

Halsnead Park



A SUSTAINABLE NEW COMMUNITY | DEVELOPMENT FRAMEWORK | SEPTEMBER 2011

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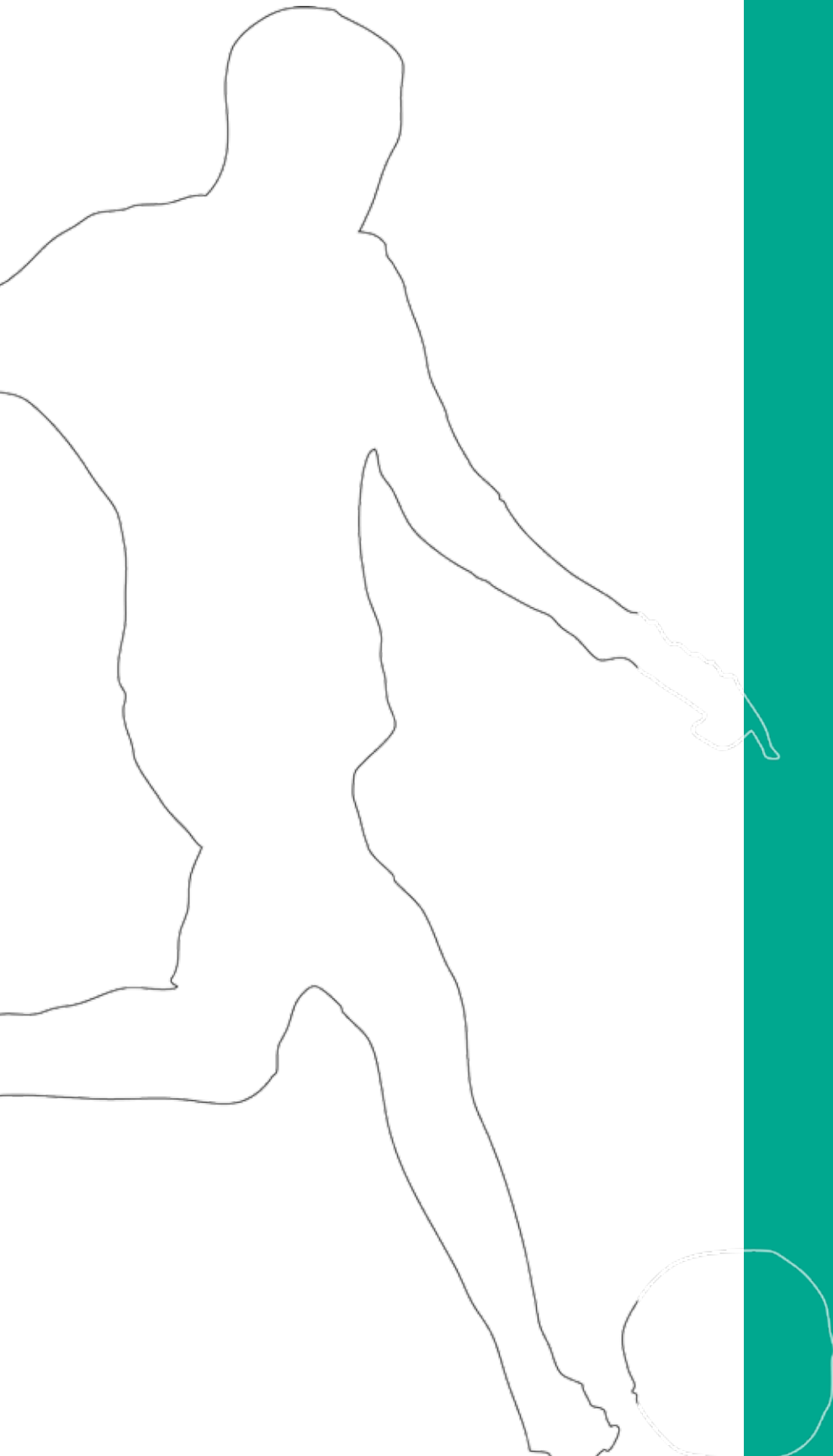
Executive Summary

Junction Property Limited has instructed Barton Willmore to prepare a masterplan for the land on either side of Junction 6 of the M62 motorway, known as Halsnead Park, Knowsley. This land is currently within the Green Belt but is proposed for exclusion by the Knowsley Core Strategy Preferred Options Report which is out for consultation until 5th September 2011.

This short promotional document identifies the potential of the land to deliver a genuinely sustainable live work development which could act as a major new gateway into Knowsley and an exemplar for other similar developments in Merseyside. It is focussed around restoration of the historic parkland of the area and improved public transport infrastructure. It seeks to maximise the benefits of the site's proximity to existing businesses and employers and existing public transport infrastructure, including Whiston Railway Station. It also seeks to maximise the economic potential of the location which is astride one of the major economic development corridors in the North West (the M62 motorway) and is at the gateway to Merseyside

The work introduces the potential of the site through a detailed analysis of the area, touching on the rich history of the old estate. Using historical references it identifies the original landscape network and the key areas of woodland, boundaries and water resource that have survived. These now inform and inspire the emerging masterplan. Finally the document outlines an emerging and ambitious vision for the site that will act as the basis for discussion with Knowsley Council and other key stakeholders.

This document is intended as an introduction to the emerging proposal. Our client is fully committed to working in partnership with the local authority to develop this vision into a truly sustainable exemplar project for Merseyside. We believe Halsnead Park offers a once in a lifetime opportunity for carefully planned comprehensive growth and one that offers the potential for a transformative impact on Knowsley.





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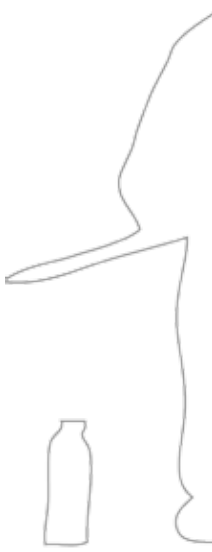
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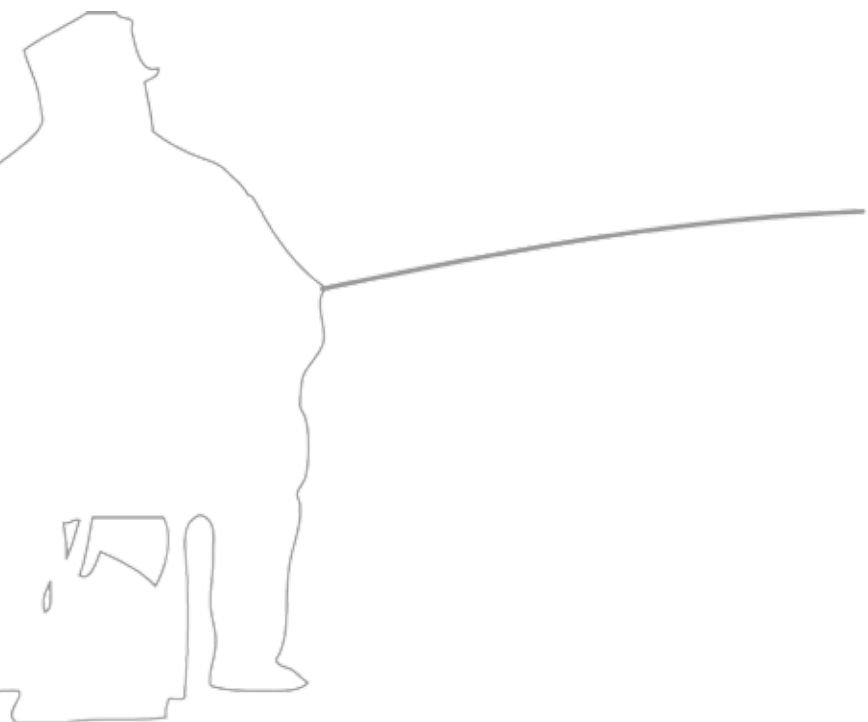
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1.1 SITE LOCATION AND DESCRIPTION

SITE LOCATION

The site is located within Halsnead Park, south of Whiston, a township within Knowsley which lies approximately 12 kilometres east of Liverpool City Centre. The former Halsnead Park Estate covered land both north and south of the M62 motorway. The land to the north of the motorway covers an area of approximately 100 Ha, and is bounded by the M62 motorway to the south,

Windy Arbor Road and residential development to the west, Lickers Lane to the north (with residential development extending the full length of the opposite side of the road), and Fox's Bank Lane to the east (with open countryside beyond). Junction 6 of the M62 is adjacent to the south west corner of the site. The land is therefore well-contained by defensible physical features and represents a logical extension of the existing urban area.

The land to the south of the motorway covers an area of some 70 Ha and is roughly triangular in shape. The M62 motorway forms the northern boundary. The southern boundary is formed by the A5080 Cronton Road and the eastern boundary by a continuation of Fox's Bank lane south of the motorway. It includes the disused Cronton Colliery. Like the land to the north, it is well-contained by existing defensible physical features.

