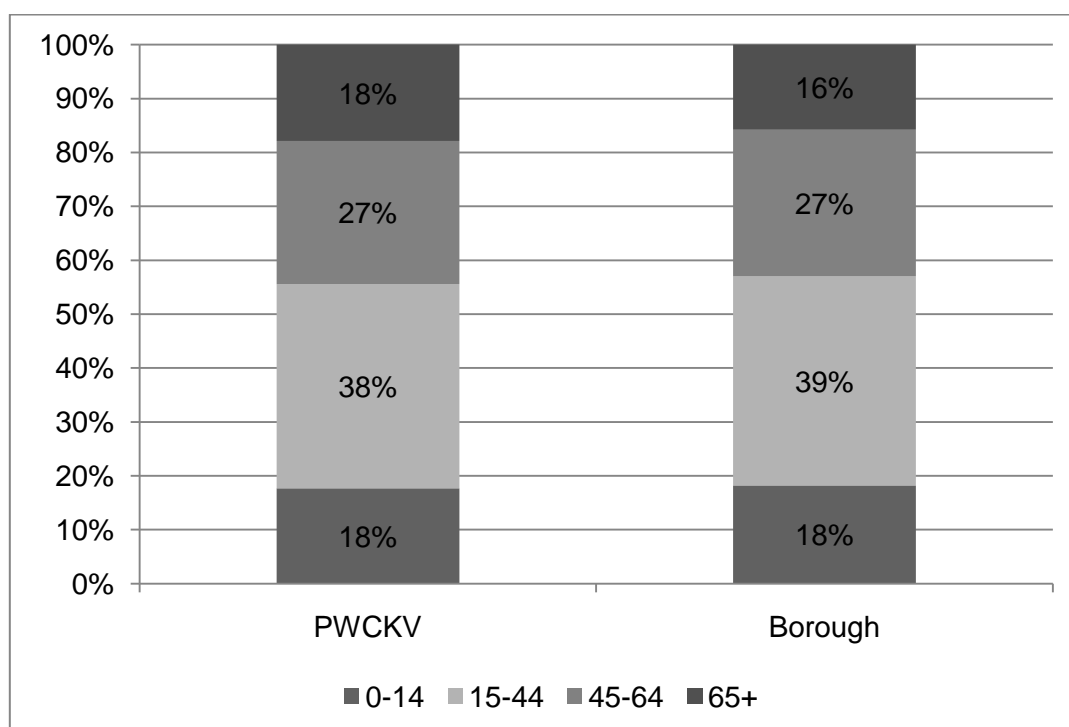
- 5.2.1 Prescott is believed to be Anglo-Saxon in origin, when it was called Prescota meaning a Priest Cottage. Although the Parish Church has earlier origins, the establishment of a number of potteries in the 14<sup>th</sup> century along with coal mining provided an important stimulus to the town. Prescott also developed as a thriving market town. The plot layout, street pattern and several buildings of medieval Prescott still survive in the town centre.
- 5.2.2 The 18<sup>th</sup> century brought considerable changes to the town with a growth in the number of craft industries especially watch making, tool making and the potteries. This resulted in increased prosperity and a rise in population. Georgian properties are still evident in the town centre, indicating this heritage. The watch making industry in Prescott, in particular, rose to one of national and international significance.
- 5.2.3 The late 19<sup>th</sup> century saw the emergence of a cable making industry, located to the south of Prescott town centre. BICC became the major employer in the town, although in recent years the industry has contracted considerably. The former BICC site has since been partly redeveloped with retail units, housing and small industrial / warehousing and office units. Large vacant industrial buildings stand on a substantial remaining portion of the former cable industry site.
- 5.2.4 Whiston is historically linked with coal mining, pottery and later brick making. With the exception of Cronton Clay Pit, these industries have since ceased. The coal mining heritage is still evident in the area with the remnant spoil heaps of Cronton Colliery. Whiston is home to a major hospital providing a wide range of accident and emergency, and in / out patient care services to residents of Knowsley and St. Helens.
- 5.2.5 Knowsley Village developed as an estate village for nearby Knowsley Hall. Since the Second World War it has grown significantly with a new housing estate to the east of the original village.
- 5.2.6 Cronton village is a rural village for which the origins are evident from its collection of buildings dating from the 17<sup>th</sup> to the 19<sup>th</sup> century. As with Knowsley Village, the main expansion of the settlement occurred in the 20<sup>th</sup> century with the development of housing estates to the south of the village core.