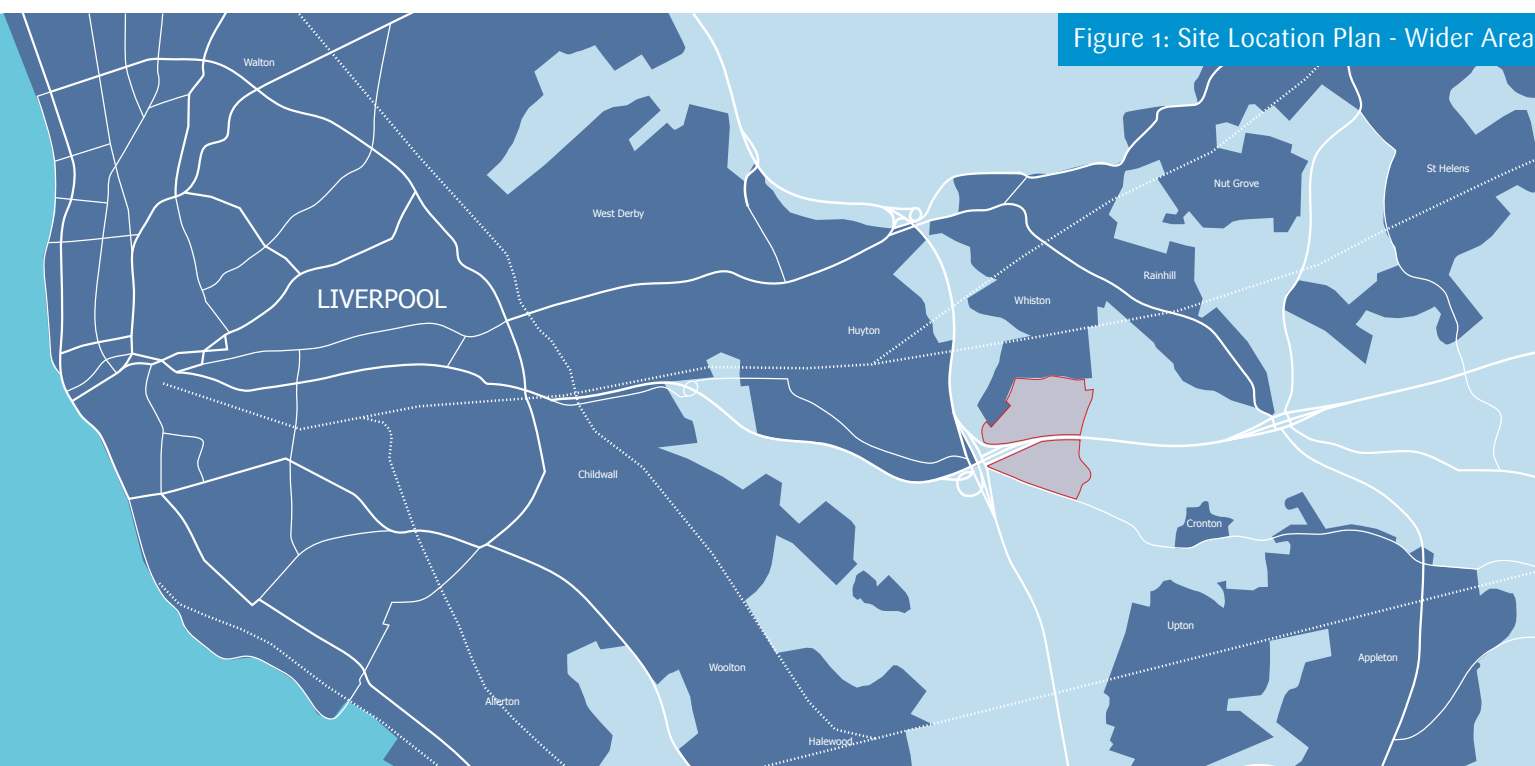


Figure 1: Site Location Plan - Wider Area



Figure 2: Aerial Photo

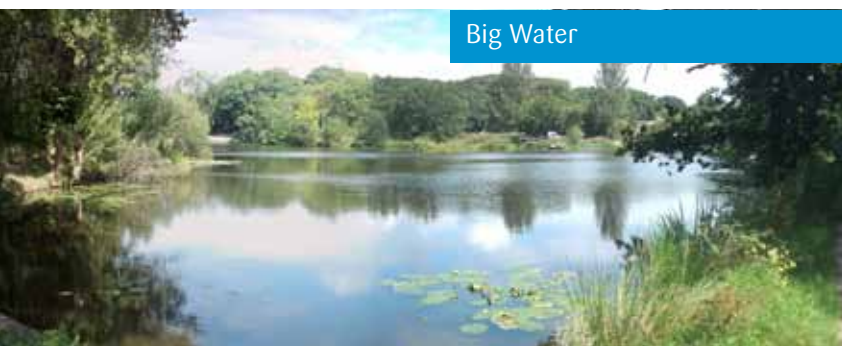




Southern Edge of Northern Site



Northern Site



Big Water



M62 Overpass

SITE DESCRIPTION

The site to the north of the motorway is a mixture of arable fields, grassland and amenity areas, with several large woodland blocks, lakes and ponds, and a disused railway line that used to serve the Cronton Colliery. The site contains four locally designated Sites of Biological Interest (SBIs), including Big Water, and three mature broad-leaved woodlands.

In the north west corner of the site is a recreation ground, with adjacent fishing lake, and an abandoned retail garden centre which now has planning permission for elderly persons housing.

In the centre of the site is a large mobile home park, which abuts the woodland and the carp fishing pond known as Big Water. Chapel Brook flows through the south west corner of the site.

The site is reasonably well used, with informal tracks, 'desire lines' evident in the grass fields adjacent to the houses in the west, and many tracks through the woodlands and around the lakes.

On the opposite side of Windy Arbor Road is a highly successful industrial and business park which is nearly fully developed. This industrial and business park has demonstrated the ability

of this general area to attract inward investment into Knowsley.

The land south of the motorway is partly used as farmland and includes a farmstead in the north-eastern corner. There are also blocks of woodland, three of which are designated as Sites of Biological Importance. The eastern part of the land is the former Cronton Colliery. It is heavily contaminated and contains large areas of colliery waste. There are also capped mine shafts. The land is previously developed within the meaning of PPS3.

THE CHALLENGE

The challenge is to produce a major mixed development which maximises the locational advantages of the land, including its proximity to the motorway junction, the railway station and the townships of Huyton, Prescot and Whiston.

The challenge is also to produce a scheme which is highly sustainable and maintains and enhances the environmental assets of the site, including its historic parkland, its woodland and its nature conservation interests. The proposal is large enough to sustain a high level of social and community facilities at no cost to the public purse.

The area has the potential to be

highly successful for economic development which has been demonstrated by the success of the existing industrial and business park. Because of its location astride one of the main economic corridors in the Region, it can attract significant inward investment into Knowsley which other potential sites could not, including major distribution users. This potential can be combined with the opportunity to reuse the previously developed land at Cronton Colliery which was once a major employer in the area. The challenge is to ensure that the jobs created are accessible to the existing residents of Knowsley through sustainable transport initiatives which can link the area to the main concentrations of joblessness in the Borough, including North Huyton.

The area also has the potential to make a major contribution to meeting the large need for additional housing in Knowsley in a highly sustainable way. The Council has already recognised that this need can only be met by the release of Green Belt land. The site north of the motorway is extremely well-placed to meet this need because of its high degree of containment by the existing urban area, the motorway and other roads. Because of its location and environmental characteristics, it can also meet the need for aspirational housing, for which there is a large need in the Borough. The lack of such housing is a major driver of families and

Figure 3: Site Location Plan



1.2 VISION

Barton Willmore has taken this opportunity to present a vision for a genuinely sustainable community located at Halsnead Park.

The site has long been the subject of discussion over its future as a residential and business opportunity. The site straddles the M62 with the southern site considered in the past for employment uses and the northern site for residential use.

The recent emphasis upon sustainable development, through the ECO Town process in England and the

more recent presumption in favour of sustainable development, has led our client to refocus their efforts and commission Barton Willmore to reconsider the development of the site in the round.

Barton Willmore is currently engaged in the Eco Towns programme in England, the Scottish Sustainable Communities Initiative and the Eco' Cites programme in France. This experience has been essential to the development of a number of early ideas for the site. Importantly our approach does not just demonstrate how we achieve a more sustainable form of development

on site but crucially considers how development regenerates the site, reuses and revitalises the landscape and improves sustainability of the surrounding business parks and the area of Huyton to the north. Whilst we would welcome dialogue with the Council and the local community to improve and develop the proposal, we consider that the core principles that lie behind this development project are based upon the very latest best practice in town planning, transport planning and high quality urban design.





1.3 HISTORY

Halsnead Park was originally the hunting estate of the Willis family, the chief landowners within the Whiston district between the 1680s and 1920s. The entire site, north and south of the M62, is known as Halsnead Park and it related to Halsnead Hall which was constructed in the 17th century, and stood until 1932. In 2011 the remains of the old hall have all but disappeared, however, much of the landscape infrastructure that existed in the area and key features such as buildings, gate houses, the orchard wall and old estate perimeter wall remain in place.

From a purist landscape design point of view the garden has been heavily compromised by the arrival of the M62 motorway in the 1970s, the construction of the mobile home park in the heart of the site, and the impingement of modern suburban housing developments to the west.

In more general terms, Knowsley and Huyton has seen significant impact from the 1950 and 1960s development of residential overspill from the City of Liverpool. That said, the arrival of the

motorway in particular has attracted large employers and many thousands of jobs are located close by at the Huyton Industrial Estate.

To the southern part of the old estate lies the former Halsnead Colliery (now known as Cronton Colliery) which is derelict and disused and has been subject to significant marketing and investment by the North West Development Agency during its lifetime. The former colliery is now in the ownership of The Land Trust. The Land Trust has recently commenced work on the restoration of parts of the green access link corridor to the site.

CITY GROWTH

During the Industrial Revolution of the 18th Century, Liverpool's population grew from 6,000 to 80,000, and its land and water communications with its hinterland and other northern cities steadily improved. The built up area grew rapidly from the 18th Century on. The 19th Century saw an expansion in trade with the establishment of 140 acres of new docks. Liverpool soon became a leading port of the British

Empire. In 1835 the boundaries of Liverpool were extended to include Kirkdale and parts of Toxteth and West Derby. By 1851 the population of Liverpool had reached 376,000.

CHANGES IN THE TWENTIETH CENTURY

Economic decline began in the early part of the 20th Century, with falls in demand for the North West's traditional export commodities, contributing to stagnation and decline in the City. By 1920, the City suffered a shortage of houses. Overcrowding was common, as was slum housing. Furthermore, Liverpool suffered severely in the depression of the 1930s and up to a third of men of working age were unemployed.

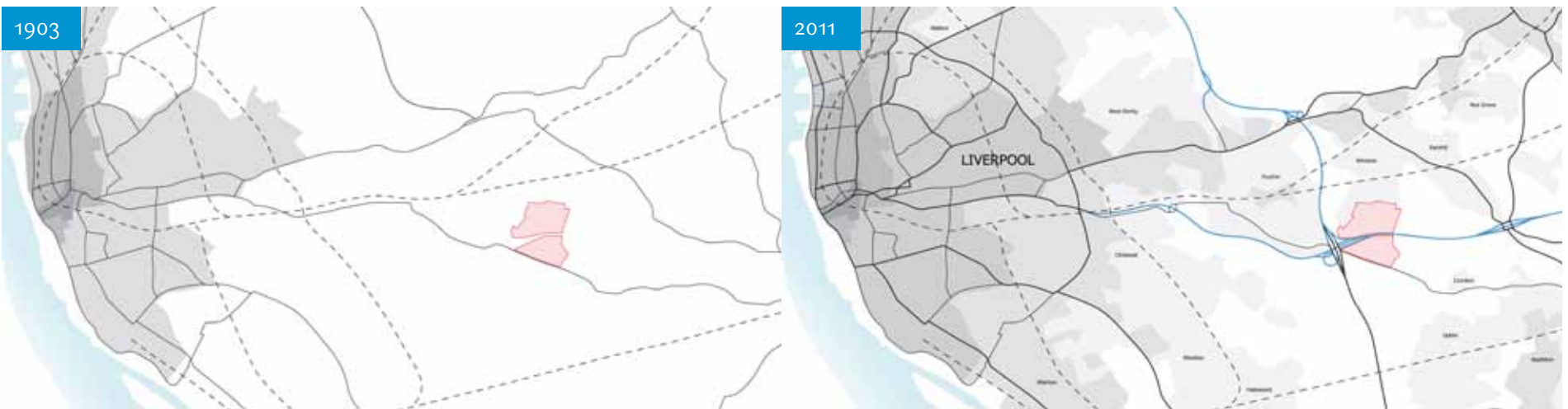
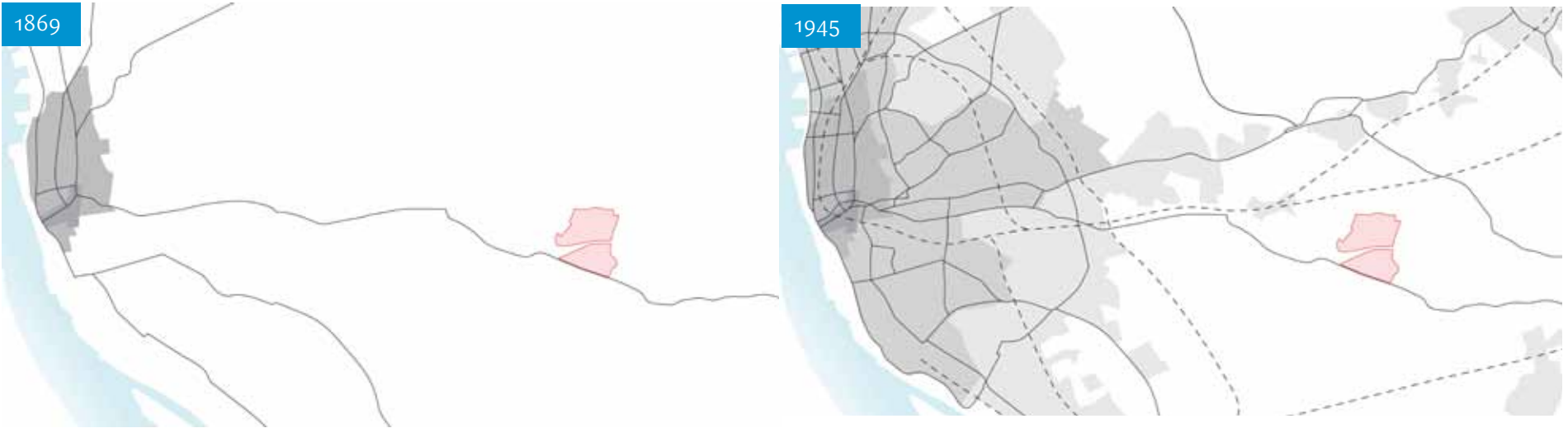
Liverpool experienced a brief resurgence in fortunes during WWII due to its strategic location as control centre for the Battle of the Atlantic. During World War II Liverpool was a target as it was, obviously, an important port. Some 3,875 people died in Merseyside

and more than 10,000 houses were destroyed. Many more people were seriously injured and many houses were damaged.

In the late 1940s, the council was faced with the task of replacing the damaged inner city areas and bombed houses. It also had the task of replacing many other properties declared unfit for human habitation - slums. Like other cities Liverpool 'redeveloped' central areas of the city in the 1950s and 1960s and many new council houses and flats were built. Overspill towns were built near the city at Kirkby and Skelmersdale.

The Knowsley constituency consists of a large proportion of former public housing stock, built to decant the residents displaced by post-war slum clearance in Liverpool. It includes Huyton to the south (once represented by Harold Wilson) and Kirkby to the north. Huyton-with-Roby is situated near to the south western extremity of the former Lancashire coalfield. Nearby Cronton Colliery finally ceased production

in March 1984, shortly before the UK miners' strike (1984–1985). Both Huyton and Roby have railway stations on the famous Liverpool and Manchester Railway (The station at Huyton Quarry closed in 1958 and today only the main station building remains.



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2.1 STRATEGIC LOCATION

Facilities

RETAIL

Whiston Town Centre is some 800 metres to the north and provides a good range of local shops and facilities. The nearest large centres are at Prescot (2.3km) and Huyton (3km). The Regional Centre of Liverpool City Centre is some 12 kilometres to the east.

The closest shop to the site is The Mini Supermarket at the junction of Halsnead Avenue and Windy Arbor Road, adjacent to the western boundary of the site. The local post office is also located within close proximity to the western boundary. There is another local convenience shop on Lickers Lane.

EDUCATION

St Leos & Southmead Catholic Primary School is located on Lickers Lane, adjacent to the northern boundary of the site.

Halsnead Community Primary & Training Centre is also within 5 minutes walk of the northern part of the site.

EMPLOYMENT

The site is close to one of the main employment areas within the Borough off Windy Arbor Road. There are currently a large volume of jobs connected with Huyton Industrial Estate.

Whiston Hospital is located approximately 1200 metres north and is one of the major employers in the area.

RECREATION/OPEN SPACE

Blundells Hill Golf Club is located less than 400 metres east of the site boundary, and Huyton and Prescot Golf Club less than 2 kilometres north west of the site.

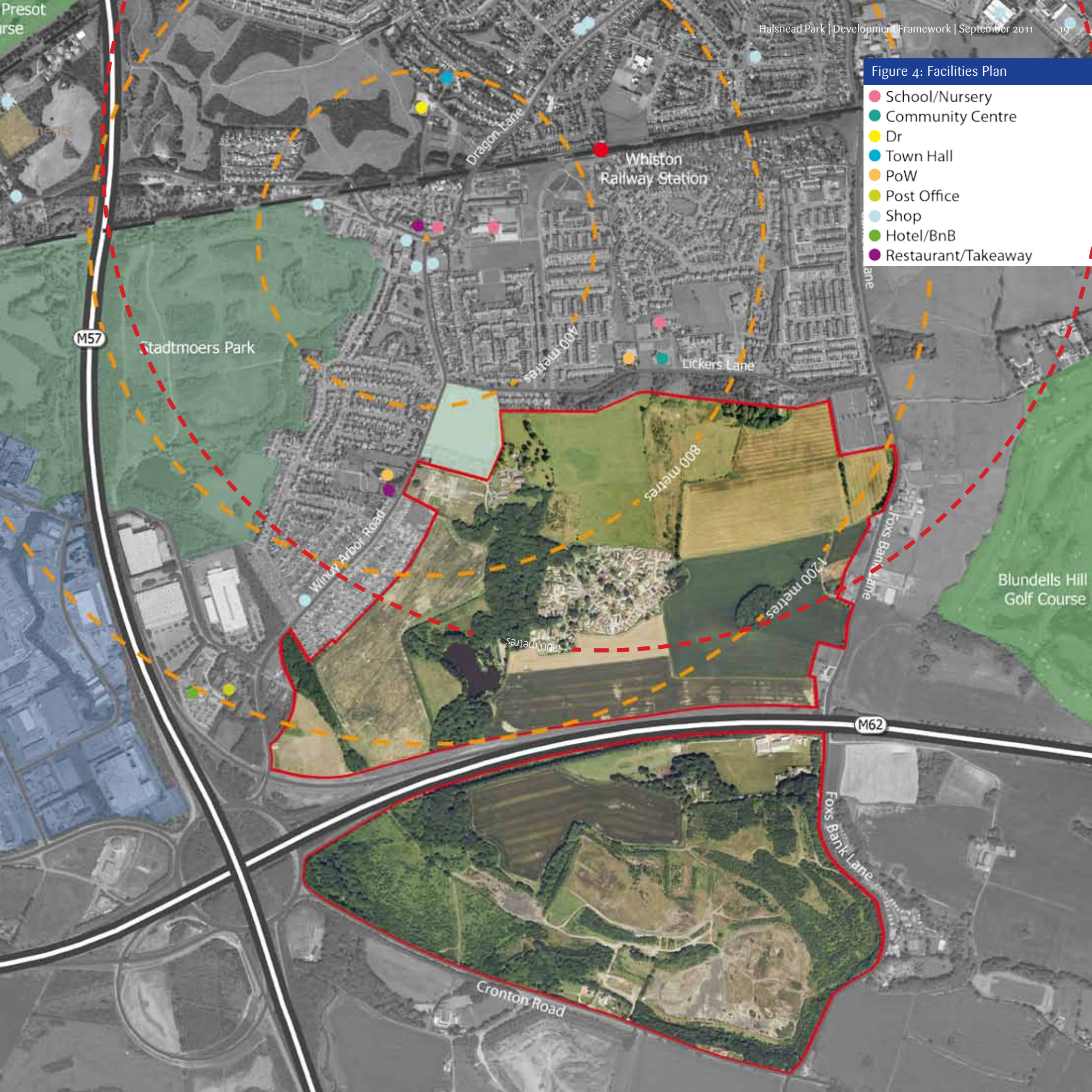
Stadmoers Park offers a well maintained landscape and regional resource, less than 800 metres north west of the site.

Within Whiston itself there are several parks offering pitch provision, however, there is a lack of equipped play areas within the area. There is an established and well used football pitch at the corner of Windy Arbor Road and Lickers Lane.



Figure 4: Facilities Plan

- School/Nursery
- Community Centre
- Dr
- Town Hall
- PoW
- Post Office
- Shop
- Hotel/BnB
- Restaurant/Takeaway



Movement



M62 / M57

ROAD NETWORK

The Halsnead Park site benefits from good access to the strategic road network, as it is located at the M62/M57 junction. The M62 stretches in an east west direction, linking the site to Liverpool to the west and Manchester to the east. The M57 extends in a north south direction, linking the site to North Merseyside and to Liverpool John Lennon Airport (via the A5300 Knowsley Expressway).

The northern site area is currently accessed through Main Drive off Windy Arbor Road, and Cock Glades, off Lickers Lane. These roads lead into the mobile home park which is centrally located within the northern site.

Windy Arbor Road operates as the main access from the motorway into Whiston from the south. It joins Greene's Road and Dragon Lane south of the railway line. Greene's Road leads to Huyton to the west, and Dragons Lane to the greater part of Whiston and Prescot to the north.

Cronton Road operates as the main access from the motorway to the southern site, with an access point into the site approximately mid-way along the southern edge of the site boundary.