## 5.3 Population

- 5.3.1 Of the four townships areas, Prescott, Whiston, Cronton and Knowsley Village has the highest proportion of people aged 65 and over<sup>129</sup>.

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<sup>129</sup> 2011 Census (ONS, 2012)

**Figure 5.2: Prescott, Whiston, Cronton, Knowsley Village Population Structure 2011**

Source: 2011 Census (ONS, 2012)

5.3.2 Relatively, the residents in this area experience a lesser degree of health and well being issues, although the area still experiences major issues when compared to the national averages (except for cardiovascular disease which is below the England average). The life expectancy of males (77.0 years) and females (80.9 years) is the second highest in the Borough<sup>130</sup>.

## 5.4 Deprivation

5.4.1 Prescott, Whiston, Cronton and Knowsley Village are more affluent compared to other parts of the Borough. This is also reflected in its relatively high house prices which have led to affordability issues. The mix of tenures and types of houses in Prescott, Whiston, Cronton and Knowsley Village broadly reflects the Borough average, including a dominance of three bedroom semi-detached properties<sup>131</sup>.

5.4.2 Although higher than the national average, the area has one of the lowest levels of out of work benefit claimants across Knowsley. Around 17% of working age people in the area are claiming compared to the Borough average of 21%.<sup>132</sup>

<sup>130</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

<sup>131</sup> Knowsley Strategic Housing Market Assessment (David Coultie Associates, 2010)

<sup>132</sup> Benefit claimants – working age clients for small areas, November 2011 (ONS, 2013)



## 5.5 Economy, Employment and Skills

- 5.5.1 The area contains a large employment area (120 ha) north of Knowsley Village (Knowsley Business Park) which contains a range of modern large, small and prestigious units. It is contiguous with the Knowsley Industrial Park, which is located within the Kirkby township.
- 5.5.2 The South Prescott Action Area lies to the south west of Prescott town centre, with the Prescott Business Park having been built on part of the former BICC Cables site. The remainder of the site and the town's heritage offer significant regeneration and redevelopment opportunities.

## 5.6 Town Centres and Shopping

- 5.6.1 Prescott's town centre is based on an original mediaeval market town plot layout and contains many interesting old buildings and public spaces. It also contains an indoor shopping centre built in the 1980s. Both the indoor centre and the older shops are suffering from low rental levels and high vacancy rates<sup>133</sup>. The Cables Retail Park, located to the south of Prescott town centre, was opened in 2000. In contrast, it is very successful with a large food supermarket and non-food retail units.
- 5.6.2 It is considered that there is the opportunity for Prescott town centre to take better advantage of its historic character. In particular, there is scope to connect the centre more coherently with Church Street and the area surrounding Prescott Museum and Art Gallery. There is also an identified need to improve linkages between the Cables Retail Park and the older shopping area in the town centre<sup>134</sup>.
- 5.6.3 The Prescott, Whiston, Cronton and Knowsley Village area has five local shopping centres plus one smaller parade. The Shopping Study<sup>135</sup> suggests that the local centre at Molyneux Drive, Prescott is experiencing significant difficulties and the parade at Byron Avenue / Milton Avenue, Whiston is considered to be no longer commercially sustainable in its current format.