Fox's Bank Lane provides a further two access points to the southern site at the north-east tip, where several residential dwellings are located.

RAILWAY

Whiston Railway Station is some 500 metres to the north of the site, while all of the northern site is located within 1200m of the station. The station provides frequent services to Liverpool, Manchester and Huddersfield and functions as a key transport interchange with frequent local bus services connecting with the station and providing easy access to local employment and residential areas.

Less than a 5 minute walk from the Station on Dragons Lane, there is a bus stop which runs several services including Bootle, Huyton and Prescot.

BUS ROUTES

Merseytravel co-ordinate the bus services running throughout Whiston. There are several operators in the area including Arriva, Halton Transport, Nip-On, Cumfybus, ACE Travel and HTL Buses. There are currently 7 services which run Monday to Saturday and 3 on a Sunday. Further details of these are listed below.

- Route 7B (Arriva)
Liverpool - Rainhill Stoops
every 30 mins Mon - Sun
- Route 10 (Arriva)
Liverpool - St Helens
every 12 mins Mon - Sat
- Route 10A (Arriva)
Liverpool - St Helens
every hour Mon - Sat

- Route 61 (Halton Transport)
Liverpool - Murdishaw
every 20 mins Mon - Sat
- Route 99 (Nip-On)
Whiston Station - Prescot Circular
every 5 mins Mon - Sat
- Route 139 (Cumfybus)
Liverpool - Prescot
every 30 mins Mon - Sat
- Route 161 (ACE Travel)
Liverpool - Rainhill Stoops
every hour Sunday only
- Route 248 (HTL Buses)
Huyton - Prescot Circular
every 30 mins Mon - Sat
every hour Sunday

PARKING

Whiston has a mixture of on and off-street parking provision, with newer buildings more likely to have off-street parking.

FOOTPATHS / CYCLEWAYS

There are several footpaths running through the sites. The dismantled railway currently connects the two sites by means of footpath. The path network to the in the northern site is centralised in and around the mobile home park. The path network in the southern site is structured around the landscape generated by the Colliery.



Footpath

Figure 4: Facilities Plan

- Bus Route
- Bus Stop
- 400metre walking distance
- ⋯ Footpath



Open Space Network

WOODLAND

Lickers Lane Wood is a small, elongated deciduous woodland with a mainly open character, which forms part of the Mersey Forest community forest scheme. The wood is managed and has been fenced as part of the scheme, it is also heavily used by local residents.

The private woodland at Sandfield Park is adjacent to Lickers Lane Wood to the east, and is much more dense in nature. The woodland is typical of an old estate woodland, with rhododendron and occasional conifer.

The Old Wood is another typical old estates woodland, with components of rhododendron and conifer mixed in with the deciduous trees. Ground cover is sparse in many areas. A number of tracks criss-cross the wood, and there is evidence of heavy bike use through the outlet stream for Big Water, which flows through the wood.

GREEN LINKS

One of the most notable features of the site is the linkage between habitats, for example, the Old Wood, Big Water, Round Clump, and the woodland adjacent to the mobile home park are all more or less contiguous.

The dismantled railway in the south-western part of the site also provides a green corridor, and connects to the north and south parts of the Old Wood by the rough vegetation at the top of the motorway embankment.

Green links to the eastern side of the northern site are fewer, and are mainly likely to follow the rough grassland to the north of the mobile home park and the wide grass margin that runs east-west to the corner of the cemetery.

The southern site has green links running the length of the eastern boundary and most of the southern boundary, this is mainly made up of shrub and grass land rather than woodland, however, creates a network which can connect to the wider landscape.

Woodland Paths



Fox Clump (woods)



Figure 6: Open Space Plan



2.2 CONSTRAINTS AND OPPORTUNITIES

LAND CLASSIFICATION

The land is currently located within the Greenbelt but is soon to be released. It has four locally designated Sites of Biological Interest (SBIs) within the site boundary. The SBIs are as follows:

- Lickers Lane Wood, Whiston;
- Woodland, Sandfield Park, Whiston;
- Big Water Halsnead; and
- The Old Wood North, Halsnead.

Big Water is the only non-woodland SBI, and it is designated for its floating and aquatic vegetation.

Due to its containment by the motorway and the existing urban development to the north, the site does not fulfil essential Green Belt purposes.

The section of the site to the south of the motorway has evidence of small scale agriculture currently taking place, while historically the area will have been subject to mining related activities which is most evident in the central and southeastern section of the site. However, the site is well contained by landscaped edges around its circumference.

Generally, the amenity value of the landscape in the southern site is quite low due to mining related activities, however, this does present the opportunity for substantial regeneration of parkland in what is the more rural setting of the southeastern part of the site,

ECOLOGY

A preliminary study of the environmental constraints, indicates that there is considerable potential to integrate the existing habitats of value within the site with development and secure enhancements through creation of linkages and better management.

HYDROLOGY

There are a number of ponds, lakes, drains and ditches around the site. The two largest lakes are Big Water (SBI) to the south of the site, and an unnamed lake immediately to the north of the abandoned nursery site. Both these lakes are popular fishing lakes.

HERITAGE

There are a number of buildings and features within or close to the site that are of heritage importance. These include Statutory Designated Listed Buildings, the remains of the walled orchard garden, Halsnead Park perimeter wall and Princes Farm. Although demolished, Halsnead Hall remains may also be considered to have regional significance. These therefore, are likely archaeological constraints which will need addressed.

Wherever possible the perimeter wall should be retained and celebrated as a feature of the site, green spaces and built form addressing positively.

TOPOGRAPHY

The dominant topographical element in the area is the Alt-Ditton valley, which runs southward in a broad, flat bottomed shallow valley. The land is low lying, with gently undulating landscape that rises to approximately 35 metres within the site boundaries.

DISMANTLED RAILWAY

The dismantled railway provides an excellent wildlife corridor through the southwest of the site, and comprises semi-mature trees, as well as dense shrub cover, ideal cover for a range of species.

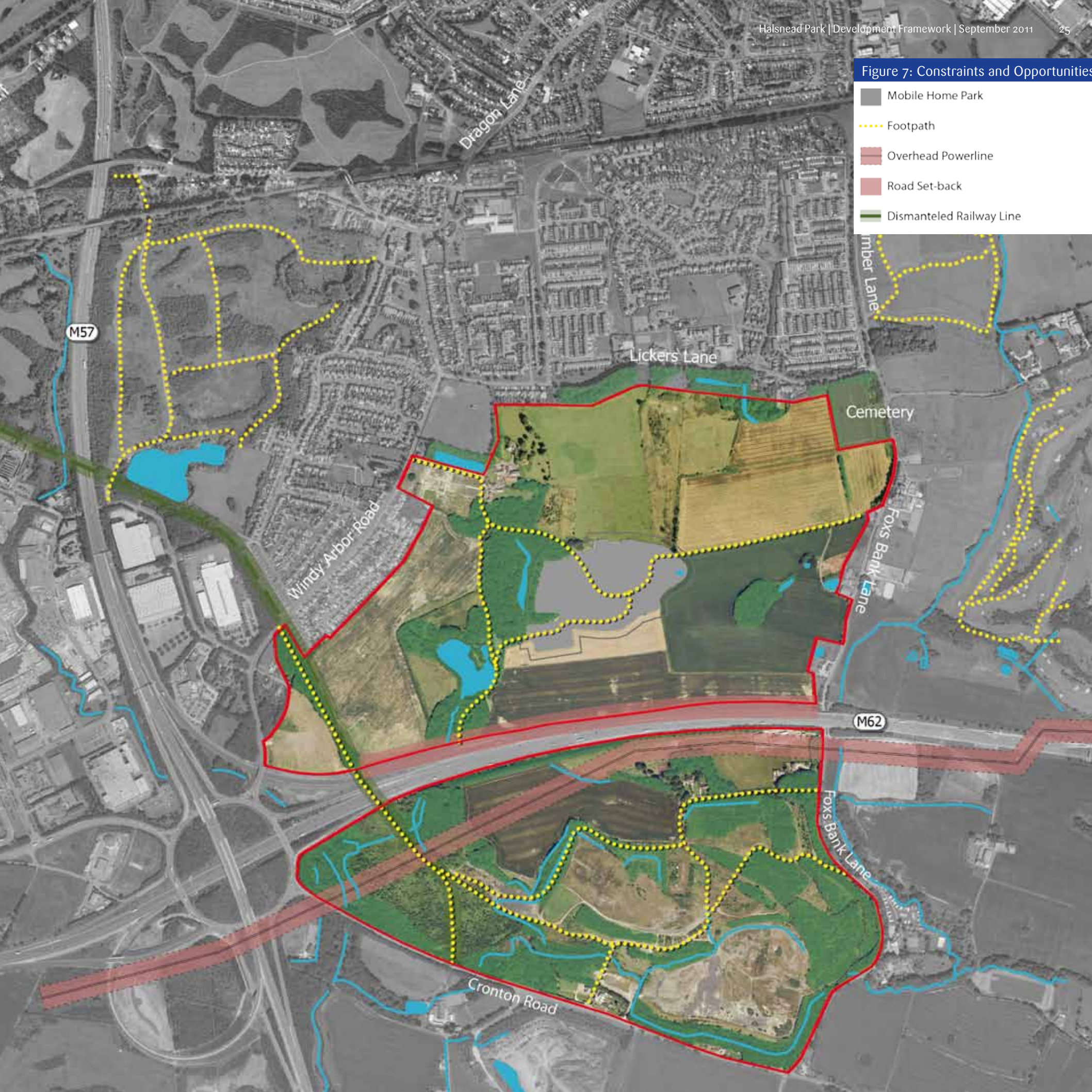
It also presents the opportunity for green connections over the motorway and linking the two sites. It could also provide pedestrian, cycle and public transport routes.

COAL MINING

The most significant adjacent land uses are the former collieries and their associated spoil heaps. Directly related to the collieries, the site has seven disused mine shaft entries; three of these are positioned south of Princes house, and the other four are north of the mobile home park.

Figure 7: Constraints and Opportunities

- Mobile Home Park
- Footpath
- Overhead Powerline
- Road Set-back
- Dismanteled Railway Line



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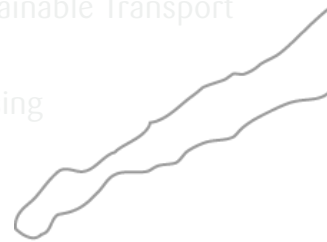
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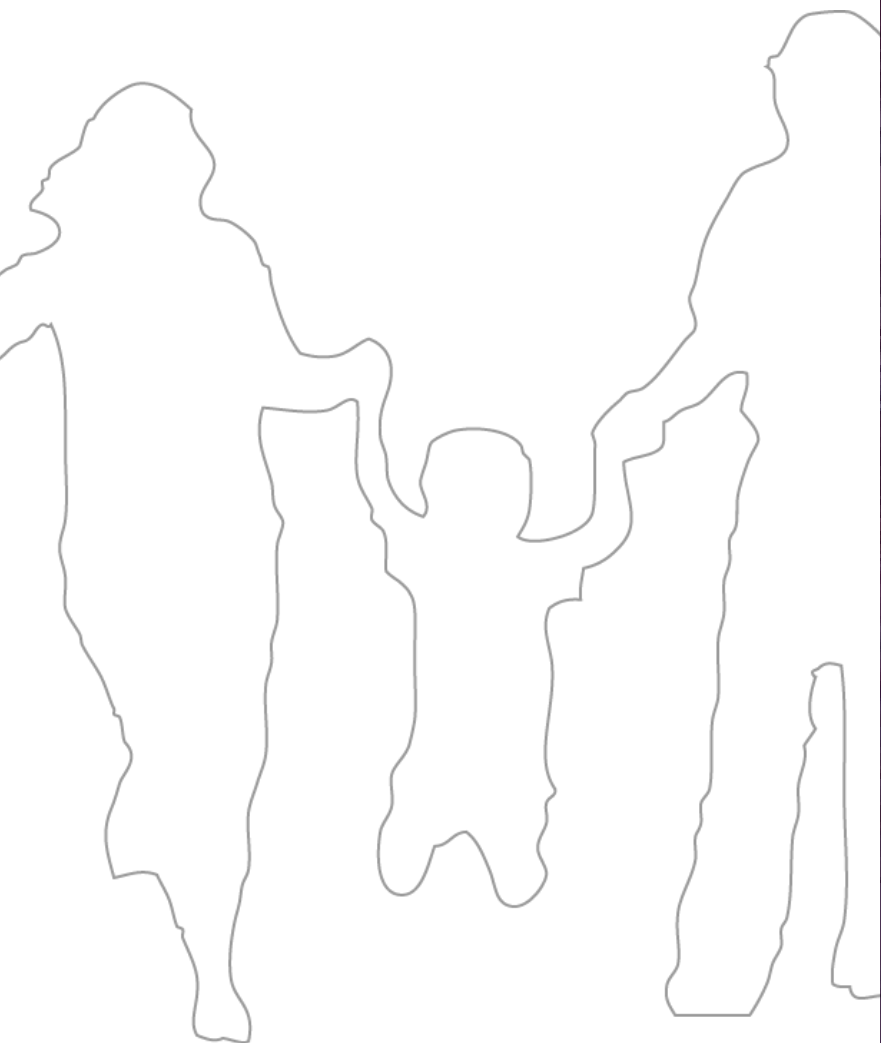
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Concept Drivers



CONNECTION

Connections both through the sites and to the towns of Whiston and Huyton will create a permeable and accessible urban extension allowing strong integration between the towns and adjacent context.

HIERARCHY OF NEIGHBOURHOODS AND CENTRES

The new urban extension has a clear centre or heart, the core destination which defines the place. This will be supported by a series of neighbourhood centres which help provide identity and character to the new development.

WALKABILITY

A development of this scale will be able to provide all essential facilities and services within walking distance which will reduce the need for vehicular use and encourage human scale pedestrian environments.

DIVERSITY OF GREEN SPACES

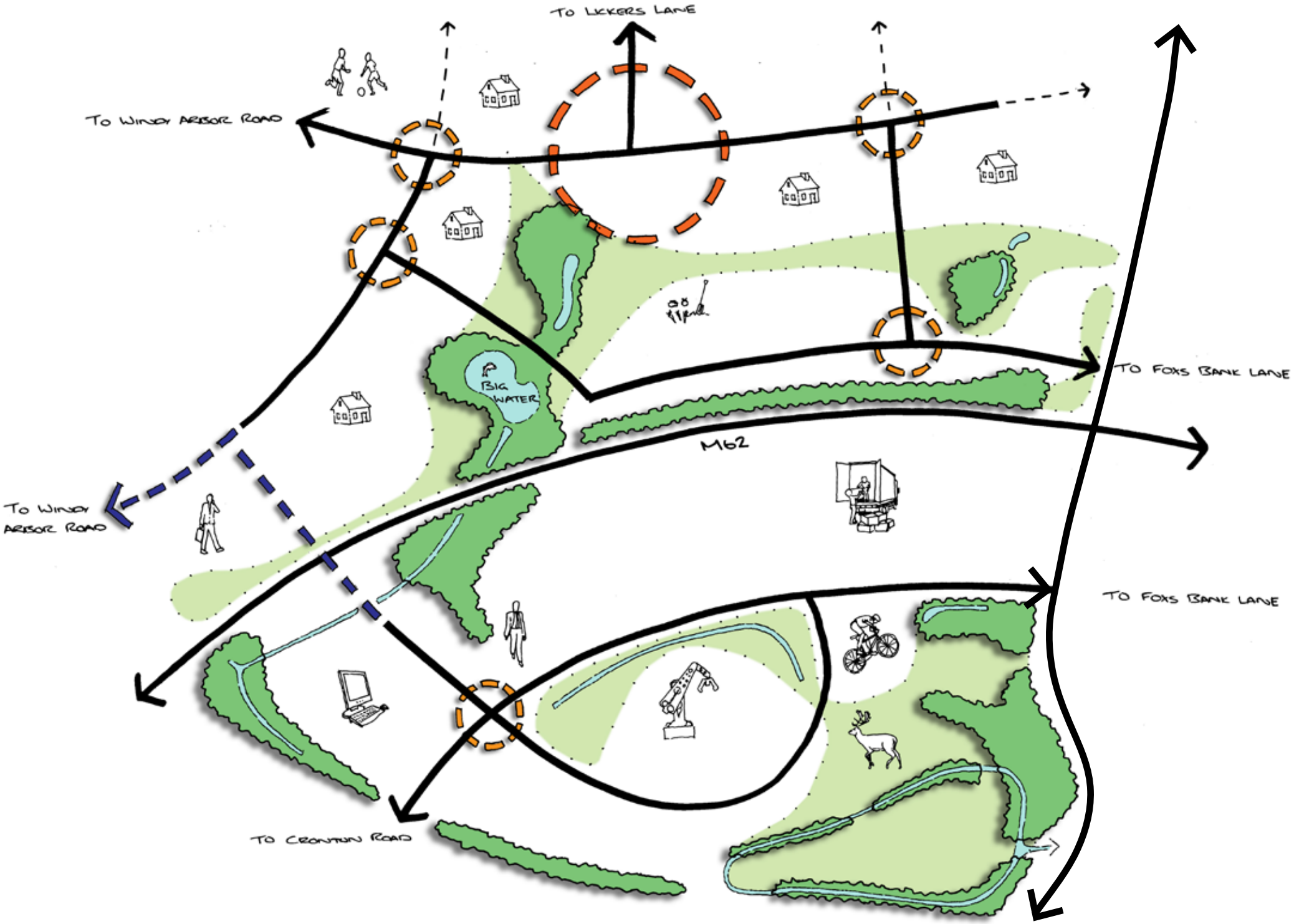
Green spaces throughout the urban extension will have a responsibility to provide for its residents both as functional and leisure places. These spaces will range in appearance, scale and use from small community allotments to formal parks capable of hosting events.

WATERWAYS

The location, topography and geology of the site, means the development will be influenced by ponds and waterways, and water management systems. These have the potential to be great assets to the site and provide some interesting design solutions.

	Home	Community	Village
Food	<ul style="list-style-type: none"> Home Grown Gardens 	<ul style="list-style-type: none"> Allotments Community Food Schemes 	<ul style="list-style-type: none"> Local Shop Local Produce
Energy	<ul style="list-style-type: none"> Housing Design Solar Solar Thermal 	<ul style="list-style-type: none"> Allotments 	<ul style="list-style-type: none"> CHP Bio Digester
Waste	<ul style="list-style-type: none"> Recycle Compost Incinerate 	<ul style="list-style-type: none"> Allotments 	<ul style="list-style-type: none"> CHP Bio Digester
Water	<ul style="list-style-type: none"> Water Butts 	<ul style="list-style-type: none"> SUDS 	<ul style="list-style-type: none"> Water Management Systems
Community	<ul style="list-style-type: none"> Homes which address and engage with immediate environment 	<ul style="list-style-type: none"> Neighborhood Streets Play Areas Shared Surface 	<ul style="list-style-type: none"> Village Hall Village Green Local Sports Facilities
Play	<ul style="list-style-type: none"> Private Space 	<ul style="list-style-type: none"> Street Play Community Play Areas 	<ul style="list-style-type: none"> Village Playground Local Pitches and Courts Village Green

Figure 8: Concept Sketch



3.1 Homes Near Jobs

Junction Property Limited controls significant areas of land both to the north and south of the M62 and has promoted for several years the concept of linked housing and employment developments on a significant proportion of the old Halsnead Park estate. The publication of the Core Strategy Preferred Options Report with its acceptance of the principle of Green Belt releases provides the opportunity to promote and develop this concept in association with the Council. Central to the scheme is the idea of a comprehensive redevelopment that builds on the natural locational and infrastructural advantages of the site to offer a unique strategic scale, live work offer.

The concept responds to an acknowledged need to increase substantially the range and choice of employment sites in the Borough,

especially quality sites capable of attracting growth sectors and inward investment into the Borough.

The employment land offer in Knowsley has become increasingly restricted as existing sites have been developed and not been replaced by new sites. This lack of a range and choice of sites has led to a sharp drop-off in take-up rates and a failure to attract new businesses into Knowsley. If not addressed, the problem will worsen over the period to 2027. Knowsley is the only Authority covered by the recent Joint Employment Land Study (JELS) to show reduced take-up rates since 2001/02. This demonstrates how badly Knowsley is performing, despite the hard work of the Council and the other agencies to attract investment into the Borough.

Importantly, the scale of this site and the existence of a truly exceptional quality of residential development site to the north, offers the opportunity to develop jobs and homes at the same time. This approach is based on the principles of sustainable development planning and combines to provide a more balanced housing offer, especially the provision of housing for aspirational households.