## 5.7 Transport

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

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<sup>133</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>134</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

<sup>135</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

- 5.7.2 The rural communities of Cronton and Knowsley Villages face transport challenges due to their relative isolation from the wider urban areas. Both settlements, however, are served by local buses and have reasonable access onto the strategic road network. Cronton also benefits from close proximity to transport nodes in nearby Widnes.
- 5.7.3 Prescott town centre and Whiston Hospital were proposed to be served by the Merseytram scheme Line 2, connecting these areas with Liverpool City Centre. Progress on Line 2 was not as advanced as Line 1 to Kirkby and Transport and Works Act approval was not sought.

## 5.8 Natural Environment

- 5.8.1 The presence of Stadt Moers Country Park in Whiston contributes to a good standard of provision to the south of the area but there is a deficiency of parks elsewhere in the area. There is also a deficiency of other types of greenspace including allotments, of which there is only one.
- 5.8.2 The area contains an important network of green space linking Whiston Hospital to Huyton town centre via a Sustrans cycle network and Stadt Moers Country Park. The network forms a strategic link that helps to sustain valuable biodiversity (flora and fauna). Of the eight open spaces in the Borough that are managed to Green Flag Award standard, two are in Whiston. These are Henley Park and Knowsley Cemetery. Eaton Street Recreation Ground in Prescott is being targeted by the Council with the aim of bringing it up to Green Flag Award standard<sup>136</sup>.
- 5.8.3 Knowsley Park is a designated area of historic parkland that extends to over 1,000 ha. Knowsley Hall lies at the centre of the Park and provides a venue for conferences, business meetings and private functions. The Park also includes Knowsley Safari Park which regularly attracts over 500,000 visitors each year.
- 5.8.4 The area has 25 Local Wildlife Sites and four sites of Local Geological Interest.

## 5.9 Historic Environment

- 5.9.1 The Prescott, Whiston, Cronton and Knowsley Village area contains 50 listed buildings of which 1 is Grade I, 48 are grade II, and one is grade II\*. The Church of St. Mary in Prescott is the only grade I listed building in the Borough. The area also contains three conservation areas, of which Prescott Town Centre Conservation Area is considered to be at risk<sup>137</sup>. Its condition is described as "Improving". Prescott Town Centre has been awarded funding through the Townscape Heritage Initiative. This will be used to develop a 5 five year programme that will involve building refurbishments and reinstating

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<sup>136</sup> The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

<sup>137</sup> Heritage at Risk Register 2011 / North West (English Heritage, 2011)

architectural detailing together with an educational programme and community activities. The Council is seeking to identify further potential funding to deliver enhancements.

### **KEY ISSUES – PRESCOT, WHISTON, CRANTON AND KNOWSLEY VILLAGE**

- To regenerate Prescott Town Centre, improving the mix of high quality shopping, recreation, employment, community and leisure facilities, by consolidating the primary shopping area on Eccleston Street and integrating Cables Retail Park more effectively with the town centre, including improved linkages on Sewell Street;
- To capitalise on the area's unique heritage by preserving, protecting and enhancing historic assets, particularly in Prescott Town Centre, Cranton and Knowsley Village;
- To improve the quality, choice and affordability of housing and accessible employment development to meet local needs, with an initial focus on the significant development and regeneration opportunities in South Prescott;
- To review the Green Belt boundary to meet longer term development needs at:
  - Land to the north west of Prescott (for housing);
  - Land at Carr Lane, to the west of Prescott (for employment uses);
  - Land to the south of Whiston (for housing);
  - Land at Knowsley Village (for housing); and
  - Cranton Colliery and adjacent land south of the M62 (for employment uses);
- To enhance links between individual communities and facilities and job opportunities in Prescott Town Centre, Knowsley Safari Park, Whiston Hospital, Huyton Business Park, Kings Business Park and Knowsley Industrial and Business Parks, and in the wider Liverpool City Region;
- To improve the quantity, quality and accessibility of local greenspaces, and improve other environmentally important areas, whilst strengthening the role and value of the Green Infrastructure network, including the Whiston to Cranton Corridor strategic green link and Stadt Moers Park, to provide well-used multi-functional areas incorporating attractive walking and cycling provision; and
- To recognise the historic and recreational significance and contribution of the Knowsley Hall Estate and Knowsley Safari Park at a local and sub-regional level and ensure appropriate support for complementary development of an appropriate scale at this location.