The Northern Way, the Regional Employment Strategy, and the Knowsley Sustainable Community Strategy all flag up the linkage between economic development and the need to provide a choice of attractive housing opportunities. Knowsley in particular suffers from a relative lack of quality housing that can attract and retain the high-skilled and professional workers that are required to drive forward the sub-regional and

local economies, especially in the key knowledge-based industries. The provision of such housing would also help address the image problem of Knowsley as an area dominated by low-quality social housing.

This image still deters some investors, especially those from outside the sub-region.

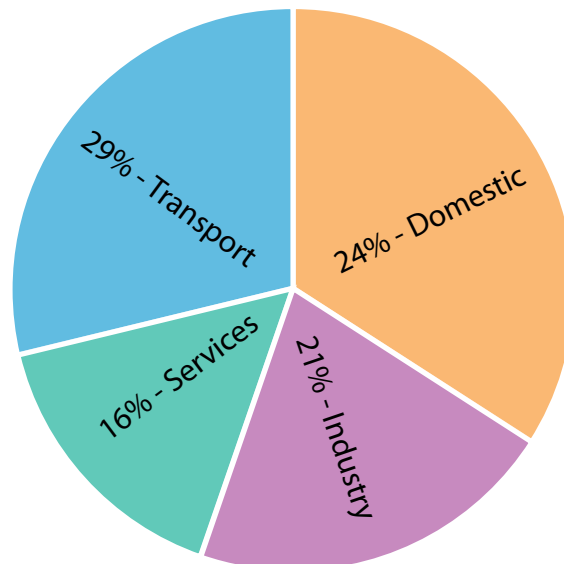
For the first time, workers at the Huyton industrial estate will have on their doorstep and in a very attractive setting, a new type of housing to consider. The housing will be high quality and offer a full range including affordable and aspirational properties

The arrival of this residential product will offer choice for the first time locally and will ensure that significant spend is retained within the local area helping regenerate and improve

Knowsley, it's facilities and its town centre.

An emphasis on development quality, the retention and revitalisation of the historic green network and significant improvements to the linkages around the site and over the motorway will allow local residents to walk, cycle or travel by bus easily to employment opportunities in the local area or further afield using high quality public transport. A balance of quality homes near existing and proposed jobs is a fundamental component of sustainable development.

The development is also of sufficient critical mass to provide important local facilities on the site such as shops and a primary school. It can also fund improvements or additions to facilities off-site where this can be justified.



3.2 Halsnead Park

As an old hunting estate surrounded by a beautiful red sand stone wall, Halsnead Park still retains the bare bones of its outstanding parkland legacy. The containment offered by the old estate boundaries, by the setting of large mature trees on site and the general quality of the landscape design offers a fantastic setting for high quality residential and business development. Halsnead Park has a very different feel from other green field release sites. The structure of the emerging master plan stems directly from the old landscape infrastructure. The outer stone walls (particularly those to the south and east) clearly delineate the development from the adjacent much more open countryside that adjoins the site and are capable of forming a defensible greenbelt boundary in the long term.

Existing gateway buildings will provide a sense of entry into a special place. The mature tree planting on site will be retained and managed in perpetuity. The existing hydrological structures on site in particular Big Water and other fishing ponds that exist will again be retained and incorporated into an overall SUDs and drainage strategy and generally improved in terms of physical appearance and long term management.

Large areas of the site will be retained as green and open space. These spaces will be public in nature with free access for new residents and for employees working at Huyton business park. Most importantly the redevelopment will offer a further

outstanding recreational resource to add to the substantial green network open to all Knowsley residents.

A key principle of sustainability is to make better use of the resources that already exist. Currently while they provide some local resource, the old areas of park land are a real missed opportunity and one that the development would bring alive again. Not only is this park land important from a commercial and design point of view but it also provides a real opportunity to further the means of biodiversity and reflect and respect the ecological importance of these woodland sites.



3.3 Public Transport, Walking and Cycling

The entire Halsnead Park site is either within 10 minutes of Whiston Railway Station to the north, or 10 - 15 minutes walk from the Huyton Business Park to the south west. Some eastern parts of the site are currently a greater distance from both, however, these areas are served by the bus network that runs to the east of the site along Fox Bank Lane.

Whiston train station in particular, has a 24 minute journey time to Liverpool Lime Street Station, with a half hour frequency. Whiston also offers a 45 minutes journey time to Manchester Piccadilly. Travelling by train or bus to these employment centres is therefore a genuine option for new residents as long as they can access the train

station easily.

Despite this significant existing public transport infrastructure, given the sustainable principles that this master plan has been based upon, we propose an additional bus loop system that runs through the heart of the housing site and continues south west into Huyton industrial estate and business park. This loop would also extend south into the proposed employment areas on the southern part of the site.

From our early estimates, this will create a sustainable transport system with a bus frequency of less than 8 minutes with easy access for all residents to bus stops within 5 minutes walking distances. Buses

will then run to the existing business park, the proposed extension or to the train station or other transport interchanges. Effectively, this could give Halsnead Park a sustainable transport plan and bus frequency that is comparable to that developed for BO1 in Malmö. A scheme widely regarded as one of the best examples of sustainable development planning in continental Europe. Importantly the bus services will also link into those serving North Huyton, providing access by residents of this highly deprived area to the jobs which would be created.

Crucially, this public transport network meshes with a series of green routes and walkways that make the entire site a walkable, permeable, legible

and attractive community. Offering residents of Halsnead Park the choice to walk, cycle and take the bus in a comfortable environment and without compromising journey times, is one of the key aims of the master plan and development proposal.



3.4 High Quality Urban Design

Access from the north and from the east of the site is possible through a series of street connections. Access from the west is limited by the existence of residential development on that edge but to the south west of the site is possible, close to the business park.

It is our intention to create a vibrant and active urban edge particularly to the north that integrates Halsnead Park with the existing residential communities of Knowsley.

In particular, there is an opportunity to run a key street and public transport route east/west across the site. This is a key element in the plan for public transport. However, this street will also double as a main street within the town itself and complement the existing small local centre to the north. A north/south route will also link this street directly with Whiston train station to the north. It is critically important that residents in Halsnead Park feel comfortable journeying on foot and making an easy journey to

the railway station and park and ride further north. There is also potential to create a genuine community sports and recreational facility at the corner of the Lickers Lane and the Main Street. This is currently the home of Huyton Football Club. Significant redevelopment along the edges and investment from the development will transform this area into a central community sports and recreation resource, of a type only found in continental Europe.



3.5 Healthy Lifestyle

The combination of its natural setting, employment opportunities nearby, a sustainable transportation system, an emphasis on walking and cycling and the investment locally in a sports recreation hub, are all aimed at creating a unique community in the heart of Merseyside with a focus on healthy lifestyles.

Much of the land that the development will be constructed upon is of reasonable agricultural quality and as a final objective within the masterplan it is our concept to provide community allotments, community woodlands and a variety of self grow projects within the development site itself. In particular, the masterplan shows a community growth focus around the existing and retained mobile home park in the heart of the site accessible just north of Big Water.



3.6 An Emerging Vision

Barton Willmore hope that Knowsley Borough Council see this early work as a basis for discussion. We believe this is a particularly powerful and attractive idea for the redevelopment of a key site and one that does not only answer the requirements in terms of numbers but sets a new way forward in terms of quality, ambition, vision and sustainability. We believe that Halsnead Park offers a model for comprehensive sustainable development within Merseyside and potentially a basis to take forward the development of this most attractive site in a manner that can become an exemplar across the UK.



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EXECUTIVESUMMARY

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INTRODUCTION

Site Location &
Description
Vision
History

2

CONTEXT

Strategic
Location
Constraints &
Opportunities

3

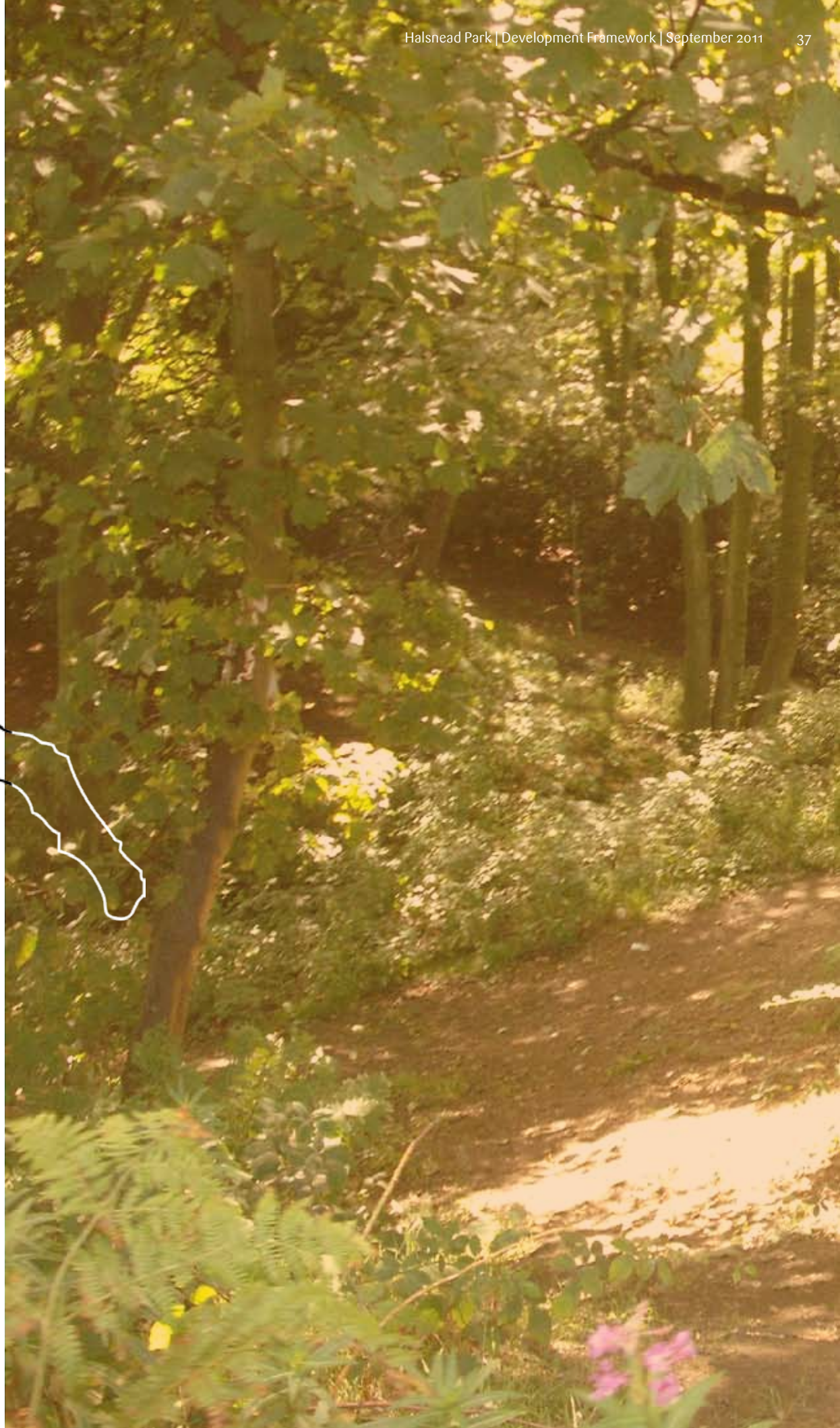
THECONCEPT

Homes Near
Jobs
Halsnead Park
Walkability
High Quality
Urban Design
Healthy
Lifestyle

4

THEDESIGN

Concept Masterplan
Place Making
Street Hierarchy
Community Infrastructure
Greenspace
Sustainable Transport
CHP
Phasing



4.1 CONCEPT MASTERPLAN

Introduction

Junction Property Ltd considers that all the land proposed for development north and south of the motorway should be planned comprehensively so that it has the maximum strategic and sustainability benefits for the Borough. There exists an opportunity to create a genuinely sustainable development that makes best use of existing transportation and green infrastructure, and contributes to the regeneration and growth of Huyton.