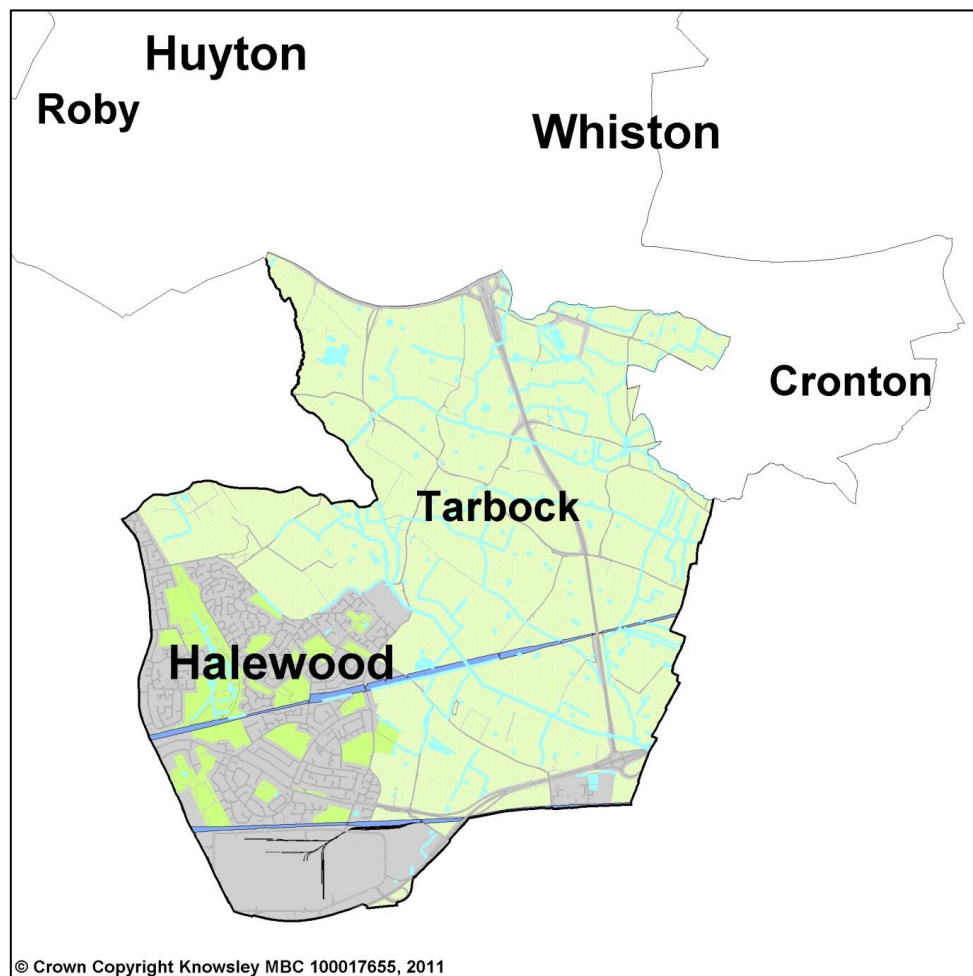
## 6. Halewood Spatial Profile

### 6.1 Introduction

6.1.1 With a population of 20,100, Halewood is the smallest of the Borough's township areas<sup>138</sup>. It is located in the south of Knowsley and is generally perceived to be isolated from other areas of the Borough. It contains one of the Borough's key employers - Jaguar / Land Rover and also benefits from close proximity to Speke Industrial Park and Liverpool John Lennon Airport. The proposed Liverpool John Lennon airport expansion plans could benefit Halewood by providing new job opportunities and a new link road to Speke Boulevard from the airport.