KEY OBJECTIVES

Junction Property Ltd has prepared a Concept Masterplan for the whole area. Its key features are:

- The two sites, north and south of the motorway are conceived as a single entity and would be developed comprehensively;
- The site to the north of the motorway would be developed for predominantly residential development for around 1900 dwellings at a variety of densities.
- The existing woodland and water areas would be integrated into a system of greenspace corridors running through the site.
- The existing historic parkland would be restored and extended so that it becomes a major feature of the development providing identity and character.
- A wide mix of housing would be produced including affordable units. The emphasis would however be on the provision of aspirational housing of which there is an agreed major shortage in Knowsley.
- The development is of sufficient critical mass to provide a wide range of social and community facilities, including shops and a primary school. It is also of sufficient size to fund other major infrastructure, including public transport initiatives and low carbon technologies. This is an essential sustainability advantage over the other smaller sites being proposed by the Core Strategy for exclusion from the Green Belt.
- The main vehicular access into the housing development would be off Lickers Lane with secondary accesses off Windy Arbor Road and Fox's Bank Lane. There would also be sustainable transport linkages from other points to ensure full integration with the existing urban area.
- The housing development would be phased over the full plan period and beyond. The first phase would be off Lickers Lane to take advantage of this part of the site's accessibility to the public transport interchange at Whiston Railway Station and also existing schools and community facilities.
- The land south of the motorway would be developed for employment purposes. This development would be integrated with the country park which is being proposed for part of the colliery site.
- The employment area would be laid out so that it provides for large logistics and distribution users, knowledge-based industries, and offices. In many ways, the proposal can be seen as a gateway development at the main entrance to Knowsley and Merseyside.
- The employment area would be integrated with the housing area to the north of the motorway by a series of sustainable transport links, including bus services. It would also make use of the community and social facilities which would form of the housing development, including the shops.
- The main vehicular access to the employment area would be off Cronton Lane (the A5080). There would be a secondary access onto Fox's Bank Lane but this would be used mainly for public transport.

ACCESSIBILITY - THE STRATEGIC BENEFITS OF COMPREHENSIVE DEVELOPMENT

The release of the sites north and south of the motorway represents a major strategic opportunity for Knowsley. In particular, it creates the opportunity for a major strategic gateway development at a key entrance into the Borough off the M62 motorway. Junction 6 is one of the few locations in the North West where two motorways (the M62 and the M57) join, providing north-south and east-west links over Merseyside and the wider North West region.

The sites benefit from substantial existing public transport infrastructure. The site is within easy walking distance (500 metres) of Whiston Railway Station which provides regular services to Manchester, Wigan and Liverpool. The station is also a major public transport interchange providing services to many parts of the Merseyside conurbation. The first phases of development will be within easy walking distance of this fixed rail point. Frequent and regular existing bus services run to the east and west of the site. The proposal to run a dedicated public transport route through the residential area south

into the employment area offers the opportunity to provide an exceptional level of access to public transport.

The location also has a high level of accessibility to Liverpool John Lennon Airport which is only 12kms away by high quality roads. It enjoys high visibility from the M62 motorway and is at the key entrance point into Huyton from the motorway network. A high quality comprehensive development has the potential to transform the image of Knowsley to the advantage of all its residents.

Figure 9: The Site



Figure 10: Infrastructure

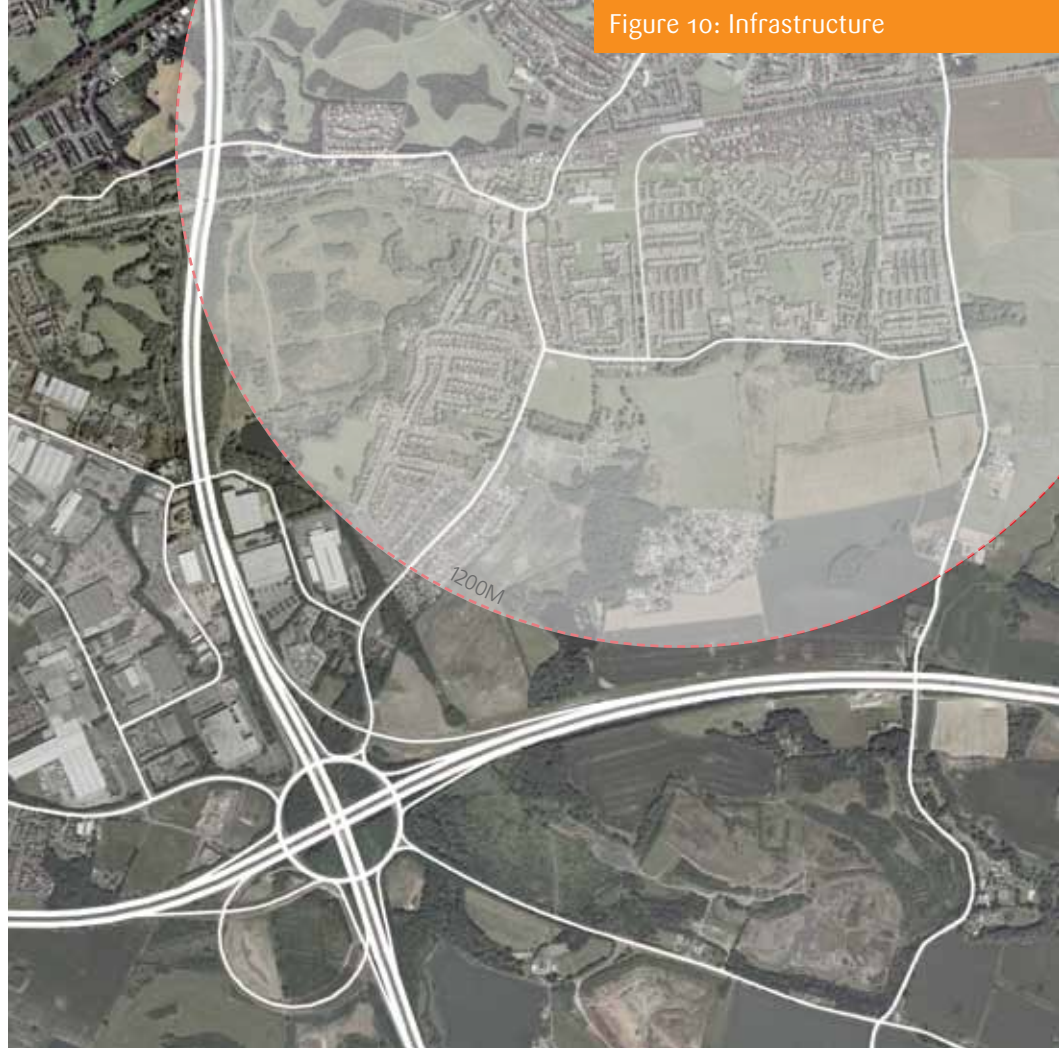


Figure 11: Landscape Network



Figure 12: Proposed Parkland



The Masterplan

A comprehensive, masterplanned development over the sites would have major advantage over a piecemeal approach. In particular:

PLACEMAKING

The new facilities required to serve such a strategic-scale of development need to be located in the best location to serve the whole scheme. A development of some 1,900 dwellings and 77ha of employment land would generate the need for a new neighbourhood shopping centre, at least one new primary school, and possibly other community facilities. These need to be planned for comprehensively.

STREET HIERARCHY

A comprehensive urban design strategy will be adopted for the whole area. Key facilities will be located along the most important routes and close to the public transport nodes and interchanges.

The indicative masterplan depicts a central street running east west. This route will be the location of local retail provision alongside other community facilities and will form the main public transport spine of the new development.

North and south of this spine route will be a series of north south routes that descend in scale toward pedestrian and cycle friendly homezone type streets. The masterplan will take full cognisance of the aims and objectives of Manual for Streets.

Access at the south western corner of the northern site (from Windy Arbor Road) will be to access employment uses in this area and only a potential public transport route will connect through to the main residential area in the northern site. Bus gates could also be incorporated.

COMMUNITY INFRASTRUCTURE

Physical and social infrastructure needs to be planned and provided comprehensively over the site. One of the major disadvantages of a piecemeal approach is that the developers of early parts of the development would only provide the infrastructure required to support their schemes. This is likely to mean that key opportunities are missed and that the development of later phases may either be frustrated or made much more costly.

GREENSPACE

A comprehensive network of linked greenspaces needs to be provided through the development if the recreational and ecological potential of the area is to be protected and enhanced.

Adjacent to the site, the existing cemetery is to be increased in size by approximately 50%.

Figure 13: Development Area



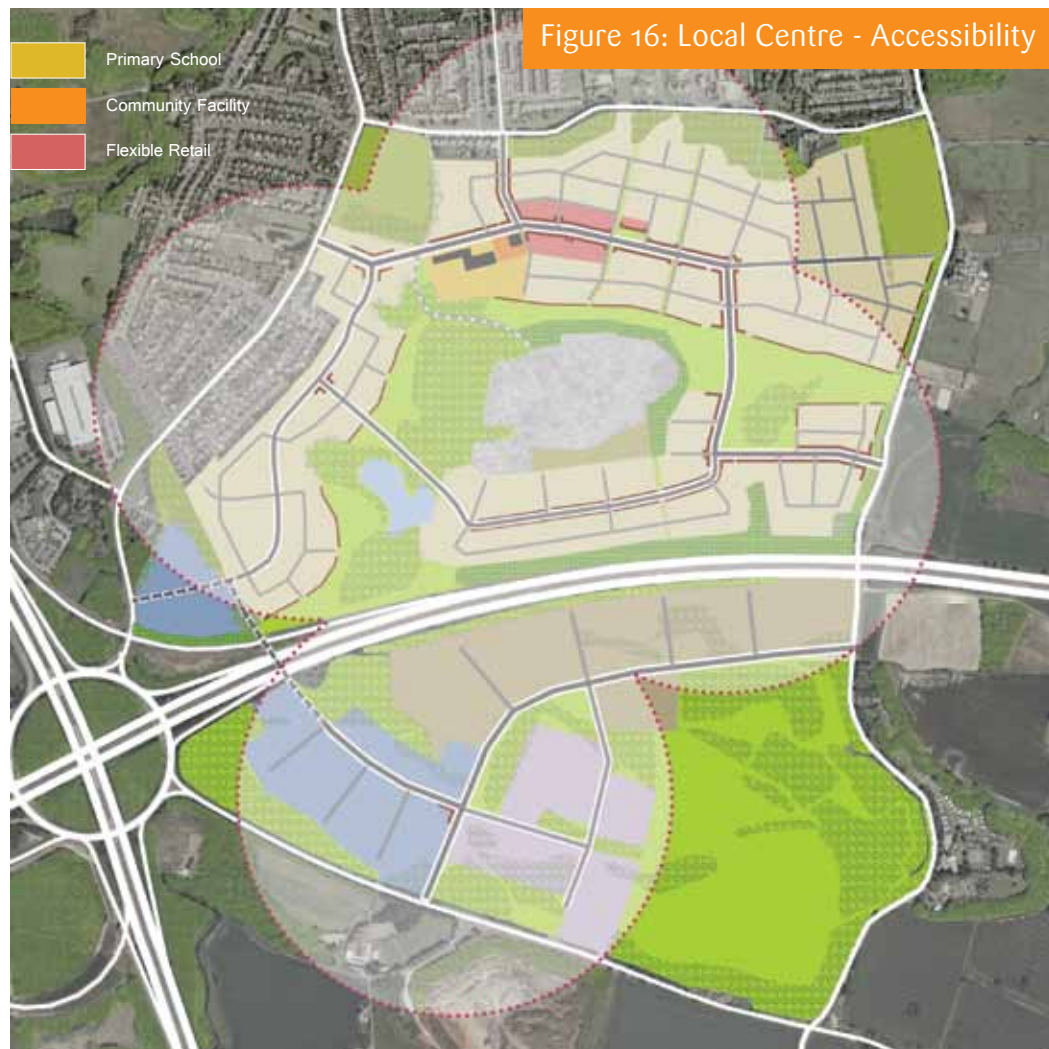
Figure 14: Land Uses & Primary Roads



Figure 15: Key Frontages



Figure 16: Local Centre - Accessibility



SUSTAINABLE TRANSPORT

A sustainable transport network will be planned for the whole of the development both north and south of the motorway. This includes not only access roads through the development but also pedestrian and cycle links to facilities within and beyond the development. In particular, there is the potential to provide sustainable transport links through the housing to the new employment areas, including bus services.

Existing Services

A number of existing bus routes provide a frequent service around the periphery of the site. Indeed, a larger proportion of the proposed development will fall within 400m of an existing bus stop.

Proposed Services

In addition to good existing coverage of public transport, an internal bus route is proposed. This route would access the northern site from Lickers Lane and zig-zag through the residential areas, passing the primary school, community facility, local shops and parkland. This route will mean that almost all residents will be within 250m (less than a 5 minute walk) from either an existing or proposed bus stop.

The route will exit the residential area on its eastern edge onto Fox Bank Lane, where it will travel south and across the M62 before entering the southern business site. The route will access through the site and exit towards its north western via a dedicated public transport link over the

M62 where it will access through the business area and onto Windy Arbor Road.

There exists the potential for the route to be extended and serve the western half of the northern site, although existing public transport coverage in this area is good due to the services operating along Windy Arbor Road.

COMBINED HEAT AND POWER

The critical mass of the larger development is much more likely to support high levels of public transport and low carbon technologies such as Combined Heat and Power plants, than if each development is planned for individually. Junction Property Ltd. is particularly keen to consider these new forms of technology in delivering a sustainable growth model at Halsnead Park.

Figure 17: Existing Public Transport Routes



Figure 18: Proposed Public Transport Routes



Figure 19: Public Transport Accessibility (400m)



Figure 20: Combined Heat and Power



PHASING

Early phasing of the development will take place in the northern sections of the site as the land is in closest proximity to existing transport and community infrastructure. These phases will lie just 500m from the railway station and close to a range of existing bus services operating along Windy Arbor Road. These phases are also in closest proximity to Whiston Town Centre, located at the junction of Windy Arbor Road and Dragon Lane, as well as the local shop on Lickers Lane, immediately adjacent to the northern boundary of the site.

Phase 1

The infrastructure delivered through Phase 1 residential development will include two access points, one at Windy Arbor Road and the other at Lickers Lane.

Phase 2

The infrastructure delivered through Phase 2 residential development will consist of the construction of:

- the third and final vehicular access point to the northern site, connecting it to Fox Bank Lane on its eastern boundary;
- the sustainable transport link which will connect the northern and southern sites via Fox Bank Lane as well as the bus / pedestrian and cycle route over the M62 and into the westerly business area; and

- the access into the southern business site, off Cronton Road (A5080).

In parallel with the delivery of this infrastructure will be the construction of the southern business park itself and also the element of business use in the south west corner of the northern site, adjacent to Windy Arbor Road.

In addition to the transport infrastructure, elements of community infrastructure will be also delivered during Phase 2. These include:

- primary school;
- community facility; and
- local centre (a number of shop units along the main east west public transport route).

Phase 3

Phase 3 residential development will take place alongside the delivery of localised transport infrastructure linked to the sustainable transport link.

Phase 4

Phase 4 residential development can take place alongside the delivery of localised transport infrastructure which will link into the infrastructure established during Phase 1 and 2.

Business Park Phasing Summary

The development of the southern business park is likely to take place from Phase 2 onwards, following the construction of the sustainable transport route through the southern site.

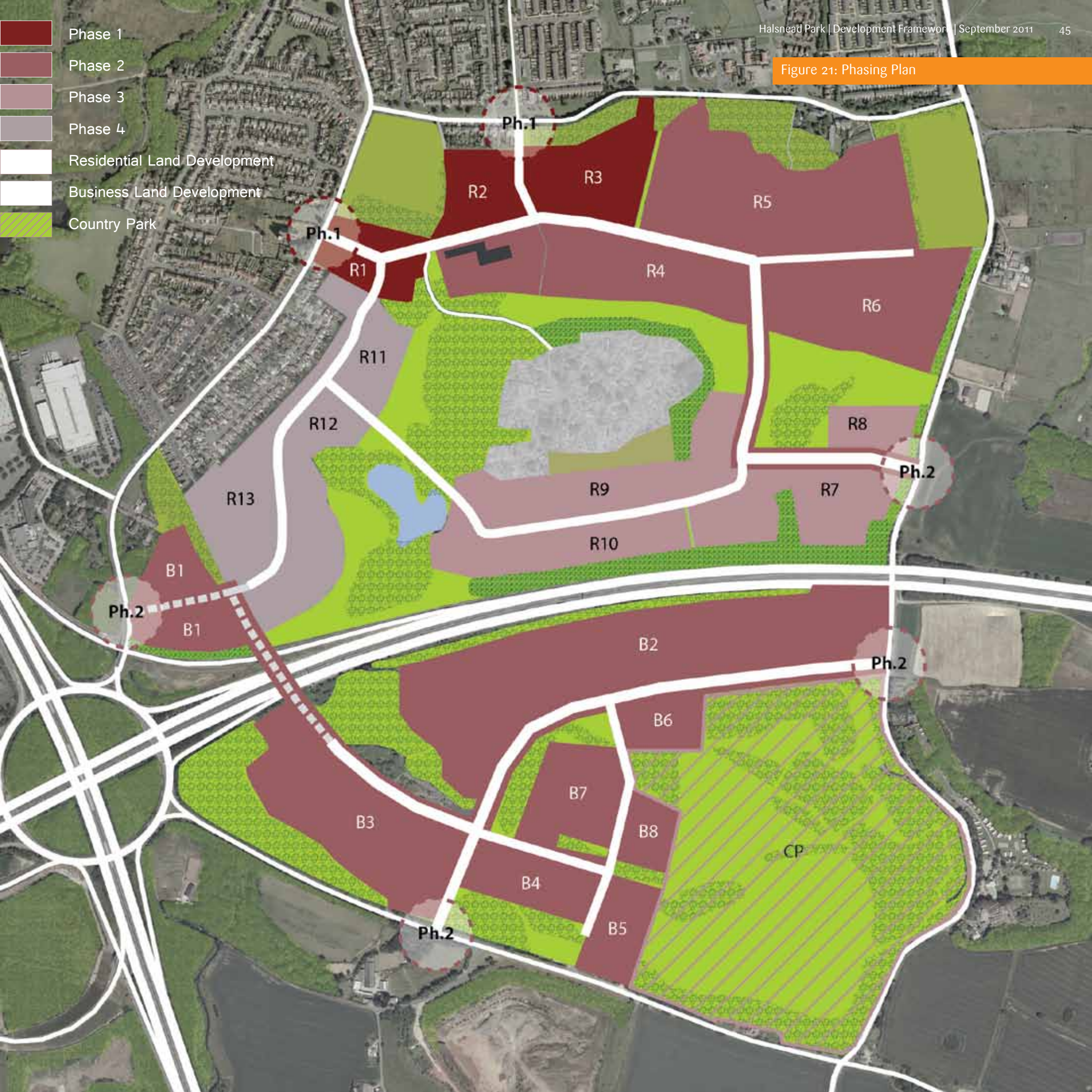
Country Park Phasing

The detailed arrangements between the business park and the country park will be the subject of further detailed discussion. However, it is likely that the park will begin to be developed during Phase 2.

Conclusion

For these reasons Junction Property Ltd considers that the development of the areas north and south of the motorway should be developed comprehensively. This document is considered a basis for discussion and Junction properties Ltd. welcome the opportunity to discuss and evolve these proposals in partnership with Knowsley Borough Council.

Figure 21: Phasing Plan



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