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

**Figure 6.1: Halewood Township Area**



<sup>138</sup> 2011 Census (ONS, 2012)

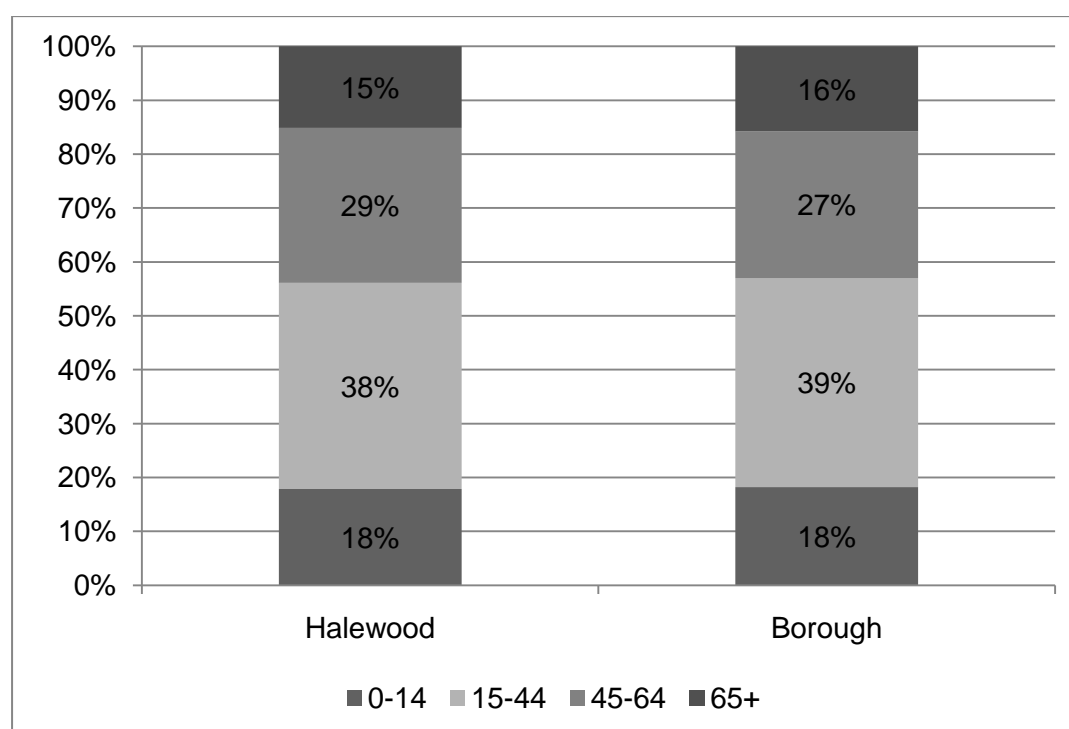
## 6.2 Historical Context

- 6.2.1 Although the area contains a small number of historic buildings, the main urban area of Halewood was mainly developed in the 20<sup>th</sup> century, particularly since 1945. Initially development took place in the southern part of Halewood and consisted of overspill housing from Liverpool. More recently it has been from private sector developments in the northern part of the area.
- 6.2.2 Tarbock is by far the smallest settlement in the Borough. It is also one of the oldest and featured in the Domesday Book. It consists of a loose knit, attractive grouping of dwellings, many of which are of historic value, including some dating from the 15th century.

## 6.3 Population

- 6.3.1 Halewood has a similar working age population structure to the Borough as a whole. It has a slightly higher proportion of persons aged 45-64 than the Borough.

**Figure 6.2 Halewood Population Structure 2011**



Source: 2011 Census (ONS, 2012)

- 6.3.2 Life expectancy for males in Halewood (76.6 years) is slightly higher than the Borough average; while for females it is slightly lower (80.4 years). Halewood residents do not experience the severity of health problems experienced elsewhere in Knowsley. However, the all age all cause mortality rate is still above the national average<sup>139</sup>.

<sup>139</sup> Knowsley Public Health & Intelligence Health Matrix (KMBC, 2013)

## 6.4 Deprivation

- 6.4.1 The levels of deprivation are not as severe in Halewood as they are in other parts of the Borough. There are, however, localised concentrations of deprivation in the south of the area.
- 6.4.2 There has been a perception that some new estates lack, or are isolated from, facilities such as GPs, shops and other community facilities. The recent regeneration of the Ravenscourt district shopping centre (see below) should address this issue.
- 6.4.3 In comparison to other areas in Knowsley, Halewood has a relatively balanced housing market, having a higher proportion of four bedroom properties than elsewhere. Halewood has the second highest level of owner-occupation and has the lowest proportion private rented accommodation in Knowsley. Due to the relatively high house prices in Halewood, it faces significant affordability issues<sup>140</sup>.

## 6.5 Economy, Employment and Skills

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

## 6.6 Town Centres and Shopping

- 6.6.1 The Ravenscourt shopping centre at Halewood is much smaller than those in the other townships. It was constructed in the post war period and became rundown in recent years. Comprehensive regeneration of the area has recently been completed including health and community facilities at the Halewood Centre, a 1,597 sq. m. food store and 12 retail non food units together with car parking and a bus interchange.
- 6.6.2 Halewood also has two small local centres plus two smaller parades. The Town Centres and shopping study<sup>141</sup> suggests that these are either healthy or moderately healthy centres.

## 6.7 Transport

- 6.7.1 Halewood is often perceived to be isolated from the other Knowsley townships due to its geographical location. It does, however, benefit from its good

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<sup>140</sup> Knowsley Strategic Housing Market Assessment (David Couttie Associates, 2010)

<sup>141</sup> Knowsley Local Development Framework Town Centres and Shopping Study, Volume 1: Current expenditure patterns and health checks (Roger Tym & Partners, 2009)

strategic links with Liverpool, including a railway station on the Liverpool to Manchester (via Warrington) line, and close proximity to the A652 and A5300 offering good road access to Liverpool and Cheshire. Of particular benefit is the location of the M62 / M57 junction known as "Tarbock Island". The benefits of the connection to the A652 will be enhanced if the proposed Mersey Gateway Bridge in Halton is built.

- 6.7.2 The employment areas to the south of Halewood benefit from access to the West Coast Main Line although there is no passenger station in Knowsley on this line. The close proximity to Liverpool John Lennon Airport offers opportunities in terms of air travel and freight transportation for businesses.
- 6.7.3 Due to its rural nature, Tarbock is relatively isolated in terms of transport links, although there are bus services which connect the village with Liverpool and Widnes.

## 6.8 Natural Environment

- 6.8.1 When compared to the Unitary Development Plan's open space standards<sup>142</sup>, Halewood has a good provision of amenity greenspace for its population size. They are, however, not always of the best quality with problems of under use, tipping and anti social behaviour. The surplus amenity greenspaces represent a resource that could be used to meet shortages within other types of open space. There are a number of parks within Halewood providing good quality areas of public open space. In July 2011 Halewood Park was awarded Green Flag status. This is the first open space in Halewood to be managed to Green Flag standard. It is the Council's intension that Arncliffe Sports Ground also be managed to the standard<sup>143</sup>.
- 6.8.2 The Halewood Country Park / Sustrans cycle network corridor links Gateacre in Liverpool to the north west of Halewood to Halewood Station. There are also 25 Local Wildlife Sites within the area including the Country Park which provides an important green link for the town which helps to sustain valuable biodiversity (flora and fauna).
- 6.8.3 Areas adjacent to Netherley Brook are identified as being at risk of flooding including the Unitary Development Plan housing allocation site at Bridgefield Forum. About 80 dwellings in Halewood have been identified as having a once in 100 years to once in 1000 years probability of flooding.

## 6.9 Historic Environment

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

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<sup>142</sup> Greenspace Standards in New Development Supplementary Planning Document (Knowsley MBC, 2007)

<sup>143</sup> The Knowsley Green Space Strategy 2010-2014 (Knowsley MBC, 2010)

**KEY ISSUES – HALEWOOD**

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



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## Appendix A – Sites of Environmental Importance

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

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

**Site**

76 Tarbock Green ditch  
80 Dog Clough Brook, Tarbock

**Type of Site**

Local Wildlife Site  
Local Wildlife Site

**Appendix B - Listed Buildings**

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

<b>Kirkby</b>	II	37	Railway Public House & Langtree Cottage - Glovers Brow	
	II	38	Carters Arms Public House - Glovers Brow	
	II	39	The Cottage - Glovers Brow	
	II	40	The Smithy, 1 & 3 - Mill Lane	
	II	41	38 & 40 North Park Road	
	II	42	14 & 16 South Park Road	
	II	43	Waverley House - South Park Road	
	II	44	Whitefield House - Pigeon House, Ingoe Lane	
	II	45	Corporation Rent Office - Ingoe Lane	
	II	46	Dovecote - Ingoe Lane	
	II	47	Sefton Cottage - Kirkby Row	
	II*	48	St Chad's Church - Old Hall Lane	
	II	49	Vicarage Old Hall Lane/1-2 - Austin Close	
	II	50	Stables- To North of Vicarage, Old Hall Lane/3 Austin Close	
	II	51	Gate Piers to South of Vicarage, entrance to Austin Close off Old Hall Lane	
	II	52	Kirkby Hall Lodge - Old Hall Lane	
	II	53	63 & 65 Ribblers Lane	
	II	54	81 & 83 Ribblers Lane	
	II	55	101 & 103 Ribblers Lane	
	II	56	121 & 123 Ribblers Lane	
	II	57	118, 120 & 122 Sefton Arms Cottages, Ribblers Lane	
	II	58	16 North Park Road	
	II	59	Kirkby War Memorial, Old Hall Lane (July 07)	
	<b>Knowsley</b>	II*	60	Knowsley Hall - Knowsley Park and all curtilage properties.
		II*	61	St Mary's Church - Knowsley Lane
		II	62	Gellings Farm House off Randles Road
		II	63	School Cottages, 224, 226 Knowsley Lane
		II	64	Littlewood Lodge
		II	65	Knowsley Vicarage - Tithebarn Lane
<b>Prescot</b>	II	66	6 Beesley Road	
	II	67	34 Church Street – Prescot Museum	
	I	68	Church of St Mary	
	II	69	2 Derby Street	
	II	70	44-50 Derby Street	
	II	71	52 & 54 Derby Street (Clockface)	
	II	72	Stable Block, Derby Street (Clockface)	
	II	73	30 Eccleston Street	
II	74	3 High Street		



	II	75	11 High Street
	II	76	37 High Street
	II	77	48-50 St Helens Road
	II	78	2 Vicarage Place
	II	79	4 Vicarage Place
	II	80	6 Vicarage Place
	II	81	10 Vicarage Place
	II	82	14 Vicarage Place
	II	83	Church of Our Lady Immaculate - Vicarage Place
	II	84	The Lancashire Watch Factory - Albany Road
	II	85	Detached Workshop to the rear of No. 20 Grosvenor Road
	II	86	No. 17 Atherton Street
	II	87	No. 9 Market Place with former workshop to rear
<b>Tarbock</b>	II	88	Rose Cottage/Heathgate - Greensbridge Lane
	II	89	Tarbock Hall Farm House - Ox Lane
<b>Whiston</b>	II	90	NE Lodge (Rainhill Lodge) to Halsnead Park - Fox's Bank Lane
	II	91	Gate Piers to NE Lodge to Halsnead Park, Fox's Bank Lane
	II	92	Old Halsnead - Fox's Bank Lane
	II	93	Barn at Snapegate - Fox's Bank Lane
	II	94	Sandfield Cottage - Lickers Lane
	C	95	St Nicholas' Church - Windy Arbor Road
	II	96	Carr House Farmhouse - Windy Arbor Lane
	II	97	Carr House Barn - Windy Arbor Road
	II	98	Ropers Bridge, Dragon Lane

<b>Summary</b>				
Listings	Listed Buildings	Grade 1	Grade II*	Grade II
98	121	1	4	116

**For more information log on to**  
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